



Commission Meeting Agenda Monday, June 17, 2019, 2 p.m.

Chair: Richard Valle, Supervisor Alameda County District 2 Executive Director: Arthur L. Dao
Vice Chair: Pauline Cutter, Mayor City of San Leandro Clerk of the Commission: [Vanessa Lee](#)

- 1. Call to Order/Pledge of Allegiance
- 2. Roll Call
- 3. Public Comment
- 4. Chair and Vice Chair Report
- 5. Executive Director Report
- 6. Consent Calendar Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Items 6.1, 6.2 and 6.11.

- 6.1. [Approve the May 23, 2019 Commission Meeting Minutes](#) 1 A
- 6.2. [Approve the May 30, 2019 Commission Retreat Meeting Minutes](#) 5 A
- 6.3. [Congestion Management Program \(CMP\): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#) 7 I
- 6.4. [Plan Bay Area 2050 update and approval of project submissions for Plan Bay Area 2050](#) 9 A
- 6.5. [Approve the Countywide Active Transportation Plan](#) 29 A
- 6.6. [Approve the Transportation Demand Management Program Contract Amendment](#) 37 A
- 6.7. [Approve the 2020 Comprehensive Investment Plan](#) 41 A
- 6.8. [East Bay Greenway \(San Leandro BART to South Hayward BART\): Approval of Professional Services Agreement for Right of Way Support Services](#) 113 A
- 6.9. [Approve the Alameda CTC Construction Management and Administration Guide](#) 119 A
- 6.10. [Approve the Administrative Amendments to Various Project Agreements \(A17-0039 and 04-2632\)](#) 169 A
- 6.11. [Approve Community Advisory Committee Appointment](#) 173 A

7. Community Advisory Committee Reports (3-minute time limit)

- | | | |
|--|-----|---|
| 7.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | 175 | I |
| 7.2. Independent Watchdog Committee – Steve Jones, Chair | | I |
| 7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | | I |

8. Planning, Policy and Legislation Committee Action Items

The Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
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| 8.1. Approve legislative positions and receive an update on federal, state, and local legislative activities | 181 | A/I |
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9. Programs and Projects Committee Action Items

- | | | |
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| 9.1. Measure B/BB/Vehicle Registration Fee Program Compliance Report Summary | 201 | I |
|--|-----|---|

10. Administrative Action Items

- | | | |
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| 10.1. Approve the Job Description and the Request for Proposals for an Executive Search Firm for the Executive Director Position | 215 | A |
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11. Member Reports

12. Adjournment

Next Meeting: July 25, 2019

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings for June 2019 through September 2019

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Rochelle Nason

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Commission and Committee Meetings

| Time | Description | Date |
|------------|---|-------------------------------------|
| 9:00 a.m. | Finance and Administration Committee (FAC) | July 8, 2019 September 9, 2019 |
| 9:30 a.m. | I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA) | |
| 10:00 a.m. | I-580 Express Lane Policy Committee (I-580 PC) | |
| 10:30 a.m. | Planning, Policy and Legislation Committee (PPLC) | |
| 12:00 p.m. | Programs and Projects Committee (PPC) | |
| 2:00 p.m. | Alameda CTC Commission Meeting | July 25, 2019 September 26, 2019 |

Advisory Committee Meetings

| | | |
|-----------|---|-------------------------------------|
| 1:30 p.m. | Paratransit Advisory and Planning Committee (PAPCO) | June 24, 2019 September 23, 2019 |
| 1:30 p.m. | Alameda County Technical Advisory Committee (ACTAC) | June 27, 2019 September 5, 2019 |
| 5:30 p.m. | Independent Watchdog Committee (IWC) | July 8, 2019 |
| 5:30 p.m. | Bicycle and Pedestrian Advisory Committee (BPAC) | September 5, 2019 |
| 9:30 a.m. | Paratransit Technical Advisory Committee (ParaTAC) | September 10, 2019 |

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, May 23, 2019, 2 p.m.

6.1

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Haggerty, Commissioner Miley, Commissioner Marchand, and Commissioner Freitas.

Commissioner Peeples was present as an alternate for Commissioner Ortiz. Commissioner Cox was present as an alternate for Commissioner Chan. Commissioner Lopez was present as an alternate for Commissioner Cutter. Commissioner Goel was present as an alternate for Commissioner Haubert.

Subsequent to the roll call:

Commissioner Haggerty arrived during Item 4. Commissioner Miley arrived during Item 7.

3. Public Comment

There was a public comment made by Ken Bukowski on regional governance.

4. Chair and Vice Chair Report

Chair Valle stated that earlier in the month, several Commissioners had a successful multi-day legislative visit in Washington DC. He thanked fellow commissioners Vice-Chair Cutter, Commissioners Bauters, Dutra Vernaci, Haggerty Mei, Miley, and Ortiz for all their time and commitment to carrying Alameda CTC's messages to Washington DC. Chair Valle reminded Commission members about the upcoming Commission retreat on May 30, 2019 and noted that Alameda CTC would be scheduling project briefings for Commissioners this summer and fall on the San Pablo Corridor and the East Bay Greenway Projects for Commissioners representing jurisdictions along these corridors. Chair Valle thanked Commissioner Arreguin for hosting a public meeting in Berkeley on the San Pablo project on May 23, 2019 and stated that Alameda CTC also held a public meeting for the Ashby Avenue Interchange Project in May 22, 2019 to receive public input on the project.

5. Executive Director Report

Art Dao stated that his report could be found in the Commissioners' folders as well as on the Alameda CTC website. He noted that the California Transportation Commission approved SB 1 competitive funding for the FITS project. He also noted that the CTC awarded Alameda CTC funding to expand the County's Safe Routes to School Program. He updated the Commission on public workshops held throughout the county and noted that the June Commission meeting will be rescheduled to June 17, 2019.

6. Consent Calendar

6.1. Approve April 25, 2019 Commission Meeting Minutes

6.2. Approve Community Advisory Committee Appointments

- 6.3. FY2018-19 Third Quarter Report of Claims Acted Upon Under the Government Claims Act
- 6.4. Approve 2018 Alameda CTC Annual Report
- 6.5. Approve Alameda CTC FY2019-20 Proposed Budget
- 6.6. Approve Alameda CTC FY2018-19 Third Quarter Consolidated Financial Report
- 6.7. Approve Measure B and Measure BB Sales Tax Budget Update for FY 2018-19
- 6.8. Approve Alameda CTC FY2018-19 Third Quarter Investment Report
- 6.9. Approve Alameda CTC Investment Policy
- 6.10. Approve Amendment No. 5 to Professional Services Agreement No. A13-0088 with Acumen Building Enterprise, Inc. for Planning, Policy, Communications and Administrative Support Services
- 6.11. I-580 Express Lanes (PN 1373.002): Monthly Operations Update
- 6.12. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.13. Route 84 Expressway Widening (PN 1210.002): Approve Project Actions for the Closeout Phase

Commissioner Haggerty moved to approve the Consent calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following votes:

- Yes: Arreguin, Bauters, Carson, Cox, Ezzy Ashcraft, Goel, Haggerty, Halliday, Kaplan, Lopez, McBain, Mei, Nason, Peeples, Saltzman, Thao, Thorne, Valle
- No: None
- Abstain: None
- Absent: Freitas, Marchand, Miley

7. Community Advisory Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)

Matt Turner, BPAC Chair stated that the committee met on May 16, 2019. The committee approved Transportation Development Act project nominations from Alameda County Public Works Agency, received an update on the East 14th/Mission and Fremont Boulevard projects and received an update on the Countywide Active Transportation Plan. The next meeting is scheduled for September 5, 2019.

7.2. Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Planning, Policy and Legislation Committee Action Items

8.1. Approve legislative positions and receive an update on federal, state, and local legislative activities

Tess Lengyel provided a brief update on federal, state, and local legislative activities specifically the Governors May revise. There was discussion among the Commission regarding the withholding of SB 1 funds as proposed in the May

Revise. Ms. Lengyel recommend that the Commission take the following bill position:

SB 328 (Portantino) - Oppose Position

Commissioner Arreguin moved to approve staff's recommendation with an amendment to oppose the Governor Trailer Bill, specifically the reallocation of SB 1 funding tied to housing production. Commissioner Ezzy Ashcraft seconded the motion.

Yes: *Arreguin, Bauters, Carson, Cox, Ezzy Ashcraft, Goel, Haggerty, Halliday, Kaplan, Lopez, McBain, Mei, Miley, Nason, Peeples, Saltzman, Thao, Thorne, Valle*

No: *None*

Abstain: *None*

Absent: *Freitas, Marchand*

9. Closed Session

9.1. Recess to Closed Session regarding Public Employment pursuant to Government Code section 54957; Title: Executive Director

The Commission went to closed session pursuant to Government Code section 54957.

9.2. Reconvene to Open Session

9.3. Closed Session Report/Action

There was no action taken in closed session.

10. Member Reports

There were no member reports.

11. Adjournment

The next meeting is Monday, June 17, 2019 at 2:00 p.m.

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Alameda County Transportation Commission Commission Retreat Minutes Thursday, May 30, 2019, 9 a.m.

6.2

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Frietas, Commissioner Thao and Commissioner Valle.

Commissioner Cox was present as an alternate for Commissioner Chan. Commissioner Cavanaugh was present as an alternate for Commissioner McBain. Commissioner Duncan was present as an alternate for Commissioner Dutra-Vernaci.

3. Public Comment

There was one public comment made by Kelly Abreu regarding multi-modal connectivity for Alameda CTC projects.

4. Chair Report on Purpose and Goals for the Retreat

Vice Chair Cutter welcomed Commissioners and members of the public to the retreat. She provided a brief overview of the agenda and reminded Commissioners of the purpose and goals for the day.

5. Retreat Overview

Tess Lengyel provided an overview of the retreat including a brief introduction of speakers and the retreat facilitator.

6. Alameda County Transportation Sales Tax Agencies and Accomplishments

Vice Chair Cutter introduced a video that highlighted Alameda CTC Accomplishments from 1986 to the present.

7. Update on the State of the Transportation System in Alameda County

Carolyn Clevenger, Alameda CTC's Director of Planning and Christopher Marks, Alameda CTC's Transportation Planner, presented Alameda CTC's state of the system report. The Commission provided questions and comments on Transportation Network Company's (TNC) trip percentages, the regions jobs/housing imbalance, bicycle safety, and options for collision reduction.

This presentation was followed by a presentation from Sara LaBatt (EMC Research), who presented findings from an Alameda County resident's survey addressing transportation interests and priorities. The Commission had questions and comments on the definition of Communities of Concern and the impacts of rising housing costs throughout the County.

8. Break

9. Major Shifts in the Transportation Industry

The Commission received a presentation and had a facilitated discussion with Professor Daniel Sperling from U.C. Davis' Department of Civil and Environmental Engineering-

Institute of Transportation Studies. The presentation covered information on electric vehicles, automation, and pooling/sharing. The Commission had questions and comments on first and last mile transit connectivity, parking, transportation and technology linkages, electric vehicle charging stations and example partnerships with TNC's.

10. Break

11. FASTER Bay Area

The Commission received a presentation by the Bay Area Council on FASTER Bay Area. Presenters included:

- John Grubb, Chief Operating Officer, Bay Area Council
- Gwendolyn Litvak, Senior Vice President, Bay Area Council
- Jason Baker, Vice President of Transportation, Housing & Community Development for the Silicon Valley Leadership Group
- Stuart Cohen, Principal, Stuart Cohen Strategies

The presentation covered survey and focus group findings, the approach for a major transportation investment, strategy, and preliminary information on public support received for a Bay Area transportation plan. The Commissioners participated in a question and answer discussion at the conclusion of the presentation addressing the process issues and opportunities for a large measure related to Alameda County needs.

12. Break

13. Alameda County Opportunities for 2020 Transportation and Beyond

Tess Lengyel presented information on Alameda County opportunities for 2020 Transportation and beyond. The Commission had an interactive discussion and brainstorming session focused on goods movement, highways and express lanes, arterials, transit, active transportation and trails, technology and Alameda CTC 's programs.

Ms. Lengyel informed the Commission that a summary of key findings and comments from the Retreat will be presented as part of Alameda CTC's Countywide Transportation Plan at the July Commission meeting.

14. Closing Remarks

Vice Chair Cutter thanked all speakers, panelist, Commissioners and members of the public for attending the retreat. She noted that staff will be taking all the feedback from the day and bringing back next steps at the July Commission meeting.

15. Member Reports

There were no member reports.

16. Adjournment

The next meeting is Monday, June 17, 2019 at 2:00 p.m.



Memorandum

6.3

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DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

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

Recommendation

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

Summary

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

Alameda CTC has not reviewed any environmental documents for review since the last update on May 13, 2018.

Fiscal Impact: There is no fiscal impact associated with this item.

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Memorandum

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DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Director of Planning
Saravana Suthanthira, Principal Transportation Planner
Kristen Villanueva, Senior Transportation Planner

SUBJECT: Plan Bay Area 2050 update and approval of project submissions for Plan Bay Area 2050

Recommendation

Receive update on Plan Bay Area 2050, the Bay Area's next Regional Transportation Plan, and approve submission of projects in Alameda County for consideration for inclusion in Plan Bay Area 2050. Upon approval, the list and associated project details will be sent to MTC to meet their timeline of June 30, 2019.

Summary

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) have been working on the update to Plan Bay Area (PBA), the region's long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This update, known as PBA 2050, goes out to 2050, and will be adopted in mid-2021. MTC/ABAG has been developing PBA 2050 across two phases: 1). Visionary concepts and future scenario planning in the first phase, referred to as "Horizon," and 2). Traditional planning and financial analysis in the second phase, referred to as "PBA 2050." An initial update on this process was presented to the Commission in May 2018. This agenda item will provide a high level update on work completed as part of the Horizon effort since May 2018 including a summary of future scenarios and outline how MTC is envisioning the Horizon effort to feed into PBA 2050. In addition, this item describes a request for project information that MTC has solicited from county transportation agencies on transportation projects for PBA 2050 and includes recommendation by the Commission to approve these projects for submission to MTC for consideration.

In March 2019, MTC requested information via the county transportation agencies on transportation projects for consideration for PBA 2050 that would be considered **"regionally significant, non-exempt"** for air quality modeling purposes of the RTP/SCS.

Alameda CTC staff subsequently reached out to ACTAC members to update projects of this type from the last regional plan, the 2016 Countywide Transportation Plan (2016 CTP), and to provide information on any new non-exempt projects from local planning initiatives. These projects are detailed in Attachment A.

To submit these projects for consideration for PBA 2050, MTC is requiring board approval of the projects by June 30, 2019. Note that Attachment A only includes large “exempt” projects, which are projects that are more operational in nature or address safety such as complete streets. The majority of remaining “exempt” projects will be bundled into **programmatic categories** for the RTP/SCS. MTC plans to update these programs in the fall, at which time Alameda CTC will again coordinate submission for the county.

In addition, Alameda CTC is starting work on the next countywide transportation plan, which will be called the 2020 Countywide Transportation Plan (2020 CTP). As with previous cycles, the CTP is designed to inform the RTP/SCS. County projects are typically listed in detail in the CTP, whereas the RTP/SCS focuses on large regional projects, with the majority of local projects and programs included as general programmatic categories. Alameda CTC has been actively engaged in the PBA 2050 update process, acting as the county’s coordination agency for MTC, and is working to closely coordinate update efforts across the RTP/SCS and CTP. Staff plans to bring a full update of the 2020 CTP, including approach and planned engagement, to PPLC in July.

Background

MTC/ABAG, the Bay Area’s transportation and land use planning agencies, have been working on the update to the Plan Bay Area called PBA 2050. The overall schedule is included as Attachment B. The update will occur in two phases:

1. Horizon or “Blue Sky” Planning: this effort has been underway for a year and a half and will be completed in fall 2019.
2. PBA 2050: This will cover the traditional regional planning process including identifying a preferred scenario, identifying a set of financially-constrained transportation projects, and performing the RTP/SCS environmental clearance.

Alameda CTC has been actively engaged in this process through participating in various forums including the Regional Advisory Working Group (RAWG) and County Transportation Agency coordination meetings.

Horizon

Horizon is a new planning process that leverages new techniques in exploratory scenario planning, embracing uncertainty as a central element of the long-range planning process. Horizon is intended to address a range of topics including but not limited to transportation and land use but also economic development, resilience and the effects of emerging technologies. Key features of Horizon/PBA 2050 initiative which are briefly described below

include: Perspective Papers, Futures, Project Performance and Outreach. An overarching five guiding principles that are intended to frame or guide this process were developed in Summer 2018: Affordable, Connected, Diverse, Healthy and Vibrant.

- **Futures** – Three Futures scenarios were created that include divergent aspects across key assumptions related to a variety of factors such as the future of federal environmental regulation, transportation technology deployment, regional economic prosperity, preferences for home locations and sizes, levels of federal infrastructure funding, major earthquakes, and levels of sea level rise. These Futures are called: Clean and Green, Back to the Future, and Rising Tides and Falling Futures. More information on the key assumptions in each of the Futures is included in the Attachment C. These futures will be used to test the merits of policy strategies and transportation projects that the Bay Area could consider including in PBA 2050.
- **Perspective Papers** – Six papers are being published covering big ideas that the region is currently grappling with, such as autonomous vehicles, climate mitigation and regional growth strategies. The outcome for each paper is a set of high impact strategies that could be major drivers in shaping the region. Four have been released so far on technology, shared mobility, land use, and the future of jobs. The two remaining will cover potential new Bay Crossings and effects of sea level rise. The perspective paper on Land Use, titled “Regional Growth Strategies” identified proposed changes related to land development strategies including Priority Development Areas (PDAs). This change impacts a number of the existing PDAs in Alameda County, and Alameda CTC is coordinating with MTC and local jurisdictions to address this issue.
- **Project Performance** – Similar to prior planning cycles, Horizon includes a Project Performance Assessment for major transportation investments. The assessment will identify costs and benefits of different transportation projects in each of the three Futures mentioned above. This assessment will be done for mega, transformative projects, which are those that would cost more than \$1 billion, and for major projects that generally cost more than \$250 million. Results from this performance assessment are anticipated in fall 2019.

As shown in Attachment B, the Horizon process will be completed in fall 2019. Informed by the outcomes of the above three elements, MTC/ABAG will develop a draft Preferred Scenario to transition to PBA 2050.

Transportation Projects for Approval

One major component of the regional plan is a fiscally constrained list of transportation projects and programs. As MTC/ABAG is transitioning from Horizon to preparation of PBA 2050, they have requested information on transportation projects that should be considered for inclusion in the RTP/SCS. Solicitations for transportation projects are occurring over three steps:

1. **Request for transformative projects:** In late 2018, MTC started the process with a call for regional projects that could “transform” the region and that cost over \$1 billion. MTC received 35 applications from public agencies. In Alameda County, Alameda CTC, Oakland, Newark, AC Transit, ACE, Caltrans, BART, and the Tri-Valley San Joaquin Valley Regional Rail Authority submitted projects for consideration. (As a reminder, the Commission reviewed the list of projects that Alameda CTC was planning to submit in May 2018.) A list of transformative projects that Alameda CTC submitted to MTC is included in Attachment A. A list of transformative projects submitted by other public agencies in Alameda County is included in Attachment D.
2. Update to the **regionally-significant, non-exempt projects**, which are projects that significantly change road or transit capacity or are regionally significant based on project cost. This is the content of the current project solicitation by MTC and more information is provided below.
3. Update projects that are **not regionally-significant and are exempt**. These will be grouped into programmatic categories in the RTP/SCS. These project types represent the majority of projects that are planned and underway in our county such as bike lanes and streetscape projects. Alameda CTC will start collecting this information later this summer for submittal to the RTP/SCS.

The current request, which MTC has asked the county transportation agencies to facilitate, is for **regionally-significant, non-exempt projects**. In April, Alameda CTC staff reached out to ACTAC members to update projects of this type from the last regional plan, the 2016 Countywide Transportation Plan (2016 CTP), and provide information on any new non-exempt projects agencies have developed as part of local planning initiatives in the meantime. MTC has requested that multi-county transit agencies submit projects directly to MTC. For reference, we are including the regional transit projects that agencies have informed us may be submitted in Attachment E.

In the context of PBA 2050, a project proposal will be deemed **regionally-significant, non-exempt** if it meets any of the following:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
- Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
- Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
- Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
- Extends or expands the fixed guideway transit infrastructure
- Adds new or expands transit stations or terminals, including parking facilities
- Expands transit fleets or service levels (e.g., increased frequency, hours of operation)

- Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
- Is a large project that would otherwise be considered exempt (e.g. full build out of the SF Bay Trail)

An update to the remainder of project types, which includes exempt projects and programs, will be carried out in fall 2019 for the purposes of PBA 2050. MTC will also estimate costs associated with local streets and roads maintenance and transit operating and capital expenses out to 2050, which will affect the amount of future revenues that could be assumed for projects. Alameda CTC will be actively participating in this step later this year and will continue to coordinate project updates on behalf of the county. It is anticipated that throughout this process, updates and changes will be made, and being included in Attachment A is not a guarantee that a project will be included in the final PBA 2050.

PBA 2050 Near Term next steps

For additional information on PBA 2050 background and activities, see MTC website on [Horizon Process](#). As mentioned above (See Attachment B), Horizon will be completed in fall 2019, and is expected to identify high performing and resilient policies and projects based on the outcome from the Futures analysis, Perspective Papers, and Project Performance. Alameda CTC staff will continue to be actively engaged in this process and provide comments on the process and deliverables and seek Commission action, as appropriate.

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

Attachments:

- A. Alameda CTC Resolution 19-004 and Draft Regionally Significant Projects for Alameda County
- B. Plan Bay Area 2050 Update Process Overview and Elements
- C. Summary of Futures
- D. Transformative Projects submitted by other public agencies in Alameda County
- E. Regional Transit Projects for Alameda County as of May 28, 2019

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**Commission Chair**

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

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Councilmember Sheng Thao**City of Piedmont**

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City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 19-004**

**Resolution approving regionally-significant projects in Alameda
County for submittal to the Metropolitan Transportation Commission
for consideration for inclusion in Plan Bay Area 2050**

WHEREAS, the Metropolitan Transportation Commission (MTC) has initiated an update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Plan Bay Area 2050; and

WHEREAS, on March 4, 2019, MTC issued a request for regionally-significant projects for the update of the RTP/SCS as well as guidelines that defined the term "regionally-significant" for purposes of this submission; and

WHEREAS, MTC has requested Congestion Transportation Agencies (CTAs) to coordinate the submission of projects for each respective county; and

WHEREAS, as the CTA for Alameda County, Alameda County Transportation Commission (Alameda CTC) coordinated with members of the Alameda County Technical Advisory Committee (ACTAC), transit agencies, and internal project managers to update projects in the 2016 Countywide Transportation Plan (2016 CTP), and the current RTP/SCS, and solicit new projects for purposes of this submission; and

WHEREAS, Alameda CTC developed the attached proposed regionally-significant projects for consideration for Plan Bay Area 2050;

NOW, THEREFORE BE IT RESOLVED, The submittal of the projects as attached to this resolution to MTC for consideration for Plan Bay Area 2050 is approved: and

The Clerk of the Alameda CTC is hereby directed to forward a copy of this Resolution to MTC.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on June 17, 2019 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

ATTEST:

Richard Valle
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

Plan Bay Area 2050

List of Regionally Significant Projects for Alameda County

Project costs are estimates and subject to change as projects move through development and PBA 2050 processes

Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$

RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle

| # | 2016 CTP Index | PBA 2040 ID | Lead Agency | Project Title | Project Cost (\$ Millions) | Project Type | Submission Type |
|----|---------------------|-------------|-----------------|--|----------------------------|---------------------------------|---------------------------------|
| 1 | 49, 193, 211, 223 | 17-10-0014 | ABAG/MTC | San Francisco Bay Trail | \$354 | Major Trails and Large Bike Ped | Large Exempt Under Construction |
| 2 | 4 | 17-10-0060 | AC Transit | AC Transit: East Bay Bus Rapid Transit | \$206 | Transit | Under Construction |
| 3 | | New | AC Transit | AC Transit: Fremont Transit Network Improvements | \$300 | Transit | Non-Exempt |
| 4 | 70 | New | AC Transit | AC Transit: Alameda Point Transit Network Improvements | \$459 | Transit | Non-Exempt |
| 5 | | New | AC Transit | AC Transit: Newark PDA Transit Network Improvements | \$178 | Transit | Non-Exempt |
| 6 | | New | ACE/SJRR | Altamont Corridor Vision - Mid-Term (Alameda County Portion) | \$1,351 | Transit | Non-Exempt |
| 7 | 332 | New | Alameda County | Niles Canyon Trail | \$156 | Major Trails and Large Bike Ped | Large Exempt |
| 8 | 25 | 17-01-0001 | Alameda CTC | East Bay Greenway | \$621 | Major Trails and Large Bike Ped | Large Exempt |
| 9 | 302 | 17-01-0015 | Alameda CTC | 7th Street Grade Separation East and FITS | \$355 | Port Rail | Large Exempt |
| 10 | 303 | 17-01-0018 | Alameda CTC | 7th Street Grade Separation West | \$265 | Port Rail | Large Exempt |
| 11 | 318 | 17-01-0019 | Alameda CTC | I-580 Integrated Corridor Mobility (ICM) | \$146 | Technology | Non-Exempt |
| 12 | 150 | 17-01-0020 | Alameda CTC | SR-262 Mission Boulevard Cross Connector Improvements | \$912 | Express Lanes and Express Bus | Non-Exempt |
| 13 | 36 | 17-01-0021 | Alameda CTC | I-880/Whipple Rd Industrial Pkwy SW I/C Imps | \$174 | Interchange Modernization | Non-Exempt |
| 14 | 160 | 17-01-0024 | Alameda CTC | I-880 Winton Avenue A Street Interchange Reconstruction | \$114 | Interchange Modernization | Non-Exempt |
| 15 | 27 | 17-01-0028 | Alameda CTC | I-580/680 Interchange HOV/HOT Widening | \$1,500 | Interchange Modernization | Non-Exempt |
| 16 | 37 | 17-01-0029 | Alameda CTC | Rte 84 Widening, south of Ruby Hill Dr to I-680 | \$234 | Road Widening | Non-Exempt |
| 17 | 33 | 17-01-0030 | Alameda CTC | Oakland/Alameda Access Project | \$113 | Interchange Modernization | Non-Exempt |
| 18 | 32 | 17-01-0031 | Alameda CTC | I-880 North Safety Improvements | \$109 | Interchange Modernization | Under Construction |
| 19 | 37 | 17-01-0032 | Alameda CTC | SR 84 Expressway Widening | \$120 | Road Widening | Under Construction |
| 20 | 123 | 17-01-0037 | Alameda CTC | I-80/Ashby Avenue Interchange Improvements | \$52 | Interchange Modernization | Non-Exempt |
| 21 | 31 | 17-01-0040 | Alameda CTC | I-80 Gilman Street Interchange Improvements | \$55 | Interchange Modernization | Non-Exempt |
| 22 | 6 | 17-10-0003 | Alameda CTC | San Pablo Avenue Corridor Project | \$300 | Transit | Non-Exempt |
| 23 | 29 | 17-10-0058 | Alameda CTC | I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2 | \$130 | Express Lanes and Express Bus | Non-Exempt |
| 24 | 28 | 17-10-0058 | Alameda CTC | I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1 | \$236 | Express Lanes and Express Bus | Non-Exempt |
| 25 | 30 | 17-10-0062 | Alameda CTC | I-680 Express Lanes: SR-84 to Alcosta | \$480 | Express Lanes and Express Bus | Non-Exempt |
| 26 | 325 | New | Alameda CTC | Student Transit Pass Program | \$850 | Transit | Large Exempt |
| 27 | 100, 147, 273, 284, | New | Alameda CTC | Rail Safety and Connectivity | \$1,070 | Transit | Large Exempt |
| 28 | 326 | New | Alameda CTC | Safe Routes to School | \$1,138 | Other | Large Exempt |
| 29 | | New | Alameda CTC | I-580 Design Alternatives Assessments (DAAs) Implementation | \$786 | Express Lanes and Express Bus | Non-Exempt |
| 30 | | New | Alameda CTC | I-680 Express Bus to Silicon Valley | \$479 | Express Lanes and Express Bus | Non-Exempt |
| 31 | | New | Alameda CTC | E14th/Mission Blvd Corridor Project | \$330 | Transit | Non-Exempt |
| 32 | 107 | New | Berkeley | Shattuck Complete Streets and De-couplet | \$7 | Road Diet | Non-Exempt |
| 33 | 105 | New | Berkeley | Southside Complete Streets & Transit Improvement | \$9 | Road Diet | Non-Exempt |
| 34 | | New | CCJPA | Oakland to San Jose Phase 2A (OSJ2A) | \$271 | Transit | Non-Exempt |
| 35 | 57 | 17-01-0009 | City of Alameda | New Alameda Point Ferry Terminal | \$22 | Transit | Non-Exempt |
| 36 | 69 | 17-01-0061 | City of Alameda | Ralph Appenzato Memorial Parkway Dedicated Bus Lanes or Bus Queue Jump Lanes | \$15 | Road Diet | Non-Exempt |
| 37 | 55 | New | City of Alameda | Central Avenue Safety Improvements | \$15 | Road Diet | Non-Exempt |
| 38 | 53 | New | City of Alameda | Clement Ave and Tilden Way Complete Streets | \$15 | Road Diet | Non-Exempt |

Plan Bay Area 2050

List of Regionally Significant Projects for Alameda County

Project costs are estimates and subject to change as projects move through development and PBA 2050 processes

Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$

RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle

| # | 2016 CTP Index | PBA 2040 ID | Lead Agency | Project Title | Project Cost (\$ Millions) | Project Type | Submission Type |
|----|----------------|-------------|-----------------|--|----------------------------|---------------------------------|-----------------|
| 39 | 55 | New | City of Alameda | Lincoln Avenue Safety Improvements | \$3 | Road Diet | Non-Exempt |
| 40 | 55 | New | City of Alameda | Otis Drive Safety Improvements | \$1 | Road Diet | Non-Exempt |
| 41 | 72 | New | City of Alameda | Stargell Complete St | \$5 | Road Diet | Non-Exempt |
| 42 | 75 | New | City of Alameda | Water Shuttle Operations | \$47 | Transit | Non-Exempt |
| 43 | | New | City of Alameda | West End Bike/Ped Crossing | \$222 | Major Trails and Large Bike Ped | Large Exempt |
| 44 | | New | City of Alameda | Waterfront and Bay Trails in City of Alameda | \$154 | Major Trails and Large Bike Ped | Large Exempt |
| 45 | 116 | 17-01-0038 | Dublin | I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2 | \$66 | Interchange Modernization | Non-Exempt |
| 46 | 114 | 17-01-0048 | Dublin | Dublin Blvd. - North Canyons Pkwy Extension | \$175 | Road Widening | Non-Exempt |
| 47 | 120 | 17-01-0051 | Dublin | Tassajara Road Widening from N. Dublin Ranch Drive to City Limit | \$31 | Road Widening | Non-Exempt |
| 48 | 112 | 17-01-0053 | Dublin | Dougherty Road Widening | \$45 | Road Widening | Non-Exempt |
| 49 | 115 | 17-01-0057 | Dublin | Dublin Boulevard widening | \$12 | Road Widening | Non-Exempt |
| 50 | | New | Emeryville | 40th Street Bus Lanes | \$18 | Road Diet | Non-Exempt |
| 51 | 128 | New | Emeryville | Powell Transbay Bus I-80 Ramp/Bus Stop | \$13 | Interchange Modernization | Non-Exempt |
| 52 | 129 | New | Emeryville | Powell Street Bridge Widening | \$9 | Road Widening | Non-Exempt |
| 53 | 132 | 17-01-0052 | Fremont | Auto Mall Parkway Improvements Near I-680 | \$50 | Road Widening | Non-Exempt |
| 54 | 142 | 17-01-0058 | Fremont/ BART | Irvington BART Station | \$342 | Transit | Non-Exempt |
| 55 | 158 | 17-01-0036 | Hayward | Rt 92/Clawiter/Whitesell Interchange Improvements | \$55 | Interchange Modernization | Non-Exempt |
| 56 | | New | Hayward | Downtown Hayward Complete Streets/Road Diet Project | \$35 | Road Diet | Non-Exempt |
| 57 | | New | LAVTA | LAVTA On-Demand First-Mile/Last-Mile Microtransit Program | \$18 | Transit | Non-Exempt |
| 58 | 174 | 17-01-0033 | Livermore | I-580 Vasco Road Interchange Improvements | \$81 | Interchange Modernization | Non-Exempt |
| 59 | 169 | 17-01-0034 | Livermore | I-580 Greenville Road Interchange Improvements | \$68 | Interchange Modernization | Non-Exempt |
| 60 | 168 | 17-01-0035 | Livermore | I-580 First Street Interchange Improvements | \$62 | Interchange Modernization | Non-Exempt |
| 61 | 172 | 17-01-0039 | Livermore | I-580 SR-84/Isabel Interchange Improvements Phase 2 | \$43 | Interchange Modernization | Non-Exempt |
| 62 | 186 | New | Newark | Bayside TOD PDA Transit Station and Pedestrian Overcrossing | \$12 | Transit | Non-Exempt |
| 63 | 183 | New | Newark | Old Town PDA Road Diet and Complete Streets Improvemns | \$4 | Road Diet | Non-Exempt |
| 64 | 214 | 17-01-0016 | Oakland | Oakland Army Base Infrastructure Improvements | \$301 | Port of Oakland | Large Exempt |
| 65 | 190 | 17-01-0043 | Oakland | 42nd Ave. & High St. I-880 Access Improv. | \$18 | Interchange Modernization | Non-Exempt |
| 66 | 198 | 17-01-0046 | Oakland | Coliseum City Transit Hub | \$181 | Transit | Non-Exempt |
| 67 | 202 | New | Oakland | Oakland: Telegraph Ave Bike/Ped Imps and Road Diet | \$1 | Road Diet | Non-Exempt |
| 68 | 202 | New | Oakland | Oakland: Telegraph Avenue Complete Streets | \$5 | Road Diet | Non-Exempt |
| 69 | 204 | New | Oakland | Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014 | \$1 | Road Diet | Non-Exempt |
| 70 | 188 | New | Oakland | 14th Street Safe Routes in the City | \$14 | Road Diet | Non-Exempt |
| 71 | 202 | New | Oakland | Telegraph Avenue Road Diet | \$2 | Road Diet | Non-Exempt |
| 72 | 188 | New | Oakland | 14th Street West Oakland Road Diet | \$0.2 | Road Diet | Non-Exempt |
| 73 | 194 | New | Oakland | High Street Road Diet | \$0.2 | Road Diet | Non-Exempt |
| 74 | 194 | New | Oakland | Adeline Street Road Diet | \$0.1 | Road Diet | Non-Exempt |

Plan Bay Area 2050

List of Regionally Significant Projects for Alameda County

Project costs are estimates and subject to change as projects move through development and PBA 2050 processes
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 RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle

| # | 2016 CTP Index | PBA 2040 ID | Lead Agency | Project Title | Project Cost (\$ Millions) | Project Type | Submission Type |
|----|----------------|-------------|------------------------|---|----------------------------|---------------------------|-----------------|
| 75 | 215 | New | Oakland | Upper Park Blvd Road Diet | \$0.1 | Road Diet | Non-Exempt |
| 76 | 194 | New | Oakland | 73rd Avenue Road Diet | \$0.1 | Road Diet | Non-Exempt |
| 77 | 215 | New | Oakland | Lower Park Blvd Road Diet | \$0.2 | Road Diet | Non-Exempt |
| 78 | 200 | New | Oakland | West Grand Ave Road Diet | \$4 | Road Diet | Non-Exempt |
| 79 | 246 | 17-01-0042 | Pleasanton | I-680 Overcrossing Widening and Improvements (at Stoneridge Drive) | \$19 | Interchange Modernization | Non-Exempt |
| 80 | 247 | 17-01-0044 | Pleasanton | I-680 Sunol Interchange Modification | \$15 | Interchange Modernization | Non-Exempt |
| 81 | 242 | 17-01-0045 | Pleasanton | Santa Rita Road I-580 Overcrossing Widening | \$10 | Interchange Modernization | Non-Exempt |
| 82 | 237 | New | Pleasanton | Extension of El Charro Road from Stoneridge Drive to Stanley Blvd | \$62 | Road Widening | Non-Exempt |
| 83 | | New | Pleasanton | El Charro Interchange | \$27 | Interchange Modernization | Non-Exempt |
| 84 | 308 | 17-01-0017 | Port of Oakland | Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3 | \$311 | Port of Oakland | Large Exempt |
| 85 | | New | Port of Oakland | Inner Harbor Turning Basin | \$350 | Port of Oakland | Large Exempt |
| 86 | | New | Port of Oakland | Port Wide Electrification | \$218 | Port of Oakland | Large Exempt |
| 87 | 307 | New | Port of Oakland | Port Seaside Projects: Outer Harbor Turning Basin and Marine Terminal Expansion | \$154 | Port of Oakland | Large Exempt |
| 88 | 309, 305 | New | Port of Oakland | Port Operations and Resiliency | \$113 | Port of Oakland | Large Exempt |
| 89 | | New | San Leandro | Fairmont Blvd Bike Lanes | \$0.4 | Road Diet | Non-Exempt |
| 90 | 266 | 17-01-0054 | Union City | Union City Boulevard Widening (Whipple to City Limit) | \$17 | Road Widening | Non-Exempt |
| 91 | 276 | 17-01-0059 | Union City | Union City Intermodal Station Phase 4 | \$75 | Transit | Non-Exempt |
| 92 | 26 | 17-01-0047 | Union City and Fremont | East-West Connector in Fremont & Union City | \$320 | Road Widening | Non-Exempt |

Transformative Projects Submitted by Alameda CTC in Fall 2018

Cost rounded to the nearest \$100 million

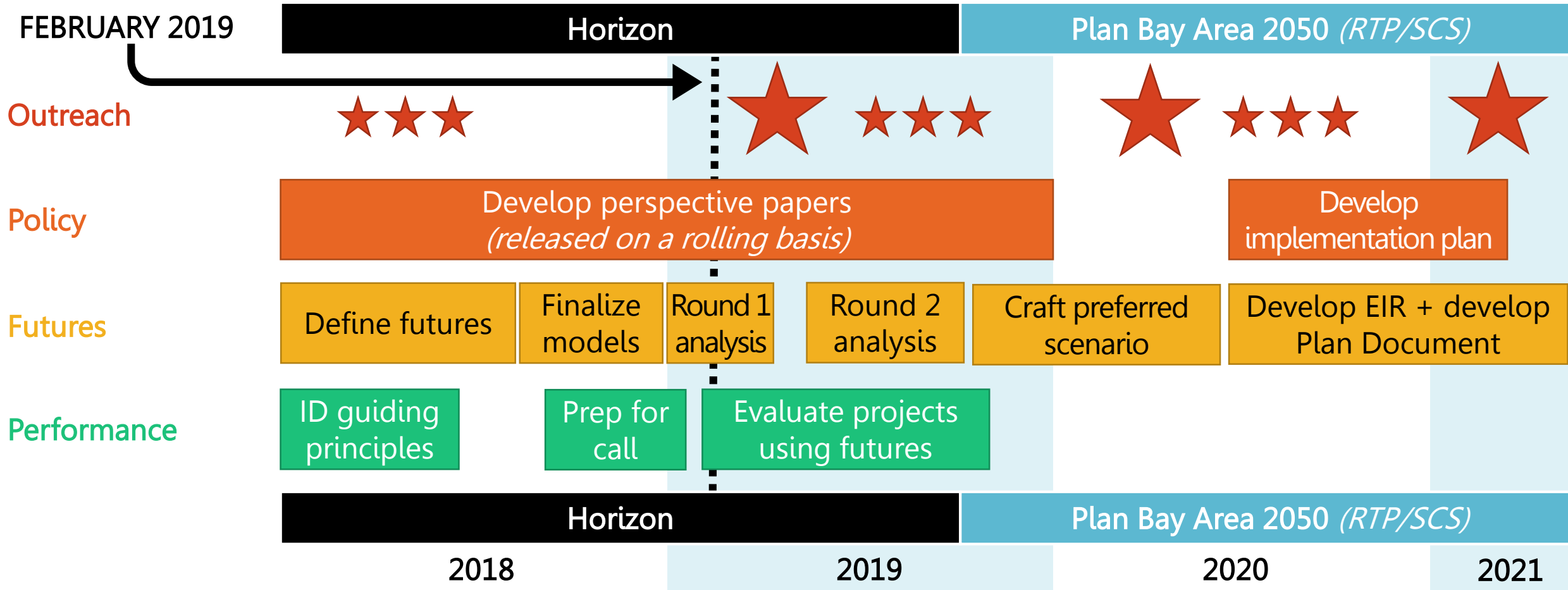
| # | 2016 CTP Index | RTP ID | Lead Agency | Project Title | Project Cost (\$ Millions) | Project Type | Submission Type |
|---|----------------|--------|-------------|--|----------------------------|---------------------------------|-----------------|
| 1 | n/a | n/a | Alameda CTC | Alameda County BRT Network + CV Corridors: The Project would create a Multimodal Connected Major Arterial Network in Alameda County through bus infrastructure based on AC Transit's Major Corridor Study; Connected Technology for Roadway infrastructure; Mobility Hubs and EV infrastructure | \$5,100 | Transit | Transformative |
| 2 | n/a | n/a | Alameda CTC | I-580 I-680 Corridor Enhancements: The Project would implement a series of highway and express lane projects along the I-580 and I-680 corridors in Alameda County including complementary express bus services. | \$7,100 | Express Lanes and Express Bus | Transformative |
| 3 | n/a | n/a | Alameda CTC | Access Safe Routes to Schools: The Program would implement infrastructure improvements at all K-12 public schools in Alameda County to build a true network of Safe Routes to School. | \$1,200 | Major Trails and Large Bike Ped | Transformative |
| 4 | n/a | n/a | Alameda CTC | Alameda County Rail Strategy: The Alameda County Rail Strategy is a program of projects that would advance a more efficient and resilient rail system in Alameda County | \$2,000 | Transit | Transformative |
| 5 | n/a | n/a | Alameda CTC | Major Trails in Alameda County: The proposed improvements include construction of three major trails, including closing the gaps on the two existing facilities, in addition to supporting implementation of other new trails under development. | \$1,600 | Major Trails and Large Bike Ped | Transformative |

Plan Bay Area 2050
 List of Regionally Significant Projects for Alameda County

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 RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle*

| # | 2016 CTP Index | PBA 2040 ID | Lead Agency | Project Title | Project Cost (\$ Millions) | Project Type | Submission Type |
|---|----------------|-------------|-------------|--|----------------------------|--------------|-----------------|
| 6 | n/a | n/a | Alameda CTC | Student Transit Pass Program: The program would cover all middle and high schools that have transit service within one quarter mile of the school and provide free bus passes on youth Clipper cards to all interested students in participating districts. | \$800 | Transit | Transformative |

Horizon and Plan Bay Area 2050 Schedule



2019 ROADMAP



Outreach

Outreach Feedback

- 1) Autonomous Vehicles
- 2) Toward a Shared Future
- 3) Regional Growth Strategies
- 4) Crossings
- 5) Future of Jobs
- 6) Governance
- 7) Sea Level Rise



Perspective Papers

- Challenges & Opportunities Report
- “Win-Win” Strategies Report



Futures

Project Performance Results

- Call for Projects
- Needs & Revenues (Transportation)
- Needs & Revenues (Housing)
- Needs & Revenues (Resilience)
- Growth Forecasts (Population, Jobs)
- Growth Framework (PDAs, etc.)

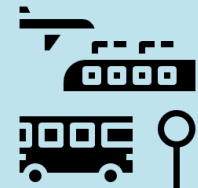


Project Performance



Plan Preparatory Work

- Plan Bay Area 2050
- Environmental Impact Report
- Implementation Plan



Transportation



Land Use






Economic Development






Resilience

- Regional Housing Needs Assessment (RHNA) **Page 22**

External Forces Summary

| # | FUTURE NAME | IMMIGRATION AND TRADE | NATIONAL TAXES AND FUNDING | NATIONAL GROWTH | LAND USE PREFERENCES | NATIONAL ENVIRONMENTAL POLICY | NEW TECHNOLOGIES | NATURAL DISASTERS |
|---|---|-----------------------|---|------------------|-----------------------------------|---|---------------------|---|
| A |  Clean and Green | Similar to today | Higher funding via carbon tax | Similar to today | Housing: more urban | Stricter regulations (1' SLR) | Widespread | Magnitude 7.0 Hayward Fault earthquake |
| | | | | | Jobs: more dispersed | | | |
| B |  Rising Tides, Falling Fortunes | Reduced | Lower funding due to tax cuts | Limited | Housing: more urban | Relaxed regulations (3' SLR) | More limited | Magnitude 7.0 Hayward Fault earthquake |
| | | | | | Similar to today | | | |
| C |  Back to the Future | Increased | Similar to today | Rapid | Housing: more dispersed | Similar to today (2' SLR) | Widespread | Magnitude 7.0 Hayward Fault earthquake |
| | | | | | Jobs: more urban | | | |

Bay Area Conditions — Summary

| # | FUTURE NAME | 2050 POPULATION | 2050 JOBS | 2050 INCOME DISTRIBUTION | 2050 RACIAL DISTRIBUTION | 2050 AGE DISTRIBUTION | 2050 INTERREGIONAL TRAVEL | 2050 TRANSPORTATION REVENUES |
|---|---|------------------------|-----------------------|--------------------------|--------------------------|-------------------------|---------------------------|------------------------------|
| A |  Clean and Green | 10.9 million | 5.2 million | 21% low-income | 73% minority | 41 median age | ↔ | \$\$\$ |
| B |  Rising Tides, Falling Fortunes | 8.6 million | 4.6 million | 31% low-income | 71% minority | 43 median age | ↑ | \$\$ |
| C |  Back to the Future | 13.8 million | 6.8 million | 21% low-income | 77% minority | 38 median age | ↑↑↑ | \$\$\$\$ |

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List of Transformative Projects submitted by Other Public Agencies in Alameda County

Project costs are estimates and subject to change as projects move through development and PBA 2050 processes

Project costs include an estimate of operations costs through 2050 and are in millions of Year-of-Expenditure \$

| # | Project Sponsor | Project Title | Project Description | Capital Cost Estimate (\$millions YOE) | OM Cost Estimate (\$millions YOE) | Project Cost (\$ millions) |
|---|-----------------|---|---|--|-----------------------------------|----------------------------|
| 1 | AC Transit | AC Transit Transbay Improvements | The Project would support a multipart program of roadway improvements for Transbay services through the Bay Bridge corridor as well as frequency increases. | \$2,700 | \$5,500 | \$8,200 |
| 2 | AC Transit | AC Transit Rapid Network | The Project would upgrade service on 9 AC Transit major corridors in Alameda and Contra Costa Counties to include high frequency service and BRT-like infrastructure. | \$3,000 | \$8,600 | \$11,600 |
| 3 | Caltrans | Webster Posey Tube Replacements | The Project would replace the Webster Posey Tube. | \$6,700 | \$100 | \$6,800 |
| 4 | City of Newark | Fremont-Newark LRT to Redwood City | The Project would construct subterranean or elevated automated Light Rail Transit or Personal Rapid Transit | \$2,300 | \$100 | \$2,400 |
| 5 | City of Oakland | Oakland Alameda Gondola Network | The Project would create a network of aerial gondolas to supplement the AC Transit bus network in East Oakland. | \$800 | \$500 | \$1,300 |
| 6 | SJRCC/ACE | Altamont Corridor Vision | The Project would provide safe, frequent, and reliable service by modernizing the corridor connecting the Central Valley and San Francisco Bay Area. | \$5,000 | \$1,400 | \$6,400 |
| 7 | TVSJVRR | Valley Link (Dublin to San Joaquin Valley*) | The Project would connect San Joaquin County and Tri-Valley commuters to BART system, with connectivity to ACE train. | \$1,800 | \$995 | \$2,795 |

Cost rounded to the nearest \$100 million

Operations cost are escalated out to year 2050

Operations costs reflect gross operating estimate

Costs for Valley Link, are as shown in the Draft Feasibility Report released on June 7, 2019, with \$1.8B in capital and \$39.8M in OM/year (\$2018)

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Plan Bay Area 2050
DRAFT List of Regional Transit Projects for Alameda County

*Project costs are estimates and subject to change as projects move through development and PBA 2050 processes
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RTP ID is "New" if project was included in a program for PBA 2040 or is new for this RTP cycle*

| # | RTP ID | Lead Agency | Project Title | Project Cost (\$ Millions) |
|----|------------|-------------|---|----------------------------|
| 1 | 17-10-0001 | AC Transit | Major Corridors Plan | \$10,667 |
| 2 | New | AC Transit | Maintenance yard rehabilitation | \$568 |
| 3 | New | AC Transit | Clean Corridors Plan | \$155 |
| 4 | New | ACE/SJRR | ACE Nearterm Corridor Improvements | \$137 |
| 5 | New | ACE/SJRR | Altamont Corridor Vision - Long Term (Alameda County port | \$6,416 |
| 6 | New | CCJPA | Oakland to San Jose Phase 2A (OSJ2A) | \$271 |
| 7 | New | WETA | Small Vessels | \$671 |
| 8 | 17-06-0030 | WETA | Redwood City-San Francisco-Oakland Ferry | \$519 |
| 9 | 17-10-0042 | WETA | Berkeley-San Francisco Frequency Increase | \$325 |
| 10 | 17-01-0009 | WETA | Alameda Point-San Francisco Ferry | \$287 |
| 11 | 17-05-0019 | WETA | Mission Bay-East & North Bay Ferry | \$208 |
| 12 | New | WETA | South San Francisco Frequency Increase | \$166 |
| 13 | 17-10-0041 | WETA | Harbor Bay Ferry Frequency Increase | \$95 |
| 14 | 17-10-0041 | WETA | Alameda/Oakland Ferry Frequency Increase | \$50 |
| 15 | 17-10-0006 | BART | BART Transbay Corridor Capacity Project | TBD |
| 16 | New | BART | Second Transbay Crossing | TBD |
| 17 | New | BART | Caldecott Tunnel Resilience Project | TBD |
| 18 | 17-10-0064 | BART | Hayward Maintenance Complex (HMC) Phase I | TBD |
| 19 | New | BART | Transit Operations Facility (TOF) | TBD |
| 20 | 17-10-0005 | BART | BART Metro Program | TBD |
| 21 | 17-10-0005 | BART | Bay Fair Connection | TBD |
| 22 | New | BART | System Capacity Expansion | TBD |

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Memorandum

6.5

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

DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Cathleen Sullivan, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Approve Countywide Active Transportation Plan (CATP)

Recommendation

It is recommended that the Commission approve the Countywide Active Transportation Plan (CATP). Based on the recommendation of PPLC, the countywide trails map on page 71 of the “State of Walking and Biking in Alameda County” has been updated to include additional countywide trails.

Summary

The purpose of the Alameda Countywide Active Transportation Plan (CATP) is to guide Alameda CTC as it plans, funds, and delivers pedestrian and bicycle facilities and programs throughout Alameda County. The CATP supports local jurisdiction efforts to enhance walking and biking in Alameda County, providing support and technical resources to advance local pedestrian and bicycle plans. While local bicycle and pedestrian plans focus on local planning and projects, the intent of the CATP is to identify and focus on key areas of countywide significance, which can often support and enhance local planning efforts. The CATP does not override local plans in any way. A Plan Technical Advisory Committee comprised of local agency and transit agency staff was formed to support development of the CATP.

At the countywide level, the CATP includes analysis of low stress bike networks, identifies a high injury network, evaluates major barriers to a robust bicycle and pedestrian network, and establishes a framework for prioritizing projects of countywide significance to inform decision-making around active transportation funding and work programs at Alameda CTC. At the local level, the CATP provides resources, developed based on feedback from local jurisdiction staff, to help advance projects that provide complete, safe, and connected networks for biking and walking, including better connections to the regional transit network.

The CATP focuses on four key goal areas:

Safety: Increase the safety of people biking and walking in Alameda County by identifying projects, policies, and programs that address the greatest safety needs and by optimizing investments, through corridor-level analyses, performance evaluation, and by following industry best practices.

Multimodal Connectivity: Create connected networks of streets and trails that enable people of all ages and abilities to walk and bike to meet their daily needs, including access to transit, work, school, and major activity centers.

Encouragement: Increase walking and biking in Alameda County through adoption of policies and implementation of programs that complement infrastructure improvements and encourage people to walk and bike for many different types of trips.

Impactful Investment: Invest public monies in projects and programs that maximize benefits for Alameda County's transportation system, complement local and regional investments, and integrate walking and bicycling needs into all transportation planning activities.

Those goals inform all components of the plan including the prioritization criteria, program and policy recommendations, performance measures, and other analyses.

Previous Alameda Countywide Plans addressed walking and biking separately under a Countywide Pedestrian Plan and a Countywide Bicycle Plan, respectively. The first Countywide Bicycle Plan was adopted by the Alameda County Congestion Management Agency in 2001 and was later updated in 2006 when the agency also adopted its first Countywide Pedestrian Plan. Those plans were last updated in 2012. The current update combines pedestrian and bicycle plans under a single Countywide Active Transportation Plan because, while different, the two modes share several commonalities, including: funding sources, design, construction, data collection, sensitivities to roadway characteristics (e.g. road speed and separation from cars), and similar community and environmental benefits. Both biking and walking also forge critical links to regional transit and support for synergy among all three modes is a theme throughout the plan.

Plan Components

Because local jurisdictions have local bicycle and/or pedestrian plans, the CATP focuses on areas of countywide significance. Major elements of the CATP include: identification of countywide and local high injury networks, analysis of major barriers, and technical training and resources for local jurisdictions.

Countywide High Injury Network

Collisions in jurisdictions across Alameda County are concentrated on a few particularly dangerous streets. In Alameda County, 65 percent of pedestrian and 59 percent of bike collisions occurred on just 4 percent of roads.

The HIN is based on analysis of collisions, classified by severity, which occurred on public streets throughout Alameda County between 2012 and 2016. Because this effort is focused on bicycle and pedestrian safety, the analysis excludes freeway mainlines but includes freeway ramp intersections. Cities and unincorporated communities were grouped into low, medium and high use areas, using walking and cycling commute rates, to account for the different exposure in different parts of the county. The Countywide HIN was then defined as streets that ranked in the top 20 percent, based on frequency and severity of collisions.

Local High Injury Network (HIN)

In order to acknowledge that there can be localized concentrations of collisions in addition to those of countywide significance, the CATP also identifies local High Injury Networks. They are defined as streets within the top 10 percent of severity scores, based on frequency and severity of collisions within each jurisdiction. As with the countywide HIN, this analysis excludes freeway mainlines but includes freeway ramp terminal intersections. There was no weighting for exposure added to the Local HINs. While some jurisdictions have developed their own HINs, this analysis is meant to be a resource jurisdictions can use to identify areas for improvement.

Major Barriers

A robust bicycle and pedestrian network is often limited by barriers in the network, either blocking access, or forcing people to travel out of their way or through less-safe conditions to complete their trips. Major linear barriers include freeways, waterways, and rail lines. These barriers were identified using GIS data and integrating the bicycle level of traffic stress and bicycle network connectivity analyses. Major barriers also include gaps in the low stress biking network (including trails) which prevent comfortable access to major transit hubs and between different jurisdictions. The CATP identifies the importance of improvements that resolve or remove a barrier of countywide significance and improve access to:

Regional Transit – Barriers to accessing regional transit nodes for bicyclists and pedestrians; regional transit nodes include rail stations, ferry terminals, and major bus hubs (stop where multiple lines converge, and/or with high ridership and frequent service).

Connectivity between Jurisdictions – Barriers created by gaps in interjurisdictional connectivity, particularly discontinuities in the low stress network occurring at city boundaries given the countywide significance of connecting jurisdictions.

Regional Trails – Barriers to safe and convenient travel along the regional trail network (e.g., high stress crossings of major arterials or gaps in trails).

Communities of Concern

Past equity analysis at the countywide level found that disadvantaged communities have less access to quality bicycle and pedestrian infrastructure. This is consistent with both Bay Area and national research that has found that low-income and minority

populations have higher incidents of pedestrian and bicycle collisions. The CATP prioritizes projects located within a Metropolitan Transportation Commission (MTC)-designated Community of Concern. Location in a disadvantaged community is often a scoring criterion for grant funding, such as the Statewide and Regional Active Transportation Planning Grants (ATP), so projects that fulfill this criterion will often be more competitive for funding.

Access to Major Activity Centers

The Plan also prioritizes projects that not only overcome barriers, but especially those which improve access to major activity centers and destinations, such as employment centers, high-density downtown areas, and transit hubs.

Prioritization Criteria

Past countywide bicycle and pedestrian plans have identified tiers of priority projects. Because bicycle and pedestrian planning is such a dynamic area, and often includes very local projects, the 2019 CATP focuses on identifying the types of projects that rise to the level of countywide significance. This more flexible framework, based on primary and secondary criteria, can be used to evaluate and prioritize active transportation projects for funding. This framework was reviewed with the Plan TAC.

Projects would be considered consistent with this plan and of countywide significance if they either improve safety on high injury corridors; overcome major barriers of countywide significance; improve connections to regional transit, trails, or between jurisdictions; serve disadvantaged populations; or provide access to major activity centers and are included in an adopted local or regional plan. Table 1 demonstrates how these criteria relate back to goals of the CATP when prioritizing projects at the countywide level. Projects which meet multiple criteria would receive the highest priority.

Table 1. Countywide Prioritization Criteria

| Criteria | | Goals | | | |
|-----------|----------------------------------|--------|------------|---------------|----------------------|
| | | Safety | Multimodal | Encouragement | Impactful Investment |
| Primary | Countywide High Injury Network | ● | | | |
| | Major Barriers | ● | ● | ● | |
| | Communities of Concern | | | | ● |
| Secondary | Local High Injury Network | ● | | | |
| | Access to Major Activity Centers | | | ● | ● |

Program and Policy Recommendations

The CATP included a review of existing programs and policies (documented in Chapter 4 of the CATP) as well as interviews with local agencies, to identify programs and policies supporting active transportation that Alameda CTC plays or could play a role in delivering. Alameda CTC identified the following countywide strategies for program and policy implementation, as well as resources and trainings to provide direct support to local jurisdictions.

- Support and expand existing programs which encourage active transportation in Alameda County. These include the Safe Routes to Schools and Affordable Student Transit Pass programs.
- Develop and share safety analysis tools and best practices guidance, building off the Countywide and Local Bike and Ped HINs.
- Facilitate integration with transit. Coordinate with different jurisdictions and agencies on bicycle and pedestrian treatments along transit corridors (consistent with AC Transit's Multimodal Corridor Guidelines).
- Provide policy resources and best practices guidance. These could include resources for evaluating health and equity issues around bicycle and pedestrian planning, improving bike parking, or shared- and micro-mobility.
- Jumpstart projects. As a test of the major barriers analysis, and the prioritization framework, staff developed conceptual plans for seven potential projects. These seven projects overcome major barriers including interjurisdictional gaps, rail lines, freeways, major arterials, and waterways. They are all located on or along the High Injury Network and improve connections to regional transit.
- Facilitate communication between agencies. Members of the Plan TAC expressed interest in having Alameda CTC play a continued role in encouraging information exchange and providing a forum for coordination. On May 9th, Alameda CTC convened a safety workshop, attended by over 40 staff from local jurisdictions and transit agencies. The workshop focused on bicycle and pedestrian safety, with presentations by speakers from Alameda CTC, the City of Berkeley, San Francisco Public Health Department, and the City of Fremont on data analysis and implementation of improvements to reduce traffic collisions. Alameda CTC will continue to look for opportunities to facilitate communication between agencies and share best practices and innovations with our partners.

Performance Measures

Alameda CTC routinely measures the performance of the entire multimodal transportation system and uses this data to track progress towards key goals and to deepen our understanding of the multimodal transportation system. The CATP provides an opportunity to revisit some of the active transportation performance measures, refine them, and consider new measures to best assess progress towards achieving the goals of the CATP. The five key performance measures of the Plan are: Collisions, Bicycle Facility Completion, Program Evaluations, Commute Trips, and

Bicycle/Pedestrian Counts. Each of these will be used to track progress towards the plan goals (see Table 2) as part of the annual Performance Report.

Table 2. Performance Measures

| Performance Measure | CATP Goals | | | |
|----------------------------------|------------|--------------|---------------|----------|
| | Safety | Connectivity | Encouragement | Leverage |
| Collisions | ● | | ● | |
| Bicycle Facility Completion | | ● | | |
| Program Evaluations | ● | | ● | |
| Commute Trips (by mode) | | | ● | |
| Bicycle/Pedestrian Count Program | | | ● | ● |

Outreach

The CATP process solicited input from two primary bodies and met four times with each group to review key deliverables as the plan developed. Feedback from each group was incorporated into the plan.

Plan Technical Advisory Committee (TAC) – The Plan TAC included staff from every jurisdiction, transit agency, and key agency partners including Caltrans, East Bay Regional Parks District, and the Bay Trail. In addition to Plan TAC meetings, Alameda CTC staff reached out and conducted hour-long interviews early in the plan development process with each jurisdiction to determine key challenges, needs, and opportunities.

The Countywide Bicycle & Pedestrian Advisory Committee (BPAC) – The Countywide BPAC is a standing committee which reviewed Plan materials regularly, beginning as the scope was developed and continuing through the draft Plan. In particular, BPAC provided detailed feedback and constructive suggestions regarding the high injury network analysis and the major barriers.

Local BPACs – Alameda CTC Staff will also present the results of this plan, including key findings from the countywide analysis and community profiles, to local BPACs upon request for informational purposes.

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

Attachments:

- A. [Countywide Active Transportation Plan: Executive Summary](#)

- B. [Countywide Active Transportation Plan: Vision and Priorities](#)
- C. [Countywide Active Transportation Plan: State of Biking and Walking in Alameda County](#)
- D. [Countywide Active Transportation Plan: Community Profiles](#)
- E. [Countywide Active Transportation Plan: Taking Action](#)
- F. [Countywide Active Transportation Plan: Technical Appendices \(Part 1\)](#)
- G. [Countywide Active Transportation Plan: Technical Appendices \(Part 2\)](#)

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Memorandum

6.6

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

DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Krystle Pasco, Assistant Program Analyst

SUBJECT: Approval of the Transportation Demand Management Program Contract Amendment

Recommendation

Approve and authorize the Executive Director, or designee to Execute Amendment No. 1 to Professional Services Agreement No. A18-0027 with Nelson\Nygaard Consulting Associates to extend the contract two years and add an amount not to exceed \$620,000 to the contract for a total not-to-exceed amount of \$1,275,971 to provide Program Management Services for the Implementation of the Transportation Demand Management (TDM) Program. Funding for this contract amendment is contingent upon approval of the 2020 Comprehensive Investment Plan (CIP), which will include an allocation of \$879,000 in combined Measure BB and Transportation Fund for Clean Air (TFCA) funds to the overall TDM program at the Commission's June meeting.

Summary

Many of the activities, projects, and programs undertaken by the Alameda CTC contribute to the agency's overall transportation demand management goal of supporting travel during non-peak periods and by modes other than driving alone. Alameda CTC also manages specific Transportation Demand Management (TDM) programs which are targeted efforts that complement the agency's broader planning and projects portfolio in order to ensure coordinated and efficient delivery of TDM strategies.

Alameda CTC has worked to unite current activities into a comprehensive TDM Program with an enhanced focus on the following major work areas: education and promotion, regional coordination, and employer and local government outreach and engagement and includes provision of bike safety education classes for adults and the Guaranteed Ride Home program. Bringing various efforts together as part of one coordinated program has allowed Alameda CTC to identify synergies between efforts in order to maximize benefits and impacts of programs and leverage efforts across the agency in the most efficient way possible.

As part of the 2018 Comprehensive Investment Program (CIP), the Commission allocated a total of \$854,000 of Measure BB and Transportation Fund for Clean Air (TFCA) funds to the TDM program for fiscal years 2017/18 – 2018/19. Consultant services were sought through a Request for Proposals (RFP), released in August 2017. Two proposals were received and reviewed by a panel. Based on the review of the proposals and interviews, the panel selected Nelson\Nygaard Consulting Associates as the top-ranked firm and entered into a contract with Nelson\Nygaard Consulting Associates to implement the TDM Program.

To fund the continuation of the TDM program for another two years, an additional \$879,000 of funding from a combination of TFCA and Measure BB sources is recommended to be allocated to the TDM program for fiscal years 2019/20 and 2020/21 through the 2020 CIP, which is scheduled for consideration by the Commission in June 2019. That allocation will fund this contract as well as other activities to implement the TDM program.

Staff recommends that the Commission approve and authorize the Executive Director, or his designee, to negotiate and execute Amendment No. 1 to Professional Services Agreement No. A18-0027 with Nelson\Nygaard Consulting Associates to extend the contract two years and add an amount not to exceed \$620,000 to the contract for a total not-to-exceed amount of \$1,275,971 to provide Program Management Services for the Implementation of the Transportation Demand Management (TDM) Program.

This item is contingent upon Commission approval of the 2020 CIP.

Background

TDM strategies have historically included a disparate collection of activities, including promotion, incentives, and education to encourage and support ridesharing, bicycling, walking, taking public transit, telecommuting, and flexible work schedules, as well as parking management. This multi-pronged approach allows residents, employees, and visitors to Alameda County to have a wide range of choices for travel. There are several TDM efforts currently managed by the Alameda CTC that are designed to support travel during non-peak periods and by modes other than driving alone; they include:

- Guaranteed Ride Home (GRH) Program
- Countywide Bicycle Safety Education Program
- Bike Month Visual Promotion, currently known as IBike (runs in conjunction with Bike to Work and School Day)
- Commute Options and Benefits webpage in Alameda CTC's agency website
- Safe Routes to School Program
- Affordable Student Transit Pass Pilot Program
- Travel Training for Seniors and People with Disabilities (through the Paratransit Program)
- Countywide Carpool Promotion Program (also known as Commute Alternatives Program)
- Coordination with regional partners

In addition, Alameda CTC plans, funds, and delivers multimodal infrastructure needed to support safe and convenient travel by all modes. Alameda CTC approaches TDM as a way to leverage the multimodal infrastructure investments being made throughout the county. Some of these efforts include:

- Alameda CTC's Countywide Transit, Bicycle, Pedestrian, Multimodal Arterial, and Goods Movement Plans
- Alameda CTC's Multimodal Corridor Studies
- Construction and operations of Express Lanes (I-580 and I-680 Express Lanes)
- Public transit operations funding
- Public transit infrastructure investments
- Bicycle and pedestrian Direct Local Distribution (DLD) funding to cities

In order to ensure comprehensive and efficient delivery of TDM strategies, Alameda CTC has restructured how it delivers the various components of the TDM Program in order to unite current activities into a comprehensive TDM Program under one contract with an enhanced focus on the following major work areas: education and promotion, regional coordination, and employer and local government outreach and engagement. The Professional Services Agreement scope includes:

- Implementation and Program Administration of the Guaranteed Ride Home (GRH) Program
- Implementation and Program Administration of the Countywide Bicycle Safety Education (BSE) Program
- Coordination and Implementation of the Bike Month Visual Promotion
- Program Communications
- Performance Measures and Program Evaluation
- Project Management
- Optional Tasks, as needed

Fiscal Impact: Approval of the recommended action will authorize \$620,000 of Measure BB and TFCA funds for subsequent encumbrance and expenditure to this contract. The encumbrance of these funds is contingent on the anticipated allocation of \$879,000 in Measure BB and Transportation Fund for Clean Air (TFCA) funds to the TDM program that is being considered as part of the 2020 CIP at the Commission's June meeting.

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Senior Transportation Planner

SUBJECT: 2020 Comprehensive Investment Plan

Recommendation

It is recommended that the Commission approve the following:

1. Approve the 2020 Comprehensive Investment Plan (CIP), which includes
 - a. Converting \$70.5M of previously programmed funds to allocations in Fiscal Year 2019/20 through 2020/21.
 - b. New programming of \$41.9M in new programming of Measure B, BB, Vehicle Registration Fee (VRF) and Transportation Fund For Clean Air (TFCA) funds, of which \$36.5M is part of the two-year allocation plan for the 2020 CIP.
 - c. General programming adjustments to reprogram funds to outer years of the CIP, deprogram funding from certain projects at the project sponsor's request, deallocate project balances, and/or to record previously approved off-cycle programming into the 2020 CIP.
2. Approve execution of Project Funding Agreements, Cooperative Agreements, and other applicable agreements with Project Sponsors and implementing agencies, and to authorize Alameda CTC to release Request for Proposals for projects and programs implemented by Alameda CTC.

Summary

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. Alameda CTC has programming and allocation authority for a number of federal, state, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), Lifeline Transportation Program, federal One Bay Area Grant Program (OBAG), and Transportation Fund for Clean Air (TFCA). Alameda CTC consolidates the programming and allocation for funds sources which

are under Alameda CTC's purview into a single programming and allocation document known as the Alameda CTC Comprehensive Investment Plan (CIP). The CIP is updated annually to capture new programming and/or allocation conversions.

The current CIP (2018 CIP Update) was Commission approved on July 28, 2018, and included approximately \$511M programmed from fiscal year 2017/18 through 2021/22, and \$362M allocated over the first two years (refer to Attachment A: 2018 CIP Current Programming and Allocations).

As part of the CIP update process, the 2020 CIP shifts the five-year programming horizon to encompass fiscal years 2019/20 through 2023/24. The 2020 CIP programming strategy includes the following categories.

1. Programming to Allocation Conversions: Of the \$105M in local funds programmed through the 2018 CIP, Alameda CTC staff recommends \$70.5M be converted to allocation based on project sponsors' request for allocations and project readiness. This results in the ability for project sponsors to enter into funding agreements and move forward with their project delivery. Refer to Attachment B: 2018 CIP Programming to 2020 CIP Allocations
2. New programming and allocations: In the Spring 2019, Alameda CTC conducted a call for projects for the Seniors and People with Disabilities (Paratransit) Program, TFCA program, and invited new programming requests from project sponsors for transportation projects that merited immediate programming in the 2020 CIP based on the 2020 CIP framework approved by the Commission. Alameda CTC evaluated each proposal, and recommends \$41.9M in new programming of Measure B, BB, Vehicle Registration Fee (VRF) and Transportation Fund For Clean Air (TFCA) funds, of which \$36.5M is allocated in the first two years of the 2020 CIP. Refer to Attachments C: Paratransit Recommendations, Attachment D: TFCA Recommendations, and Attachment E: New CIP Programming and Allocations.
3. General programming adjustments: These adjustments include reprogramming funds to an outer year and deprogramming funds due to project implementation issues resulting from project delays, cancelled projects, project savings, or revised sponsor project delivery strategies. It also includes changing/consolidating fund sources in an effort to maximize funding investments. Refer to Attachment F: CIP General Programming Adjustments.

Alameda CTC staff recommends the approval of the 2020 CIP programming and allocations described herein, and formally documented within the final recommended 2020 CIP as shown in Attachment H: 2020 CIP Programming and Allocations.

Upon approval of the 2020 CIP, Alameda CTC will enter into project funding agreements and contracts, as applicable. It is recommended the Commission authorize the Executive Director or designee to execute project funding agreements, cooperative agreements, and other applicable agreements with project sponsors, and to authorize Alameda CTC to release Request for Proposals for projects and programs implemented by Alameda CTC for the recommended CIP allocations. These agreements and contracts will be developed in accordance with Alameda CTC's approved contracting and procurement policies.

Background

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle. The CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans.

The current 2018 CIP Update, approved by the Commission in July 28, 2018, includes a five-year programming horizon from fiscal years 2017/18 to 2021/22, with a two-year allocation plan for the first two fiscal years of the CIP. The current 2018 CIP Update includes approximately \$511M in programming, and \$362M in allocations.

As part of the Alameda CTC's CIP update process, the 2020 CIP shifts the five-year programming horizon to include fiscal years 2019/20 through 2023/24.

In March 2019, Alameda CTC staff solicited request for information from project sponsors including the fourteen cities, County of Alameda, five transit agencies, and other agencies implementing projects with Alameda County. The request for information sought project readiness information related to scope, cost and schedule to confirm programming to allocation, gather project sponsors' potential needs for new programming and allocations commitments, and to inform programming adjustments within the 2020 CIP programming horizon.

The 2020 CIP programming and allocations are grouped based on three programming themes below, and the programming is recommended upon Alameda CTC staff's review of funding and allocation requests to confirm project readiness, funding need, transportation benefits, and funding availability.

1. Programming to Allocations

The 2018 CIP included over \$105M in local programming in fiscal years 2019/20 through 2021/22. With the 2020 CIP, these programming commitments are eligible for allocation in the 2020 CIP's fiscal years 2019/20 and 2020/21 two-year allocation window. Based on a review of project sponsors' request for allocation packages, a

total of \$70.5M is recommended to be converted from programming to allocations. Refer to Attachment B: 2018 CIP Programming to 2020 CIP Allocations.

2. New Programming and Allocations

The 2020 CIP includes programming and allocations of available Alameda CTC administered discretionary sources including Measure B/BB/VRF programs, TFCA funds, and Measure BB funds for Named Capital Project commitments.

A. *Measure B/BB Paratransit Discretionary Program*

Alameda CTC staff recommends the approximately \$9M in Measure B/BB Seniors and People with Disabilities (paratransit) Discretionary programming after an extensive call-for-projects March 2019. In April 2019, the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) reviewed all applications, in conjunction with staff, to provide the Commission with the paratransit program recommendations included in Attachment C: Paratransit Recommendations, and as incorporated in the complete 2020 CIP (Attachment H - 2020 CIP Programming and Allocations).

B. *Transportation For Clean Air (TFCA) Program*

As the TFCA program manager for Alameda County, Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. In April 2019, Alameda CTC released a call for projects for TFCA eligible projects, with approximately \$2.426M available in FY 2019/20.

After analyzing TFCA cost-effectiveness and eligibilities, the 2020 CIP includes a program recommendation of \$2.426M in TFCA programs as shown in Attachment D: TFCA Program Recommendations, and as incorporated in the complete 2020 CIP (Attachment A - 2020 CIP Programming and Allocations).

C. *New Programming Requests*

While the primary focus of the 2020 CIP is aimed at shifting the programming commitments identified in FY 2019/20 and FY 2020/21 to a funding allocation, at the jurisdictions' request and subsequent Commission's direction, Alameda CTC provided jurisdictions with the opportunity to submit additional programming requests. Alameda CTC evaluated projects based on a demonstrated significant need for programming in the 2020 CIP cycle.

In response to Alameda CTC's March 2019 Request for Information, Alameda CTC received over \$400M in new programming requests from jurisdictions (Alameda CTC, BART, Dublin, Fremont) for Named Capital Projects in the Measure BB Transportation Expenditure Plan (\$195M) and discretionary

funding requests (\$205M) for projects that were locally stated as priority projects that were ready for implementation.

Each request was evaluated for project readiness, funding need, leveraging and from an immediate transportation benefits perspective. Projects that provided countywide benefit, nexus to existing projects, address critical gap closure and transportation needs, leveraged external funds, and/or were ready for implementation were among those recommended for programming. Programming also included accommodating request for allocations of specifically named commitments in the Measure B/BB Transportation Expenditure Plans. Upon review of the allocation requests and funding applications approximately \$30.5M is being recommend for programming and allocation.

Projects that did not demonstrate immediate transportation need, leveraging of funds, or exigent programming requirements that merited immediate inclusion in the 2020 CIP are recommended to apply again in future CIP cycles.

A detail listing of new 2020 CIP programming recommendations submitted through this request for information process is reflected on Attachment E: New CIP Programming and Allocation Requests/Recommendations, and subsequently incorporated in the complete 2020 CIP (Attachment H - 2020 CIP Programming and Allocations).

3. General Programming Adjustments

The 2020 CIP general programming adjustments include reprogramming funds to a later fiscal year and/or deallocation of funds due to project implementation issues resulting from completed projects, project delays, cancelled projects, cost savings, or revised project sponsor's project delivery strategies. Additionally, the 2020 CIP also memorializes records of separate programming actions that occurred since July 2018. These programming adjustments are included in Attachment F: CIP General Programming Adjustments

The 2020 CIP programming changes described in these three sections are included formally in the CIP record as shown in Attachment H: 2020 CIP Programming and Allocations, and is recommended for approval. The 2020 CIP includes \$212.0M in programming over FY 2019/20 through FY 2023/24, with \$152.6M in allocations during the first two years of the CIP.

All programming and allocations are subject to the CIP's timely use of funds policies. Projects must start within six months of the respective allocation fiscal years indicated in the CIP's two-year allocation plan. Alameda CTC's recommended 2020 CIP programming and allocations are based on sponsor's project information provided at the time of the request for funding. Projects receiving allocations from Alameda CTC are subject to the project costs, scope, budgets, and schedules that are proposed in

the funding request and subsequently encumbered through a project funding agreement. Funds may be rescinded if a project is not initiated within the established time period or is inconsistent with the agreed upon project funding agreement terms. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, projects and allocations may be removed from or deferred and/or reprogrammed in a future programming action. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

Based on input provided by the Alameda County Technical Advisory Committee (ACTAC), the following administrative updates are included in Attachment G and H of the 2020 CIP: 1) Technical corrections to CIPID 00308 and 00310 to clarify the project sponsor and implementation agencies for the Fremont sponsored projects, and 2) CIP 00304 (BART – Dublin/Pleasanton Access Improvements) that was inadvertently added to the table, has been removed, and is now consistent with the recommendation in Attachment E

Upon approval of the 2020 CIP, Alameda CTC will enter into project funding agreements and contracts, as applicable. It is recommended the Commission authorize the Executive Director or designee to execute project funding agreements, cooperative agreements, and other applicable agreements with project sponsors, and to authorize Alameda CTC to release Request for Proposals for projects and programs implemented by Alameda CTC for the recommended CIP allocations. These agreements and contracts will be developed in accordance with Alameda CTC's approved contracting and procurement policies.

Fiscal Impact: The recommended actions will result in the allocation, encumbrance and subsequent expenditure of the 2000 Measure B, 2010 Vehicle Registration Fee, 2014 Measure BB, TFCA County Program Manager funds allocated by the Commission per the approved 2020 CIP (Attachment H - 2020 CIP Programming and Allocations). The corresponding encumbrance amounts will be included in the annual budget of the Alameda CTC for the applicable fiscal year.

Attachments:

- A. 2018 CIP Update (*Current CIP, approved July 26, 2018*)
- B. Programming to Allocations
- C. Paratransit Recommendations
- D. Transportation Fund for Clean Air Recommendations
- E. New CIP Programming and Allocation Requests/Recommendations
- F. CIP General Programming Adjustments
- G. 2020 CIP Changes to Current Programming
- H. 2020 CIP Programming and Allocations

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|------------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00004 | AC Transit | Preservation of Existing Services in Communities of Concern | Lifeline | STA | O&M | 3,583 | 3,583 | | | | | | 3,583 |
| 00004 | AC Transit | Preservation of Existing Services in Communities of Concern | Lifeline | JARC | O&M | 1,417 | 1,417 | | | | | | 1,417 |
| 00006 | AC Transit | Ashland and Cherryland Transit Access Improvements (Ala. County) | Lifeline | STA | CON-CAP | 450 | 450 | | | | | | 450 |
| 00007 | AC Transit | Additional Preservation of Existing Services in Communities of Concern | Lifeline | STA | O&M | 1,741 | 1,741 | | | | | | 1,741 |
| 00009 | AC Transit | City of Oakland Broadway Shuttle | Lifeline | JARC | O&M | 405 | 405 | | | | | | 405 |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | TFCA | Prog Mgr | CON-CAP | 925 | 925 | | | | | | 925 |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | STIP | RIP | CON-CAP | | | | | | | | |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | 2000 MB | 07A | Various | 11,510 | 11,510 | | | | | | 11,510 |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | 2014 MBB | TEP-13 | CON-CAP | 10,000 | 10,000 | | | | | | 10,000 |
| 00056 | AC Transit | Grand/MacArthur BRT | 2014 MBB | TEP-15 | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00057 | AC Transit | College/Broadway Corridor Transit Priority | 2014 MBB | TEP-16 | Planning / Scoping | 100 | 100 | | | | | | 100 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|------------|--|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00171 | AC Transit | Line 97 Corridor Improvements (Signal timing component) | TFCA | Prog Mgr | Various | 228 | 228 | | | | | | 228 |
| 00193 | AC Transit | Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft) | 2010 VRF | Disc-Transit | Various | 300 | | 300 | | | | | 300 |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 2000 MB | Disc-Transit | Final Design (PS&E) | 447 | | 447 | | | | | 447 |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 2000 MB | Disc-Transit | PE/Env | 536 | | 536 | | | | | 536 |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 2010 VRF | Disc-Transit | CON-CAP | 4,018 | | | 4,018 | | | | 4,018 |
| 00055 | Alameda | Alameda to Fruitvale BART Rapid Bus | 2014 MBB | TEP-14 | Planning / Scoping | | | | | | | | |
| 00087 | Alameda | Alameda City Complete Streets | OBAG | STP | CON-CAP | 505 | 505 | | | | | | 505 |
| 00105 | Alameda | Cross Alameda Trail (includes SRTS component) | ATP | Reg | Final Design (PS&E) | | | | | | | | |
| 00105 | Alameda | Cross Alameda Trail (includes SRTS component) | ATP | Reg | CON-CAP | | | | | | | | |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 2014 MBB | TEP-14 | Planning / Scoping | 450 | | 450 | | | | | 450 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 2014 MBB | TEP-14 | PE/Env | 450 | | | 450 | | | | 450 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|---------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 2014 MBB | TEP-14 | Final Design (PS&E) | 450 | | | 450 | | | | 450 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 2014 MBB | TEP-14 | CON-CAP | 7,650 | | | | 7,650 | | | |
| 00196 | Alameda | Central Avenue Complete Street | STP/CMAQ | STP/CMAQ | CON-CAP | 3,487 | | | | 3,487 | | | |
| 00197 | Alameda | City Wide Street Resurfacing - Pavement Management | STP/CMAQ | LSR | CON-CAP | 827 | | | | 827 | | | |
| 00198 | Alameda | Clement Avenue Complete Street | STP/CMAQ | STP/CMAQ | PE/Env | 124 | | 124 | | | | | 124 |
| 00198 | Alameda | Clement Avenue Complete Street | STP/CMAQ | STP/CMAQ | Final Design (PS&E) | 443 | | | 443 | | | | 443 |
| 00198 | Alameda | Clement Avenue Complete Street | STP/CMAQ | STP/CMAQ | CON-CAP | 4,451 | | | | 4,451 | | | |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 2014 MBB | TEP-26 | Planning / Scoping | 244 | | 244 | | | | | 244 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 2014 MBB | TEP-26 | PE/Env | 244 | | 244 | | | | | 244 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 2014 MBB | TEP-26 | Final Design (PS&E) | 434 | | | 434 | | | | 434 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 2014 MBB | TEP-26 | ROW - Capital | 1,097 | | | 1,097 | | | | 1,097 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|----------------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 2014 MBB | TEP-26 | CON-CAP | 6,376 | | | | 6,376 | | | |
| 00200 | Alameda | Seaplane Lagoon Ferry Terminal ¹ | 2014 MBB | TEP-45 | CON-CAP | 8,200 | | | | 8,200 | | | |
| 00088 | Alameda County | Alameda Co-Various Streets and Roads Preservation | OBAG | STP | CON-CAP | 1,565 | 1,565 | | | | | | 1,565 |
| 00106 | Alameda County | Be Oakland, Be Active | ATP | Reg | CON-CAP | | | | | | | | |
| 00127 | Alameda County | Hesperian Blvd Corridor Improvement (A St - I880) | 2014 MBB | TEP-26 | CON-CAP | 7,000 | 7,000 | | | | | | 7,000 |
| 00162 | Alameda County | East Castro Valley Boulevard Class II Bike Lanes | TFCA | Prog Mgr | Various | 62 | 62 | | | | | | 62 |
| 00201 | Alameda County | Alameda County Parking Demand and Management Strategy Study | 2000 MB | Disc-TCD | Planning / Scoping | 88 | | | 88 | | | | 88 |
| 00202 | Alameda County | East 14th St. Corridor Improvement Project Phase II (San Leandro Area) | 2014 MBB | TEP-26 | CON-CAP | 7,600 | | | | 7,600 | | | |
| 00203 | Alameda County | Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area) | STP/CMAQ | STP/CMAQ | CON-CAP | 9,300 | | | | | 9,300 | | |
| 00204 | Alameda County | Pavement Preservation - Various Roadways in Central Unincorporated Alameda County | STP/CMAQ | LSR | PE/Env | 100 | | 100 | | | | | 100 |
| 00204 | Alameda County | Pavement Preservation - Various Roadways in Central Unincorporated Alameda County | STP/CMAQ | LSR | CON-CAP | 2,071 | | | 2,071 | | | | 2,071 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|------------------------|---|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00205 | Alameda County | Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS) | STP/CMAQ | LSR | PE/Env | 100 | | 100 | | | | | 100 |
| 00205 | Alameda County | Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS) | STP/CMAQ | LSR | CON-CAP | 1,679 | | | 1,679 | | | | 1,679 |
| 00217 | Alameda County / LAVTA | Dublin/Pleasanton BART Parking Expansion ¹ | 2014 MBB | TEP-19 | Various | | | | | | | | |
| 00217 | Alameda County / LAVTA | Dublin/Pleasanton BART Parking Expansion | SB-1 | SLLP | Various | 3,500 | | | | 3,500 | | | |
| 00217 | Alameda County / LAVTA | Dublin/Pleasanton BART Parking Expansion | 2010 VRF | Disc-Transit | Various | 3,500 | | | | 3,500 | | | |
| 00002 | Alameda CTC | Planning, Programming and Monitoring | STIP | RIP | CON-CAP | | | | | | | | |
| 00013 | Alameda CTC | FY 15-16 Program Manager Funds - Cities/County Shares | TFCA | Prog Mgr | Various | | | | | | | | |
| 00019 | Alameda CTC | Countywide Bicycle Pedestrian Planning/Promotion | 2000 MB | Disc-BP | Various | 540 | 235 | 61 | 61 | 61 | 61 | 61 | 357 |
| 00033 | Alameda CTC | Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown | 2000 MB | Disc-PT | O&M | 495 | 210 | 95 | 95 | 95 | | | 400 |
| 00053 | Alameda CTC | Affordable Student Transit Pass Programs | 2014 MBB | TEP-08 | O&M | 15,000 | 15,000 | | | | | | 15,000 |
| 00054 | Alameda CTC | Affordable Transit for Seniors and People with Disabilities - Needs Assessment | 2014 MBB | TEP-12 | Planning / Scoping | 500 | 500 | | | | | | 500 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-------------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------------------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | Total Allocated (Thru 18-19) | | |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00063 | Alameda CTC | Railroad Corridor Right of Way Preservation and Track Improvements - Scoping | 2014 MBB | TEP-23 | Planning / Scoping | | | | | | | | |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 2014 MBB | TEP-29 | PE/Env | 3,000 | 3,000 | | | | | | 3,000 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 2014 MBB | TEP-29 | Final Design (PS&E) | 6,600 | | 6,600 | | | | | 6,600 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 2014 MBB | TEP-29 | ROW-CAP | 2,400 | | 2,400 | | | | | 2,400 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 2014 MBB | TEP-30 | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 2014 MBB | TEP-30 | PE/Env | 4,000 | 4,000 | | | | | | 4,000 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 2014 MBB | TEP-30 | Final Design (PS&E) | 5,500 | | 5,500 | | | | | 5,500 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 2014 MBB | TEP-31 | PE/Env | 4,000 | 4,000 | | | | | | 4,000 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 2014 MBB | TEP-31 | Final Design (PS&E) | 16,500 | | | 16,500 | | | | 16,500 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 2014 MBB | TEP-31 | ROW-CAP | 20,000 | | | 10,000 | 10,000 | | | 10,000 |
| 00072 | Alameda CTC | SR-84 Expressway Widening (Pigeon Pass to Jack London) | 2014 MBB | TEP-32 | CON-CAP | 10,000 | 10,000 | | | | | | 10,000 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-------------|--|------------|------------|--|---------|---------------|-------------|-------------|--------|-------------------|-------------------|--------------------------|
| | | | | | CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan |
| Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | | | | | | | | FY 2021-22 | |
| 00073 | Alameda CTC | I-580/I-680 Interchange Improvements (Study Only) | 2014 MBB | TEP-33 | Planning / Scoping | 1,000 | 1,000 | | | | | | 1,000 |
| 00075 | Alameda CTC | I-680 Sunol Express Lanes: SR-237 to SR84 | 2014 MBB | TEP-35 | Final Design (PS&E) | 5,000 | 5,000 | | | | | | 5,000 |
| 00075 | Alameda CTC | I-680 Sunol Express Lanes: SR-237 to SR84 | 2014 MBB | TEP-35 | CON-CAP | 15,000 | 15,000 | | | | | | 15,000 |
| 00076 | Alameda CTC | I-880 NB HOV/HOT Extension from A Street to Hegenberger | 2014 MBB | TEP-36 | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | 2014 MBB | TEP-38 | Planning / Scoping | 925 | 925 | | | | | | 925 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | 2014 MBB | TEP-38 | PE/Env | 4,750 | | | 4,750 | | | | 4,750 |
| 00078 | Alameda CTC | I-880 Industrial Parkway Interchange West Improvements | 2014 MBB | TEP-39 | Planning / Scoping | 825 | 825 | | | | | | 825 |
| 00078 | Alameda CTC | I-880 Industrial Parkway Interchange West Improvements | 2014 MBB | TEP-39 | PE/Env | 4,750 | | | 4,750 | | | | 4,750 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | ATP | State | PE/Env | | | | | | | | |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2014 MBB | TEP-42 | PE/Env | 3,500 | 3,500 | | | | | | 3,500 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | 2014 MBB | TEP-42 | Final Design (PS&E) | 12,000 | | | | 12,000 | | | |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-------------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00084 | Alameda CTC | East-West Connector in Fremont & Union City | STIP | RIP | CON-CAP | | | | | | | | |
| 00084 | Alameda CTC | East-West Connector in Fremont & Union City | 1986 MB | MB226 | CON-CAP | 89,000 | 89,000 | | | | | | 89,000 |
| 00117 | Alameda CTC | I-680 Sunol SB Express Lane | 2000 MB | 08A | O&M | 4,500 | 4,500 | | | | | | 4,500 |
| 00117 | Alameda CTC | I-680 Sunol SB Express Lane | 2000 MB | 08A | CON-CAP | 20,000 | 20,000 | | | | | | 20,000 |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | 2000 MB | 08B | Final Design (PS&E) | 4,500 | 4,500 | | | | | | 4,500 |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | 2014 MBB | TEP-35 | CON-CAP | 20,000 | | 20,000 | | | | | 20,000 |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | 2000 MB | 08B | CON-CAP | 100,000 | 100,000 | | | | | | 100,000 |
| 00120 | Alameda CTC | Alameda County Rail Strategy Study | 2014 MBB | TEP-27 | Planning / Scoping | 250 | 250 | | | | | | 250 |
| 00128 | Alameda CTC | Port - Intelligent Transportation System (ITS) and Technology Plan | 2014 MBB | TEP-41 | PE/Env | | | | | | | | |
| 00129 | Alameda CTC | Middle Harbor Road Improvements | 2014 MBB | TEP-27 | PE/Env | | | | | | | | |
| 00130 | Alameda CTC | 7th Street Grade Separation, West and East | 2014 MBB | TEP-27 | PE/Env | | | | | | | | |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-------------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00130 | Alameda CTC | 7th Street Grade Separation, West and East | 2014 MBB | TEP-27 | Final Design (PS&E) | | | | | | | | |
| 00131 | Alameda CTC | I-580 Freeway Corridor Management System (FCMS) | 2014 MBB | TEP-26 | Planning / Scoping | 5,000 | 5,000 | | | | | | 5,000 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 2014 MBB | TEP-26 | Planning / Scoping | 4,000 | 3,000 | | 1,000 | | | | 4,000 |
| 00133 | Alameda CTC | Telegraph Avenue Multi-Modal Corridor Project | 2014 MBB | TEP-26 | Planning / Scoping | | | | | | | | |
| 00134 | Alameda CTC | University Avenue Multi-Modal Corridor Project | 2014 MBB | TEP-26 | Planning / Scoping | | | | | | | | |
| 00135 | Alameda CTC | Ashby (SR 13) Avenue Multi-Modal Corridor Project | 2014 MBB | TEP-26 | Planning / Scoping | | | | | | | | |
| 00136 | Alameda CTC | I-880/23rd-29th Avenue Interchange Improvements | 2014 MBB | TEP-40 | CON-CAP | 8,000 | 5,000 | 3,000 | | | | | 8,000 |
| 00138 | Alameda CTC | I-880/Winton Avenue and A Street Interchanges | 2014 MBB | TEP-40 | Planning / Scoping | 1,808 | 1,500 | 308 | | | | | 1,808 |
| 00138 | Alameda CTC | I-880/Winton Avenue and A Street Interchanges | 2014 MBB | TEP-40 | PE/Env | 3,500 | | | 3,500 | | | | 3,500 |
| 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 2014 MBB | TEP-40 | Planning / Scoping | 1,500 | 1,500 | | | | | | 1,500 |
| 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 2014 MBB | TEP-40 | PE/Env | 7,500 | | | 7,500 | | | | 7,500 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-------------|---|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------------------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | Total Allocated (Thru 18-19) | | |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00142 | Alameda CTC | Scoping: I-580 ICM | 2014 MBB | TEP-26 | Planning / Scoping | | | | | | | | |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 2014 MBB | TEP-27 | PE/Env | 35,020 | 15,000 | 20,020 | | | | | 35,020 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 2014 MBB | TEP-27 | Final Design (PS&E) | 18,000 | 18,000 | | | | | | 18,000 |
| 00156 | Alameda CTC | Modal Plans Implementation: E. 14th and Mission Blvd Corridors | 2014 MBB | TEP-26 | Various | 1,500 | 1,500 | | | | | | 1,500 |
| 00157 | Alameda CTC | Modal Plans Implementation: Alameda Countywide Goods Movement Plan | 2014 MBB | TEP-41 | Various | 300 | 300 | | | | | | 300 |
| 00158 | Alameda CTC | Modal Plans Implementation: Alameda Countywide Transit Plan Implementation | 2010 VRF | Disc-Transit | Various | 300 | 300 | | | | | | 300 |
| 00159 | Alameda CTC | Matching Program for Last Mile Connection Technology Programs | 2014 MBB | TEP-46 | Various | 200 | 200 | | | | | | 200 |
| 00161 | Alameda CTC | Overall Planning/Monitoring Services | 2014 MBB | TEP-46 | Various | 100 | 100 | | | | | | 100 |
| 00163 | Alameda CTC | Countywide Bicycling, Transit and Carpool Promotion Programs | TFCA | Prog Mgr | Various | 210 | 210 | | | | | | 210 |
| 00174 | Alameda CTC | Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program | TFCA | Prog Mgr | Various | 270 | 270 | | | | | | 270 |
| 00178 | Alameda CTC | Sustainable Communities Technical Assistance Program (SCTAP) | 2000 MB | Disc-TCD | Planning / Scoping | 200 | 200 | | | | | | 200 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-------------|--|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | TFCA | Prog Mgr. | O&M | 420 | 105 | 294 | 21 | | | | 420 |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | 2014 MBB | TEP-45 | O&M | 434 | | 255 | 179 | | | | 434 |
| 00206 | Alameda CTC | Comprehensive Multimodal Monitoring | 2010 VRF | Disc-Transit | Planning / Scoping | 1,250 | | 800 | 450 | | | | 1,250 |
| 00207 | Alameda CTC | Corridor Studies Implementation | 2010 VRF | Disc-Transit | Planning / Scoping | 2,000 | | | 2,000 | | | | 2,000 |
| 00207 | Alameda CTC | Corridor Studies Implementation | 2014 MBB | TEP-26 | Planning / Scoping | 6,000 | 4,500 | | 1,500 | | | | 6,000 |
| 00207 | Alameda CTC | Corridor Studies Implementation | 2010 VRF | Disc-Transit | PE/Env | 3,000 | | | | 3,000 | | | 3,000 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | 2000 MB | Disc-BP | O&M | 1,090 | | 1,090 | | | | | 1,090 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | 2000 MB | Disc-BP | CON-CAP | 1,500 | | | | 500 | 500 | 500 | |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | CMA-TIP | Other | CON-CAP | 200 | | 100 | 100 | | | | 200 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | STP/CMAQ | STP/CMAQ | O&M | 8,372 | 1,073 | 7,299 | | | | | 8,372 |
| 00209 | Alameda CTC | Goods Movement Emissions Reduction Program | 2014 MBB | TEP-27 | O&M | 6,000 | | 1,500 | 1,500 | 1,500 | 1,500 | | 3,000 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-------------|---|--------------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00210 | Alameda CTC | I-680 Sunol Express Lanes: SR84 to Alcosta | 2014 MBB | TEP-35 | PE/Env | 7,500 | | 6,000 | 1,500 | | | | 7,500 |
| 00211 | Alameda CTC | NextGen Technology Pilot Initiative | 2014 MBB | TEP-46 | Planning / Scoping | 1,000 | | 1,000 | | | | | 1,000 |
| 00278 | Alameda CTC | I-580 Toll System Upgrade | I-580 Toll Revenue | Toll Revenue | Planning / Scoping | 405 | | 405 | | | | | 405 |
| 00278 | Alameda CTC | I-580 Toll System Upgrade | I-580 Toll Revenue | Toll Revenue | CON-CAP | 10,175 | | 10,175 | | | | | 10,175 |
| 00279 | Alameda CTC | I-880 Davis Street Interchange | 2014 MBB | TEP-26 | Final Design (PS&E) | 151 | | 151 | | | | | 151 |
| 00279 | Alameda CTC | I-880 Davis Street Interchange | 2014 MBB | TEP-26 | CON-CAP | 389 | | 389 | | | | | 389 |
| 00280 | Alameda CTC | Toll Revenue Forecasting | I-580 Toll Revenue | Toll Revenue | Planning / Scoping | 330 | | 330 | | | | | 330 |
| 00176 | Alameda CTC | Countywide SR2S Program (FY 16/17 and FY 17/18) | TFCA | Prog Mgr | O&M | 100 | 100 | | | | | | 100 |
| 00113 | Albany | Complete Streets for San Pablo Ave/Buchanan St. | ATP | State | Final Design (PS&E) | | | | | | | | |
| 00164 | Albany | Marin Ave Class 2 Bike Lane Gap Closure | TFCA | Prog Mgr | Various | 95 | 95 | | | | | | 95 |
| 00213 | Albany | Buchanan Bikeway Phase III | 2000 MB | Disc-BP | CON-CAP | 600 | | 600 | | | | | 600 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|---------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00214 | Albany | San Pablo Avenue and Buchanan Street Pedestrian Improvements | STP/CMAQ | LSR | CON-CAP | 340 | | | | | 340 | | |
| 00021 | ASEB | Special Transportation Services for Individuals with Dementia | 2000 MB | Disc-PT | O&M | 400 | 400 | | | | | | 400 |
| 00005 | BART | A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library) | Lifeline | STA | O&M | 250 | 250 | | | | | | 250 |
| 00058 | BART | Irvington BART Station | 2014 MBB | TEP-17 | Planning / Scoping | 2,760 | 2,760 | | | | | | 2,760 |
| 00059 | BART | Bay Fair Connector/BART Metro | 2014 MBB | TEP-18 | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00060 | BART | BART Station Modernization and Capacity Program - Scoping | 2014 MBB | TEP-19 | Planning / Scoping | | | | | | | | |
| 00060 | BART | BART Station Modernization and Capacity Program - Scoping | STIP | RIP | CON-CAP | | | | | | | | |
| 00083 | BART | Downtown Berkeley BART Plaza/Transit Area Improvements | STIP | RIP | CON-CAP | | | | | | | | |
| 00172 | BART | BART West Oakland Bike Locker Plaza | TFCA | Prog Mgr | Various | 55 | 55 | | | | | | 55 |
| 00215 | BART | BART to Livermore | TCRP | TCRP | PE/Env | 1,700 | | 1,700 | | | | | 1,700 |
| 00215 | BART | BART to Livermore | 2014 MBB | TEP-20 | PE/Env | | | | | | | | |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|----------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00215 | BART | BART to Livermore | 2000 MB | 26 | PE/Env | 1,400 | 1,400 | | | | | | 1,400 |
| 00216 | BART | Bay Fair Connection | 2014 MBB | TEP-18 | Planning / Scoping | 500 | | 500 | | | | | 500 |
| 00216 | BART | Bay Fair Connection | 2014 MBB | TEP-18 | PE/Env | 5,000 | | | 5,000 | | | | 5,000 |
| 00089 | Berkeley | Shattuck Complete Streets and De-couplet | OBAG | STP | CON-CAP | 2,777 | 2,777 | | | | | | 2,777 |
| 00097 | Berkeley | Hearst Avenue Complete Streets | OBAG | STP | CON-CAP | 2,256 | 2,256 | | | | | | 2,256 |
| 00107 | Berkeley | LeConte Elementary Safe Routes to School Improvements | ATP | Reg | Final Design (PS&E) | | | | | | | | |
| 00108 | Berkeley | LeConte Elementary Safe Routes to School Improvements | ATP | Reg | CON-CAP | | | | | | | | |
| 00165 | Berkeley | Berkeley Citywide Bicycle Parking Program | TFCA | Prog Mgr | Various | 137 | 137 | | | | | | 137 |
| 00177 | Berkeley | Hearst Ave Complete Streets | TFCA | Prog Mgr | CON-CAP | 88 | 88 | | | | | | 88 |
| 00184 | Berkeley | Berkeley Citywide Bike Parking Program | TFCA | Prog Mgr | CON-CAP | 180 | | 180 | | | | | 180 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 2010 VRF | Disc-BP | PE/Env | 29 | | 29 | | | | | 29 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|----------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------------------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | Total Allocated (Thru 18-19) | | |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 2010 VRF | Disc-BP | Planning / Scoping | 49 | | 49 | | | | | 49 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 2010 VRF | Disc-BP | Final Design (PS&E) | 59 | | 59 | | | | | 59 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 2010 VRF | Disc-BP | CON-CAP | 613 | | | 613 | | | | 613 |
| 00220 | Berkeley | Milvia Bikeway Project | 2000 MB | Disc-BP | PE/Env | 350 | | 350 | | | | | 350 |
| 00221 | Berkeley | North Shattuck Avenue Rehabilitation | STP/CMAQ | LSR | CON-CAP | | | | | | | | |
| 00222 | Berkeley | Railroad Crossing Safety Improvement Project | 2014 MBB | TEP-27 | PE/Env | 500 | | | 500 | | | | 500 |
| 00222 | Berkeley | Railroad Crossing Safety Improvement Project | 2014 MBB | TEP-27 | Final Design (PS&E) | 1,020 | | | | 1,020 | | | |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | STP/CMAQ | STP/CMAQ | PE/Env | 387 | | 387 | | | | | 387 |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | STP/CMAQ | STP/CMAQ | Final Design (PS&E) | 613 | | | 613 | | | | 613 |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | STP/CMAQ | STP/CMAQ | CON-CAP | 7,335 | | | 6,121 | | 1,214 | | 6,121 |
| 00022 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities | 2000 MB | Disc-PT | O&M | 568 | 568 | | | | | | 568 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|---|-----------------------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------------------------|------------|
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | | Total Allocated (Thru 18-19) | |
| | | | | | | | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | | FY 2020-21 |
| 00269 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19) | 2014 MBB | TEP-12 | O&M | 318 | | 159 | 159 | | | 318 |
| 00085 | Caltrans | SR 84 Expressway Widening | STIP | RIP | CON-CAP | | | | | | | |
| 00086 | Caltrans | SR 84 Expressway Widening | STIP | RIP | CON-Support | | | | | | | |
| 00065 | CCJPA | Capitol Corridor Service Expansion | 2014 MBB | TEP-25 | Planning / Scoping | | | | | | | |
| 00023 | CIL | Mobility Matters Project | 2000 MB | Disc-PT | O&M | 679 | 679 | | | | | 679 |
| 00270 | CIL | Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19) | 2000 MB | Disc-PT | O&M | 500 | | 250 | 250 | | | 500 |
| 00173 | CSU East Bay | CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs) | TFCA | Prog Mgr | Various | 123 | 123 | | | | | 123 |
| 00182 | CSU East Bay | CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19) | TFCA | Prog Mgr | O&M | 128 | 128 | | | | | 128 |
| 00274 | Drivers for Survivors | Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19) | 2014 MBB | TEP-12 | O&M | 220 | | 110 | 110 | | | 220 |
| 00052 | Dublin | Iron Horse Transit Route - Dougherty Road | 2000 MB | 09 | CON-CAP | 6,267 | 6,267 | | | | | 6,267 |
| 00090 | Dublin | Dublin Boulevard Preservation | OBAG | STP | CON-CAP | 470 | 470 | | | | | 470 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|----------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00123 | Dublin | Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line) | 2014 MBB | TEP-26 | CON-CAP | 11,200 | 11,200 | | | | | | 11,200 |
| 00124 | Dublin | Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd) | 2014 MBB | TEP-26 | CON-CAP | 3,000 | 3,000 | | | | | | 3,000 |
| 00166 | Dublin | San Ramon Road Arterial Mgmt | TFCA | Prog Mgr | Various | 146 | 146 | | | | | | 146 |
| 00224 | Dublin | City of Dublin Street Rehab | STP/CMAQ | LSR | CON-CAP | 661 | | | | | 661 | | 661 |
| 00225 | Dublin | Dublin Boulevard - North Canyons Parkway Extension | 2014 MBB | TEP-26 | PE/Env | 2,374 | | 2,374 | | | | | 2,374 |
| 00225 | Dublin | Dublin Boulevard - North Canyons Parkway Extension | 2014 MBB | TEP-26 | Final Design (PS&E) | 5,374 | | | 5,374 | | | | 5,374 |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 2014 MBB | TEP-42 | PE/Env | 166 | | 166 | | | | | 166 |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 2014 MBB | TEP-42 | Final Design (PS&E) | 1,128 | | | 1,128 | | | | 1,128 |
| 00227 | EBRPD | San Francisco Bay Trail - Albany Beach to Buchanan | 2014 MBB | TEP-42 | CON-CAP | 642 | | 642 | | | | | 642 |
| 00228 | EBRPD | San Francisco Bay Trail - Doolittle Drive | 2014 MBB | TEP-42 | CON-CAP | 2,833 | | | 2,833 | | | | 2,833 |
| 00273 | Eden I&R | Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19) | 2000 MB | Disc-PT | O&M | 296 | | 144 | 152 | | | | 296 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|------------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00024 | Emeryville | 8-To-Go Demand Response Door to Door Shuttle | 2000 MB | Disc-PT | O&M | 174 | 174 | | | | | | 174 |
| 00098 | Emeryville | Emeryville - Hollis Street Preservation | OBAG | STP | CON-CAP | | | | | | | | |
| 00141 | Emeryville | South Bayfront Bridge | 2014 MBB | TEP-44 | CON-CAP | | | | | | | | |
| 00141 | Emeryville | South Bayfront Bridge | 2000 MB | Disc-BP | CON-CAP | 1,895 | | 1,895 | | | | | 1,895 |
| 00141 | Emeryville | South Bayfront Bridge | TFCA | Prog Mgr | CON-CAP | 105 | | | 105 | | | | 105 |
| 00185 | Emeryville | Bay Area Bike Share (BABS) Expansion to Emeryville | TFCA | Prog Mgr | CON-CAP | 180 | | 180 | | | | | 180 |
| 00230 | Emeryville | Emery Go Round General Benefit Operations | 2014 MBB | TEP-45 | O&M | 2,500 | | 500 | 500 | 500 | 500 | 500 | 1,000 |
| 00231 | Emeryville | Frontage Road, 65th Street and Powell Street Slurry Seal | STP/CMAQ | LSR | CON-CAP | 225 | | | | | 225 | | |
| 00232 | Emeryville | North Hollis Parking and Transportation Demand Management (TDM) Program | 2000 MB | Disc-TCD | CON-CAP | 930 | | | 930 | | | | 930 |
| 00271 | Emeryville | 8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19) | 2014 MBB | TEP-12 | O&M | 70 | | 35 | 35 | | | | 70 |
| 00284 | Emeryville | Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match) | 2014 MBB | TEP-41 | CON-CAP | 1,800 | | | 1,800 | | | | 1,800 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|---------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00025 | Fremont | Tri-City Mobility Management and Travel Training Program | 2000 MB | Disc-PT | O&M | 450 | 450 | | | | | | 450 |
| 00026 | Fremont | Tri-City Volunteer Driver Programs | 2000 MB | Disc-PT | O&M | 550 | 550 | | | | | | 550 |
| 00027 | Fremont | Tri-City Taxi Voucher Program | 2000 MB | Disc-PT | O&M | 450 | 450 | | | | | | 450 |
| 00091 | Fremont | Fremont City Center Multi-Modal Improvements | OBAG | STP | CON-CAP | 1,288 | 1,288 | | | | | | 1,288 |
| 00140 | Fremont | Warm Springs BART Station - West Side Access | 2014 MBB | TEP-45 | CON-CAP | 25,000 | 25,000 | | | | | | 25,000 |
| 00140 | Fremont | Warm Springs BART Station - West Side Access | 2014 MBB | TEP-21 | CON-CAP | 5,000 | | 5,000 | | | | | 5,000 |
| 00143 | Fremont | Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd. | 2014 MBB | TEP-26 | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00152 | Fremont | Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway) | 2014 MBB | TEP-42 | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00153 | Fremont | Scoping: Fremont BART Station West Side Enhancement | 2014 MBB | TEP-45 | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00154 | Fremont | Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail | 2014 MBB | TEP-45 | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00179 | Fremont | South Fremont Arterial Management (FY 17/18 - 18/19) | TFCA | Prog Mgr | CON-CAP | 425 | 425 | | | | | | 425 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|---------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00186 | Fremont | Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy | TFCA | Prog Mgr | CON-CAP | 646 | | 646 | | | | | 646 |
| 00233 | Fremont | City of Fremont Pavement Rehabilitation Project | STP/CMAQ | LSR | CON-CAP | 2,760 | | | | 2,760 | | | |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | STP/CMAQ | STP/CMAQ | PE/Env | 386 | | 386 | | | | | 386 |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | STP/CMAQ | STP/CMAQ | Final Design (PS&E) | 799 | | | 799 | | | | 799 |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | STP/CMAQ | STP/CMAQ | CON-CAP | 6,510 | | | | 6,510 | | | |
| 00235 | Fremont | East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail) | 2014 MBB | TEP-42 | PE/Env | 1,901 | | 1,901 | | | | | 1,901 |
| 00235 | Fremont | East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail) | 2014 MBB | TEP-42 | Final Design (PS&E) | 3,553 | | | 3,553 | | | | 3,553 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 2014 MBB | TEP-26 | PE/Env | 443 | | 443 | | | | | 443 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 2014 MBB | TEP-26 | Final Design (PS&E) | 1,328 | | | 1,328 | | | | 1,328 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 2014 MBB | TEP-26 | CON-CAP | 7,525 | | | | 7,525 | | | |
| 00238 | Fremont | Walnut Avenue Protected Bikeway in City Center/Downtown PDA | 2014 MBB | TEP-45 | CON-CAP | 5,000 | | | 5,000 | | | | 5,000 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-----------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00272 | Fremont | Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19) | 2000 MB | Disc-PT | O&M | 298 | | 149 | 149 | | | | 298 |
| 00092 | Hayward | Hayward - Industrial Boulevard Preservation | OBAG | STP | CON-CAP | 1,265 | 1,265 | | | | | | 1,265 |
| 00126 | Hayward | Mission Blvd. Phases 2 & 3 (Complete Streets) | 2014 MBB | TEP-26 | Util Relocation | | | | | | | | |
| 00126 | Hayward | Mission Blvd. Phases 2 & 3 (Complete Streets) | 2014 MBB | TEP-26 | CON-CAP | 21,500 | 9,500 | 12,000 | | | | | 21,500 |
| 00240 | Hayward | First Mile/Last Mile BART Shuttle Operations | 2014 MBB | TEP-45 | O&M | | | | | | | | |
| 00241 | Hayward | Main Street Complete Street Project | STP/CMAQ | STP/CMAQ | Final Design (PS&E) | 175 | | 175 | | | | | 175 |
| 00241 | Hayward | Main Street Complete Street Project | STP/CMAQ | STP/CMAQ | CON-CAP | 1,500 | | | 1,500 | | | | 1,500 |
| 00242 | Hayward | SR-92 Clawiter-Whitesell Interchange | 2014 MBB | TEP-26 | Planning / Scoping | 440 | | 440 | | | | | 440 |
| 00243 | Hayward | Winton Avenue - Complete Street Project | STP/CMAQ | LSR | Final Design (PS&E) | 88 | | 88 | | | | | 88 |
| 00243 | Hayward | Winton Avenue - Complete Street Project | STP/CMAQ | LSR | CON-CAP | 1,662 | | | 1,662 | | | | 1,662 |
| 00283 | LARPD/TVC | Valley Trails Connection Project | CMA-TIP | Other | Various | 110 | | | 110 | | | | 110 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|----------------|---|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00008 | LAVTA | WHEELS Route 14 Operating Assistance | Lifeline | STA | O&M | 388 | 388 | | | | | | 388 |
| 00008 | LAVTA | WHEELS Route 14 Operating Assistance | Lifeline | JARC | O&M | 129 | 129 | | | | | | 129 |
| 00160 | LAVTA | Pilot Transit Program for Last Mile Connections | 2000 MB | Disc-Transit | Various | 100 | 100 | | | | | | 100 |
| 00175 | LAVTA | LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17 | TFCA | Prog Mgr | Various | 275 | 275 | | | | | | 275 |
| 00183 | LAVTA | LAVTA Rte 30R Operations (FY 17/18 - 18/19) | TFCA | Prog Mgr | O&M | 318 | 318 | | | | | | 318 |
| 00244 | LAVTA | Pleasanton BRT Corridor Enhancement Project (Route 10R) | 2000 MB | Disc-Transit | Final Design (PS&E) | 152 | | 152 | | | | | 152 |
| 00244 | LAVTA | Pleasanton BRT Corridor Enhancement Project (Route 10R) | 2000 MB | Disc-Transit | CON-CAP | 1,262 | | 1,262 | | | | | 1,262 |
| 00245 | LAVTA | Wheels Forward/2020 Plan | 2000 MB | Disc-Transit | Planning / Scoping | 220 | | | | 220 | | | |
| 00276 | LAVTA | Para-Taxi Program (FY 17/18 and FY 18/19) | 2014 MBB | TEP-12 | O&M | 40 | | 18 | 22 | | | | 40 |
| 00275 | LIFE ElderCare | VIP Rides Program (FY 17/18 and FY 18/19) | 2014 MBB | TEP-12 | O&M | 275 | | 103 | 172 | | | | 275 |
| 00109 | Livermore | Livermore Marylin Avenue Safe Routes to School | ATP | Reg | Final Design (PS&E) | | | | | | | | |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-----------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------------------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | Total Allocated (Thru 18-19) | | |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00110 | Livermore | Livermore Marilyn Avenue Safe Routes to School | ATP | Reg | CON-CAP | | | | | | | | |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 2014 MBB | TEP-42 | PE/Env | 20 | | 20 | | | | | 20 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 2014 MBB | TEP-42 | Planning / Scoping | 30 | | 30 | | | | | 30 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 2014 MBB | TEP-42 | Final Design (PS&E) | 160 | | 160 | | | | | 160 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | TFCA | Prog Mgr. | CON-CAP | 193 | | | 193 | | | | 193 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 2014 MBB | TEP-42 | CON-CAP | 1,407 | | | 1,407 | | | | 1,407 |
| 00246 | Livermore | Livermore Annual Pavement Maintenance - MTS Routes | STP/CMAQ | LSR | CON-CAP | 1,382 | | | | 1,382 | | | |
| 00247 | Livermore | Vasco Road/I-580 Interchange Improvements | 2014 MBB | TEP-34 | PE/Env | 1,380 | | 1,380 | | | | | 1,380 |
| 00001 | MTC | Planning, Programming and Monitoring | STIP | RIP | CON-CAP | | | | | | | | |
| 00012 | MTC | Improved Bike/Ped Access to East Span of SFOBB (Alameda Share) | STIP | RIP | CON-CAP | | | | | | | | |
| 00102 | MTC | Regional Planning Activities and PPM - Alameda | OBAG | STP | PE/Env | 1,034 | 1,034 | | | | | | 1,034 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|----------|---|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00014 | Multiple | FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share | TFCA | Prog Mgr | Various | | | | | | | | |
| 00015 | Multiple | FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary | TFCA | Prog Mgr | Various | | | | | | | | |
| 00016 | Multiple | 2000 MB Local Streets and Roads - Direct Local Distributions | 2000 MB | DLD | Various | | | | | | | | |
| 00017 | Multiple | 2000 MB Bicycle/Pedestrian - Direct Local Distributions | 2000 MB | DLD | Various | | | | | | | | |
| 00018 | Multiple | 2000 MB Bicycle/Pedestrian - Discretionary Program | 2000 MB | Disc-BP | Various | | | | | | | | |
| 00020 | Multiple | 2000 MB Paratransit - Direct Local Distributions | 2000 MB | DLD | Various | | | | | | | | |
| 00034 | Multiple | 2000 MB Paratransit - Discretionary (Estimated) | 2000 MB | Disc-PT | Various | | | | | | | | |
| 00035 | Multiple | 2000 MB Mass Transit - Direct Local Distributions | 2000 MB | DLD | Various | | | | | | | | |
| 00036 | Multiple | 2000 MB Express Bus - Discretionary | 2000 MB | Disc-Transit | Various | | | | | | | | |
| 00037 | Multiple | 2000 MB Transit Center Development - Discretionary Program | 2000 MB | Disc-TCD | Various | | | | | | | | |
| 00038 | Multiple | 2010 VRF Local Streets and Roads - Direct Local Distributions | 2010 VRF | DLD | Various | | | | | | | | |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|----------|---|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00039 | Multiple | 2010 VRF Transit - Discretionary | 2010 VRF | Disc-Transit | Various | | | | | | | | |
| 00040 | Multiple | 2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds | 2010 VRF | Disc-BP | Various | | | | | | | | |
| 00041 | Multiple | 2010 VRF Local Transportation Technology - Discretionary | 2010 VRF | Disc-Tech | Various | | | | | | | | |
| 00042 | Multiple | 2014 MBB Local Streets and Roads - Direct Local Distributions | 2014 MBB | DLD | Various | | | | | | | | |
| 00043 | Multiple | 2014 MBB Mass Transit Services - Direct Local Distributions | 2014 MBB | DLD | Various | | | | | | | | |
| 00044 | Multiple | 2014 MBB Transit Innovative Grants - Discretionary | 2014 MBB | TEP-07 | Various | | | | | | | | |
| 00045 | Multiple | 2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions | 2014 MBB | DLD | Various | | | | | | | | |
| 00046 | Multiple | 2014 MBB Bicycle/Pedestrian Safety - Discretionary | 2014 MBB | TEP-44 | Various | | | | | | | | |
| 00047 | Multiple | 2014 MBB Transit - Direct Local Distributions | 2014 MBB | DLD | Various | | | | | | | | |
| 00061 | Multiple | Dumbarton Corridor Area Transportation Improvements - Scoping | 2014 MBB | TEP-21 | Planning / Scoping | | | | | | | | |
| 00066 | Multiple | Congestion Relief, Local Bridge Seismic Safety - Scoping | 2014 MBB | TEP-26 | Planning / Scoping | | | | | | | | |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|---|----------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------------------------|------------|
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | | Total Allocated (Thru 18-19) | |
| | | | | | | | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | | FY 2020-21 |
| 00068 | Multiple | Countywide Freight Corridors - Scoping | 2014 MBB | TEP-27 | Planning / Scoping | | | | | | | |
| 00074 | Multiple | I-580 Local Interchange Improvement Program - Scoping | 2014 MBB | TEP-34 | Planning / Scoping | | | | | | | |
| 00079 | Multiple | I-880 Local Access and Safety Improvements - Scoping | 2014 MBB | TEP-40 | Planning / Scoping | | | | | | | |
| 00080 | Multiple | Gap Closure on Three Major Trails - Scoping | 2014 MBB | TEP-42 | Planning / Scoping | | | | | | | |
| 00082 | Multiple | Community Investments That Improve Transit Connections to Jobs and Schools - Scoping | 2014 MBB | TEP-45 | Planning / Scoping | | | | | | | |
| 00003 | N/A | Funding deprogrammed - project deleted | N/A | N/A | N/A | | | | | | | |
| 00099 | Newark | Enterprise Drive Complete Streets and Road Diet | OBAG | STP | CON-CAP | 454 | 454 | | | | | 454 |
| 00116 | Newark | Central Avenue Overpass | 2000 MB | 025 | Final Design (PS&E) | 2,765 | 2,765 | | | | | 2,765 |
| 00116 | Newark | Central Avenue Overpass | 2000 MB | 025 | CON-CAP | 11,134 | | | 11,134 | | | 11,134 |
| 00116 | Newark | Central Avenue Overpass | 2000 MB | 025 | ROW-CAP | 2,155 | | 2,155 | | | | 2,155 |
| 00248 | Newark | Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street) | STP/CMAQ | LSR | CON-CAP | 592 | | | 592 | | | 592 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|---------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00028 | Oakland | Taxi-Up & Go Project | 2000 MB | Disc-PT | O&M | 362 | 362 | | | | | | 362 |
| 00064 | Oakland | Oakland Broadway Corridor Transit | 2014 MBB | TEP-24 | Planning / Scoping | 600 | 600 | | | | | | 600 |
| 00093 | Oakland | Lake Merritt BART Bikeways | OBAG | STP | CON-CAP | 571 | 571 | | | | | | 571 |
| 00094 | Oakland | Oakland Complete Streets | OBAG | STP | CON-CAP | 3,384 | 3,384 | | | | | | 3,384 |
| 00095 | Oakland | Lakeside Complete Streets and Road Diet | OBAG | STP | CON-CAP | 4,446 | 4,446 | | | | | | 4,446 |
| 00095 | Oakland | Lakeside Complete Streets and Road Diet | OBAG | CMAQ | CON-CAP | 2,554 | 2,554 | | | | | | 2,554 |
| 00100 | Oakland | Oakland - Peralta and MLK Blvd Streetscape Phase I | OBAG | CMAQ | CON-CAP | 5,452 | 5,452 | | | | | | 5,452 |
| 00103 | Oakland | 7th Street West Oakland Transit Village, Phase II | OBAG | CMAQ | CON-CAP | 3,288 | 3,288 | | | | | | 3,288 |
| 00111 | Oakland | Lake Merritt to Bay Trail Bike/Ped Bridge | ATP | Reg | Final Design (PS&E) | | | | | | | | |
| 00112 | Oakland | Lake Merritt to Bay Trail Bike/Ped Bridge | ATP | Reg | ROW-CAP | | | | | | | | |
| 00114 | Oakland | International Boulevard Improvement Project | ATP | State | CON-CAP | | | | | | | | |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|---------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00115 | Oakland | Laurel Access to Mills, Maxwell Park and Seminary | ATP | State | CON-CAP | | | | | | | | |
| 00121 | Oakland | Oakland Army Base Roadway Infrastructure Improvements | 2014 MBB | TEP-26 | CON-CAP | 41,000 | 41,000 | | | | | | 41,000 |
| 00122 | Oakland | Oakland Army Base Infrastructure Improvements - Truck Parking | 2014 MBB | TEP-26 | CON-CAP | 5,000 | 1,000 | 4,000 | | | | | 5,000 |
| 00125 | Oakland | 14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital | 2014 MBB | TEP-26 | Final Design (PS&E) | 1,300 | 1,300 | | | | | | 1,300 |
| 00125 | Oakland | 14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital | 2014 MBB | TEP-26 | CON-CAP | 5,300 | | 5,300 | | | | | 5,300 |
| 00137 | Oakland | I-880/42nd-High Street Access Improvements | 2014 MBB | TEP-40 | CON-CAP | 10,000 | | | 10,000 | | | | 10,000 |
| 00167 | Oakland | Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16 | TFCA | Prog Mgr | Various | 210 | 210 | | | | | | 210 |
| 00168 | Oakland | CityRacks, Phase 12 | TFCA | Prog Mgr | Various | 124 | 124 | | | | | | 124 |
| 00180 | Oakland | Broadway Shuttle Operations | 2014 MBB | TEP-45 | O&M | 1,650 | | 330 | 330 | 330 | 330 | 330 | 660 |
| 00180 | Oakland | Broadway Shuttle Operations (FY 16/17 - 17/18) | TFCA | Prog Mgr | O&M | 367 | 367 | | | | | | 367 |
| 00187 | Oakland | Oakland Citywide Bike Parking Program, Phase 13 | TFCA | Prog Mgr | CON-CAP | 100 | | 100 | | | | | 100 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|---------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00249 | Oakland | 27th Street Complete Streets | 2014 MBB | TEP-45 | PE/Env | 776 | | 776 | | | | | 776 |
| 00249 | Oakland | 27th Street Complete Streets | 2014 MBB | TEP-45 | Final Design (PS&E) | 1,174 | | | 1,174 | | | | 1,174 |
| 00251 | Oakland | E 12th Street Bikeway | 2000 MB | Disc-BP | Final Design (PS&E) | 250 | | 250 | | | | | 250 |
| 00251 | Oakland | E 12th Street Bikeway | 2000 MB | Disc-BP | CON-CAP | 1,250 | | | 1,250 | | | | 1,250 |
| 00252 | Oakland | East Oakland Community Streets Plan | 2014 MBB | TEP-45 | Planning / Scoping | 100 | | 100 | | | | | 100 |
| 00253 | Oakland | Fruitvale Ave Gap Closure | 2014 MBB | TEP-44 | CON-CAP | 1,634 | | | | 1,634 | | | |
| 00254 | Oakland | Lakeside Family Streets | STP/CMAQ | STP/CMAQ | PE/Env | 80 | | 80 | | | | | 80 |
| 00254 | Oakland | Lakeside Family Streets | STP/CMAQ | STP/CMAQ | Final Design (PS&E) | 320 | | 320 | | | | | 320 |
| 00254 | Oakland | Lakeside Family Streets | STP/CMAQ | STP/CMAQ | CON-CAP | 4,392 | | | | 4,392 | | | |
| 00255 | Oakland | Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape | 2010 VRF | Disc-BP | CON-CAP | 2,500 | | 2,500 | | | | | 2,500 |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | 2014 MBB | TEP-46 | Final Design (PS&E) | 1,500 | | | 1,500 | | | | 1,500 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|------------|--|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------------------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | Total Allocated (Thru 18-19) | | |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | 2014 MBB | TEP-46 | CON-CAP | 9,500 | | | | 9,500 | | | |
| 00257 | Oakland | Coliseum Transit Hub | 2010 VRF | Disc-Transit | Planning / Scoping | 968 | | 968 | | | | | 968 |
| 00257 | Oakland | Coliseum Transit Hub | 2010 VRF | Disc-Transit | Final Design (PS&E) | 3,878 | | | 3,878 | | | | 3,878 |
| 00258 | Oakland | Oakland LSR Paving Program | STP/CMAQ | LSR | PE/Env | 734 | | 734 | | | | | 734 |
| 00258 | Oakland | Oakland LSR Paving Program | STP/CMAQ | LSR | CON-CAP | 4,161 | | | 4,161 | | | | 4,161 |
| 00259 | Oakland | OakMob Transportation Demand Management (TDM) | 2014 MBB | TEP-45 | O&M | 215 | | 215 | | | | | 215 |
| 00101 | Piedmont | Piedmont Complete Streets (CS) | OBAG | STP | CON-CAP | 129 | 129 | | | | | | 129 |
| 00260 | Piedmont | Oakland Avenue Improvements | STP/CMAQ | LSR | CON-CAP | 168 | | | 168 | | | | 168 |
| 00285 | Piedmont | Piedmont LSR Exchange Projects | CMA-TIP | Other | CON-CAP | | | | | | | | |
| 00286 | Piedmont | Oakland Avenue Pedestrian Bridge Railing Project | CMA-TIP | Other | CON-CAP | 208 | | | 208 | | | | 208 |
| 00029 | Pleasanton | Downtown Route Shuttle (DTR) | 2000 MB | Disc-PT | O&M | 173 | 173 | | | | | | 173 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-----------------|--|-------------|--------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00104 | Pleasanton | Pleasanton Complete Streets | OBAG | STP | CON-CAP | 832 | 832 | | | | | | 832 |
| 00169 | Pleasanton | Pleasanton Trip Reduction Program, FYs 15/16 & 16/17 | TFCA | Prog Mgr | Various | 53 | 53 | | | | | | 53 |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | 2010 VRF | Disc-Transit | Final Design (PS&E) | 136 | | 136 | | | | | 136 |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | TFCA | Prog Mgr | CON-CAP | 189 | 189 | | | | | | 189 |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | 2010 VRF | Disc-Transit | CON-CAP | 776 | | | 776 | | | | 776 |
| 00188 | Pleasanton | Pleasanton Trip Reduction Program (FY 17/18 - 18/19) | TFCA | Prog Mgr | O&M | 130 | | 130 | | | | | 130 |
| 00261 | Pleasanton | Hacienda PDA | 2000 MB | Disc-TCD | Planning / Scoping | | | | | | | | |
| 00262 | Pleasanton | Pavement Rehabilitation Hacienda Business Park | STP/CMAQ | LSR | CON-CAP | 1,095 | | | | 1,095 | | | |
| 00263 | Pleasanton | Stoneridge at I-680 Interchange improvements | 2014 MBB | TEP-26 | CON-CAP | 5,200 | | | | | 5,200 | | |
| 00144 | Port of Oakland | Scoping: Airport Drive Overlay | 2014 MBB | TEP-26 | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00145 | Port of Oakland | Scoping: Port Terminal Seismic Monitoring Program | 2014 MBB | TEP-26 | Planning / Scoping | 8 | 8 | | | | | | 8 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-----------------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00146 | Port of Oakland | Scoping: Port Area ITS Deployment | 2014 MBB | TEP-27 | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00147 | Port of Oakland | Scoping: Middle Harbor Road Improvements | 2014 MBB | TEP-27 | Planning / Scoping | 30 | 30 | | | | | | 30 |
| 00148 | Port of Oakland | Scoping: Port Terminal Lighting Upgrade | 2014 MBB | TEP-27 | Planning / Scoping | 8 | 8 | | | | | | 8 |
| 00149 | Port of Oakland | Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2 | 2014 MBB | TEP-27 | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00150 | Port of Oakland | Scoping: Airport Perimeter Dike | 2014 MBB | TEP-27 | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00151 | Port of Oakland | Scoping: 7th Street Grade Separation East | 2014 MBB | TEP-27 | Planning / Scoping | 10 | 10 | | | | | | 10 |
| 00268 | Port of Oakland | Adeline Street Bridge Reconstruction | 2014 MBB | TEP-41 | Planning / Scoping | 50 | | | | 50 | | | |
| 00067 | San Leandro | San Leandro Streets Rehabilitation | 2014 MBB | TEP-26 | CON-CAP | 30,000 | 3,000 | 6,000 | 7,000 | 7,000 | 7,000 | | 16,000 |
| 00096 | San Leandro | San Leandro Boulevard Preservation | OBAG | STP | CON-CAP | 804 | 804 | | | | | | 804 |
| 00170 | San Leandro | San Leandro LINKS shuttle, FYs 15/16 and 16/17 | TFCA | Prog Mgr | Various | 50 | 50 | | | | | | 50 |
| 00190 | San Leandro | LINKS Shuttle (FY 17/18 - 18/19) | TFCA | Prog Mgr | O&M | 130 | 104 | 26 | | | | | 130 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-------------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------------------------|------------|------------|
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | | Total Allocated (Thru 18-19) | | |
| | | | | | | | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | | FY 2020-21 | FY 2021-22 |
| 00190 | San Leandro | LINKS Shuttle Operations | 2014 MBB | TEP-45 | O&M | 1,020 | | 220 | 200 | 200 | 200 | 200 | 420 |
| 00264 | San Leandro | E.14th St/Hesperian Blvd/150th Ave Intersection Improvements | 2014 MBB | TEP-26 | CON-CAP | 1,821 | | | | 1,821 | | | |
| 00265 | San Leandro | Washington Avenue Rehabilitation | STP/CMAQ | LSR | PE/Env | 73 | | | | 73 | | | 73 |
| 00265 | San Leandro | Washington Avenue Rehabilitation | STP/CMAQ | LSR | CON-CAP | 975 | | | | 975 | | | |
| 00030 | SHS | Rides for Seniors | 2000 MB | Disc-PT | O&M | 278 | 278 | | | | | | 278 |
| 00051 | SJRRC | ACE Capital | 2000 MB | 01 | Various | 13,184 | 13,184 | | | | | | 13,184 |
| 00031 | SSPTV | Volunteer Assisted Senior Transportation Program | 2000 MB | Disc-PT | O&M | 331 | 331 | | | | | | 331 |
| 00277 | SSPTV | Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19) | 2014 MBB | TEP-12 | O&M | 212 | | 106 | 106 | | | | 212 |
| 00011 | TBD | Lifeline Cycle 5 (Estimated) | Lifeline | STA | Various | | | | | | | | |
| 00032 | TBD | Gap funds for Capital Purchases and Grant Matching | 2000 MB | Disc-PT | Various | | | | | | | | |
| 00048 | TBD | 2016 STIP - Alameda County Share (Estimated)(50% for 1-Year) | STIP | RIP | Various | | | | | | | | |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|------------|---|-------------|-------------|--|-------------------|---------------------------------|--------------------------|------------|------------|------------|------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00049 | TBD | OBAG Cycle 2 (Estimated) | OBAG | STP/CMAQ | Various | | | | | | | | |
| 00119 | TBD | I-580 Transit Improvements | RM2 | Reg | Various | | | | | | | | |
| 00010 | Union City | Operations Support for Route 2 | Lifeline | STA | O&M | 220 | 220 | | | | | | 220 |
| 00062 | Union City | Union City Intermodal Station | 2014 MBB | TEP-22 | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 2014 MBB | TEP-44 | PE/Env | 5 | | 5 | | | | | 5 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 2014 MBB | TEP-44 | Final Design (PS&E) | 780 | | 780 | | | | | 780 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 2014 MBB | TEP-44 | CON-CAP | 5,779 | | 5,779 | | | | | 5,779 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | CMA-TIP | Other | CON-CAP | 1,100 | | 1,100 | | | | | 1,100 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | TFCA | Prog Mgr. | CON-CAP | 136 | | 136 | | | | | 136 |
| 00266 | Union City | Dyer Road Pavement Rehabilitation | STP/CMAQ | LSR | CON-CAP | 872 | | | 872 | | | | 872 |
| 00267 | Union City | Bicycle and Pedestrian Master Plan Update | 2000 MB | Disc-BP | Planning / Scoping | 150 | | 150 | | | | | 150 |

| Alameda CTC Comprehensive Investment Plan | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|---------|--|-------------|-------------|--|-------------------|---------------------------------|--------------------------|----------------|----------------|---------------|--------------|------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | |
| 2018 CIP Update Programming and Allocations | | | | | | | Prior Allocations | Two-Year Allocation Plan | | | | | Total Allocated (Thru 18-19) |
| CIP ID | Sponsor | Project Title | Fund Source | Fund Subset | Phase | Programmed Amount | Prior To FY2017-18 (April 2017) | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | Total Allocated (Thru 18-19) |
| 00281 | Various | State Transportation Improvement Program | STIP | RIP | Various | 48,813 | | 48,813 | | | | | 48,813 |
| 00282 | Various | Lifeline Cycle 5 Program | Lifeline | Various | Various | 4,789 | | | 4,789 | | | | 4,789 |
| | | | | | Totals | 1,052,055 | 541,119 | 206,188 | 156,465 | 119,661 | 27,031 | 1,591 | 903,772 |

Notes

1. Conditional Programming: Identified funds are subject to deprogramming based on the availability of alternative fund sources (RM3, local, State, Federal).
2. City of Dublin's Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

| | |
|---------------------------------|-------------------|
| Total 2-year Allocations | \$ 362,653 |
| Total 5-year Programming | \$ 510,936 |

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2018 CIP Programming to 2020 CIP Allocations

| Table 1: 2018 CIP Programming to 2020 CIP Allocations (dollars x \$1,000) | | | |
|---|----------------------|--|---------------------|
| CIP ID | Project Sponsor | Project Name | Total Allocation |
| | | | FY 19/20 & FY 20/21 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | \$10,000 |
| 00200 | Alameda | Seaplane Lagoon Ferry Terminal | \$8,200 |
| 00202 | Alameda County | East 14th St. Corridor Improvement Project Phase II (San Leandro Area) | \$7,600 |
| 00217 | Alameda County/LAVTA | Dublin/Pleasanton BART Parking Expansion | \$3,500 |
| 00222 | Berkeley | Railroad Crossing Safety Improvement Project | \$1,020 |
| 00230 | Emeryville | Emery Go Round General Benefit Operations | \$1,000 |
| 00236 | Fremont | Safe and Smart Corridors Along Fremont Boulevard | \$7,525 |
| 00245 | LAVTA | Wheels Forward/2020 Plan | \$220 |
| 00180 | Oakland | Broadway Shuttle Operations | \$660 |
| 00253 | Oakland | Fruitvale Ave Gap Closure | \$1,634 |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | \$9,500 |
| 00263 | Pleasanton | Stoneridge at I-680 Interchange Improvements | \$5,200 |
| 00067 | San Leandro | San Leandro Street Rehabilitation | \$14,000 |
| 00190 | San Leandro | LINKS Shuttle Operations | \$400 |
| Total | | | \$70,459 |

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Paratransit Program Programming and Allocations Recommendations

| New CIP Paratransit Programming and Allocations (\$ x 1,000) | | | | |
|--|-----------------------|---|-----------------------|--|
| CIP ID | Project Sponsor | Project Name | Total New Programming | Total New Allocation <i>FY 19/20 & FY 20/21</i> |
| 00299 | ASEB | Regrowth of Transportation Services for Individuals with Dementia | \$797 | \$305 |
| 00301 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities | \$1,004 | \$389 |
| 00293 | CIL | Community Connections Program (CoCo) | \$940 | \$376 |
| 00291 | CRIL | Travel Training: Oh The Places You Will Go! | \$486 | \$324 |
| 00294 | Drivers for Survivors | Drivers for Survivors Volunteer Driver Program | \$970 | \$388 |
| 00292 | Eden I&R | Mobility Management Through 211 Alameda County | \$747 | \$272 |
| 00302 | EDI | Fast Accessible Safe Transportation Emergency Repair (FASTER) | \$952 | \$380 |
| 00300 | Emeryville | Emeryville Senior Center Group Trips Bus Purchase | \$132 | \$132 |
| 00290 | Fremont | Ride-On Tri-City! Mobility Management and Travel Training Program | \$731 | \$279 |
| 00297 | LAVTA | Para-Taxi Debit Card | \$87 | \$39 |
| 00298 | LAVTA | Para-Taxi Operations | \$140 | \$49 |
| 00295 | LIFE ElderCare | Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults | \$1,023 | \$339 |
| 00296 | SSPTV | Volunteers Assisting Seniors with Transportation (VAST) | \$560 | \$215 |
| 00293 | USAOC | Senior Public Transportation Training and Education Program | \$419 | \$96 |
| Total | | | \$8,988 | \$3,583 |

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TFCA County Program Manager Fund, Draft FY 2019-20 Program

| 70% Cities/County Share | | | | | | | | |
|---|--|---|--------------------|---------------------|-------------------------------|---------------------------------------|---------------------|------------|
| Sponsor | Project Name | Project Description | Total Project Cost | Amount Requested | TFCA Share | TFCA Cost-effectiveness (\$ TFCA/ton) | TFCA Recommended | Notes |
| Alameda | Otis Drive Class 2 Bike Lanes, Traffic Calming and Safety Improvements | The project installs new Class 2 buffered bike lanes, implements road diet, marked crosswalks, flashing beacon, painted bulb-outs, turn pockets and street trees, moves bus stops to the far side, extends red curbs, & improves signal timing. | \$ 899,000 | \$ 300,000 | \$ (8,203) | \$ 488,656 | \$ 175,000 | Note 1 |
| Alameda County Public Works | East 14th Street Bike Lanes | On East 14th St, 162nd Avenue to just north of I-238, construct approx. one mile of protected Class 4 bikeway NB and Class 2 buffered bike lane SB, providing a gap closure in existing facilities. Project includes median, signal, streetscape and landscape improvements and enhanced transit facilities. | \$ 18,530,000 | \$ 245,000 | \$ 431,648 | \$ 493,462 | \$ 245,000 | Notes 1, 2 |
| Alameda CTC | Countywide Transportation Demand Mgmt (TDM) Program, FY 2020-21 | FY 2020-21 Countywide TDM program operations. The TDM program includes Guaranteed Ride Home (GRH); iBike, carpool and transit promotional campaigns; Bike Safety Education classes. 30% of the total TDM program cost is assigned to the transit portion of the TFCA fund estimate. | \$ 446,000 | \$ 338,000 | NA | \$ 77,337 | \$ 236,600 | |
| Dublin | Tassajara Road Arterial Management | In Dublin, traffic signal upgrade & coordination along Tassajara Rd-Santa Rita Rd. The proposed project will upgrade signal controllers at 4 intersections; upgrade Battery Backup Units, MMU, video detection, and 1 GPS clock at I-580 ramp for synchronization between Dublin, Pleasanton and Caltrans signals. | \$ 183,800 | \$ 183,800 | \$ 221,019 | \$93,601 - \$174,152 | \$ 146,000 | |
| Dublin | Iron Horse Trail Bike/Ped Bridge at Dublin Blvd | In Dublin, at Dublin Blvd near Scarlett Dr. in the vicinity of the East Dublin Pleasanton BART Station, construct a bicycle and pedestrian bridge over Dublin Blvd to connect two segments of the Iron Horse Trail, creating a total separation of cars and buses from bicyclists and pedestrians. | \$ 9,859,000 | \$ 6,600,000 | \$ 221,019 | \$ 410,428 | \$ 856,419 | Notes 1, 3 |
| Oakland | Broadway Shuttle Operations | The Oakland Broadway Shuttle (the "B") operates between the Jack London Amtrak Station & Grand Ave, weekdays, 7am - 10pm, at 12-15 minute frequencies. FY 2020-21 operations. | \$ 1,005,000 | \$ 265,000 | \$ 21,598 | \$ 211,785 | \$ 265,000 | Notes 4, 5 |
| Pleasanton | Pleasanton Trip Reduction Program | City-based employer, residential and school-based trip reduction programs which encourage commute alternatives with events and incentive/awareness campaigns. For FYs 2019-20 & 20-21. | \$ 284,000 | \$ 134,244 | \$ (41,504) | \$ 146,580 | \$ 80,000 | |
| Union City | Union City Traffic Signal Control Improvements | Deploy Adaptive Signal Control Technology (ASCT) at 13 intersections along Union City Blvd and Decoto Rd. Overall project includes upgrade of communications system and installation of new Automated Traffic Signal Performance Measures (ATSPM), local controllers/software, a Central Signal Management System, bicycle lane detection and passive pedestrian detection. | \$ 1,070,000 | \$ 360,500 | \$ 382,218 | \$31,698 - \$172,452 | \$ 221,000 | Note 6 |
| Subtotal Cities/County (70%) Requested | | | | \$ 8,426,544 | Amount Recommended | | \$ 2,225,019 | |
| | | | | | TFCA 70% Available to Program | | \$ 2,718,490 | |
| | | | | | <i>Balance</i> | | \$ 493,471 | |

TFCA County Program Manager Fund, Draft FY 2019-20 Program

| 30% Transit Discretionary Share | | | | | | | | |
|---|---|---|--------------------|-------------------|--------------------|---------------------------------------|-------------------------------|--------------|
| Sponsor | Project Name | Project Description | Total Project Cost | Amount Requested | TFCA Share | TFCA Cost-effectiveness (\$ TFCA/ton) | TFCA Recommended | Notes |
| Alameda CTC | Countywide TDM Program FY 2020-21 | FY 2020-21 Countywide TDM program operations (30%) | \$ 446,000 | \$ 338,000 | NA | \$ 77,337 | \$ 101,400 | |
| BART | West Oakland BART Station Bike Locker Expansion | Project will purchase and install 40 additional BikeLink shared use electronic bike lockers at the West Oakland BART station. | \$ 160,000 | \$ 100,000 | NA | \$ 216,749 | \$ 100,000 | |
| Subtotal Transit Discretionary (30%) Requested | | | | \$ 438,000 | Amount Recommended | | \$ 201,400 | |
| | | | | | | | TFCA 30% Available to Program | \$ (292,071) |
| | | | | | | | Balance | \$ (493,471) |

| Program Summary | New FY 2019-20 Fund Estimate | Prior Year Adjustments | Funds Available to Program | Amount Requested | TFCA Recommended | Balance ⁷ (Available less Recommended) |
|---------------------------------|------------------------------|------------------------|----------------------------|---------------------|---------------------|--|
| Subtotal 70% Cities/County | \$ 1,407,421 | \$ 1,311,069 | \$ 2,718,490 | \$ 8,426,544 | \$ 2,225,019 | \$ 493,471 |
| Subtotal 30% Transit | \$ 603,181 | \$ (895,252) | \$ (292,071) | \$ 438,000 | \$ 201,400 | \$ (493,471) |
| Total FY 2019-20 Program | \$ 2,010,602 | \$ 415,817 | \$ 2,426,419 | \$ 8,864,544 | \$ 2,426,419 | \$ - |

| Notes: |
|--|
| <p>1. Recommended amount assumes BAAQMD approves proposed change to FY 2019-20 TFCA CPM Policies to raise the cost-effectiveness threshold for bike facilities from \$250K to \$500K per ton of emissions reduced.</p> <p>2. This grant is proposed to replace existing TFCA project 19ALA04 in order to reduce the County's share of the TFCA fund estimate. The action increases the project's TFCA award by \$122K (from \$123K to \$245K).</p> <p>3. Project is recommended for both TFCA and Measure BB funding through 2020 CIP. The final mix of TFCA and MBB funding may be adjusted (up to a maximum \$1M of TFCA) to ensure all TFCA funds are programmed this cycle.</p> <p>4. Recommendation reflects higher the cost-effectiveness threshold (\$250K TFCA per ton of emissions reduced) for shuttle services in Air District-defined Community Air Risk Evaluation (CARE) areas.</p> <p>5. Programming FY 2019-20 TFCA to the Broadway shuttle is contingent upon the Air District Board's approval of a policy waiver for duplication of service.</p> <p>6. TFCA funding to cover the required local cash match for the project's secured MTC IDEA Grant funding.</p> <p>7. Any FY 2019-20 TFCA funding left unprogrammed as of November 1, 2019 may be programmed directly by the Air District.</p> |

2020 CIP New Programming Requests - Recommendations (dollars x \$1,000)

| TIER 1: Recommended for Programming | | | | | | | | |
|-------------------------------------|--|----------|-----------------|-----------------|-------------|--------------|----------------------------|--|
| Sponsor | Project Title | Phase | Requested Funds | Programming Rec | Fund Source | Fund Subset | Funding Justification Code | Note |
| BART | 19th St Oakland Station Modernization Project | CON | 20,000 | 10,000 | 2014 MBB | TEP-19 | 1, 2, 3, 4 | Programming of MBB TEP-19 Commitment to BART modernization. |
| Dublin | Iron Horse Trail Crossing at Dublin Blvd | CON | 6,640 | 4,890 | 2014 MBB | TEP-42 | 1, 2, 3 | Programming of MBB TEP-42 Commitment to major trails. TFCA funding (not shown) is also recommended. |
| Fremont | Former State Route 84 Pavement Rehabilitation | Var. | 15,000 | 2,000 | 2014 MBB | TEP-21 | 1, 2, 4 | Allocation supports advanced project implementation. Sponsor's SR-84 LATIP funds expected to reimburse MBB upon its immediate availability. |
| Fremont | I-680 Interchange Modernization | Scoping | 3,000 | 1,000 | 2014 MBB | TEP-21 | 1, 2, 4 | Programming of MBB TEP-21 Commitment previously approved by Commission on 10/26/17. |
| Fremont | I-880/Decoto Interchange Modernization | Scoping | 1,000 | 1,000 | 2014 MBB | TEP-21 | 1, 2, 4 | Programming of MBB TEP-21 Commitment previously approved by Commission on 10/26/17. |
| Fremont | Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone | CON | 977 | 977 | 2014 MBB | TEP-21 | 1, 2, 4 | Programming of MBB TEP-21 Commitment previously approved by Commission on 10/26/17. Programming may be reexamined w/ potential State Prop-1B TCIF funds. |
| Fremont | Trail: I-880 Bridge at Pacific Commons | PE/Env | 2,100 | 2,100 | 2014 MBB | TEP-21 | 1, 2, 4 | Programming of MBB TEP-21 Commitment previously approved on 10/26/17 |
| Fremont | Sabercat Trail Connection to Irvington BART Station Area | PE/Env | 2,000 | 2,000 | 2014 MBB | TEP-21 | 1, 2, 4 | Programming of MBB TEP-21 Commitment previously approved on 10/26/17 |
| Fremont / Union City | Decoto Boulevard Complete Street w/Transit Priority Project | PS&E/ROW | 3,500 | 3,500 | 1986 | MB226 | 1, 2, 4 | Programming of commitments related to I-880 to Mission Blvd East-West Connector. |
| Fremont/ Ala. County | Niles Canyon Trail Phase I | PE/Env | 1,000 | 1,000 | 2014 MBB | TEP-21 | 1, 2, 4 | Programming of MBB TEP-21 Commitment previously approved by Commission on 10/26/17. |
| Fremont / Union City | Dumbarton to Quarry Lakes Trail | PE/Env | 2,000 | 2,000 | 2014 MBB | TEP-21 | 1, 2, 4 | Programming of MBB TEP-21 Commitment previously approved by Commission on 10/26/17. |
| Alameda CTC | Transportation Demand Management Program | O&M | 210 | 210 | 2014 MBB | TEP-45 | 1, 2, 3 | TFCA funding (not shown) is also recommended. |
| Alameda CTC | Countywide Modal Update | Scoping | 800 | 800 | 2010 VRF | Disc-Transit | 1, 2, 3 | Programming for Countywide planning analysis. |
| Total Tier 1 | | | 57,217 | 30,467 | | | | |

Funding Justification Key

1. Countywide Benefit - Project provides countywide benefit, nexus to existing projects, and address critical gap closure and transportation need.
2. Project Readiness - Project is immediately ready for project implementation with complete funding plan and/or implementation strategy.
3. Leveraging/Matching Sources - Project Sponsor commits minimum match of 20% or more against recommended funding.
4. Programming from Transportation Expenditure Commitment reserved for the Project Sponsor only.
5. Project can be consideration in future CIP cycle. Did not demonstrate immediate funding need to begin implementation, secure external funds, or address significant transportation need.

2020 CIP New Programming Requests - Recommendations (dollars x \$1,000)

| TIER 2: Not Recommended for Programming | | | | | | | | |
|---|---|----------|-----------------|---------------------|-------------|-------------|----------------------------|---|
| Sponsor | Project Title | Phase | Requested Funds | Programmin g Rec | Fund Source | Fund Subset | Funding Justification Code | Note |
| Dublin | Iron Horse Trail Crossing at Dublin Blvd | ROW | 28 | | | | See Note | Funding recommended for CON phase only. |
| BART | Transit Operations Facility (TOF) | CON | 79,771 | | | | 5 | |
| BART | 19th Street Bike Station | CON | 5,580 | | | | 5 | |
| BART | West Oakland BART Bike Lockers | CON | 70 | | | | See Note | TFCA funds recommended in lieu of local measure funding. |
| BART | North Berkeley Access Improvements | CON | 6,370 | | | | 5 | |
| BART | Bayfair Connection | Var. | 94,400 | | | | 5 | Named MBB Capital Project that may request an allocation in the future based on project delivery schedule and completion of major milestones. |
| BART | Union City Intermodal Station Phase 2A | CON | 5,000 | | | | 5 | Not recommended for funding due to cost overrun on previously funded project by Alameda CTC. |
| BART | Lake Merritt BART Plaza Improvements | CON | 15,000 | | | | 5 | |
| BART | Dublin/Pleasanton Active Access Improvements (Iron Horse Trail) | CON | 2,350 | | | | 5 | |
| Fremont | I-880 Bicycle/Pedestrian Bridge and Trail - EBGW Reach 6 | ROW /CON | 30,000 | | | | 5 | |
| Fremont | East Bay Greenway: South Hayward to South Fremont | PE/Env | 3,800 | | | | 5 | |
| Fremont | Irvington BART Station | Var. | 100,803 | | | | 5 | Named MBB Capital Project that may request an allocation in the future based on project delivery schedule and completion of major milestones. |
| Total Tier 2 | | | 343,172 | 0 | | | | |
| Total Tier 1 and 2 | | | 400,389 | 30,467 | | | | |

Funding Justification Key

1. Countywide Benefit - Project provides countywide benefit, nexus to existing projects, and address critical gap closure and transportation need.
2. Project Readiness - Project is immediately ready for project implementation with complete funding plan and/or implementation strategy.
3. Leveraging/Matching Sources - Project Sponsor commits minimum match of 20% or more against recommended funding.
4. Programming from Transportation Expenditure Commitment reserved for the Project Sponsor only.
5. Project can be consideration in future CIP cycle. Did not demonstrate immediate funding need to begin implementation, secure external funds, or address significant transportation need.

CIP General Programming Adjustments

| CIP General Programming Adjustments Detail (\$ x 1,000) | | | | |
|---|----------------------|---|--|---------------------|
| CIP ID | Project Sponsor | Project Name | Description of programming and allocation adjustment | Justification Notes |
| 00056 | AC Transit | Grand/MacArthur BRT | \$3 is deprogrammed | 3 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit – Dedicated Bus Lanes | \$7,650 is reprogrammed from FY 19/20 to FY 21/22 | 1 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | \$6,376 is reprogrammed from FY 19/20 to FY 21/22 | 1 |
| 00217 | Alameda County/LAVTA | Dublin/Pleasanton BART Parking Expansion | \$3,500 in SB-1 SLLP fund source change to VRF. | 2 |
| 00019 | Alameda CTC | Countywide Bicycle Pedestrian Planning/Promotions | \$305 is deprogrammed | 2 |
| 00033 | Alameda CTC | Transportation Services for Hospital Discharge and Wheelchair / Scooter Breakdown | \$386 is deprogrammed | 3 |
| 00054 | Alameda CTC | Affordable Transit for Seniors and People with Disabilities – Needs Assessment | \$499 is deprogrammed | 3 |
| 00073 | Alameda CTC | I-580/I-680 Interchange Improvements (study only) | \$1,000 is deprogrammed | 3 |
| 00131 | Alameda CTC | I-580 Freeway Corridor Management System (FCMS) | \$4,983 is deprogrammed | 3 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | \$5,550 is programmed | 2 |
| 00156 | Alameda CTC | Modal Plans Implementation E.14th and Mission Blvd Corridors | \$450 is programmed | 2 |
| 00207 | Alameda CTC | Corridor Studies Implementation | \$6,000 is deprogrammed and moved to CIP 0132 and 00156. | 2 |
| 00207 | Alameda CTC | Corridor Studies Implementation | \$3,000 is deprogrammed | 3 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | \$1,000 is reprogrammed between FY 20/21 and FY 22/23 | 1 |
| 00209 | Alameda CTC | Goods Movement Emissions Reduction | \$3,000 is reprogrammed to FY 21/22 | 1 |
| 00287 | Alameda CTC | Oakland Alameda Access Project | \$5,000 programmed | 4 |
| 00288 | Alameda CTC | Rail Safety Enhancement Program | \$5,500 programmed | 4 |
| 00058 | BART | Irvington BART Station | \$16,450 programmed | 4 |
| 00143 | Fremont | Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd. | \$9 is deprogrammed | 3 |
| 00152 | Fremont | Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway) | \$8 is deprogrammed | 3 |

| CIP General Programming Adjustments Detail (\$ x 1,000) | | | | |
|---|-----------------|--|--|---------------------|
| CIP ID | Project Sponsor | Project Name | Description of programming and allocation adjustment | Justification Notes |
| 00153 | Fremont | Scoping: Fremont BART Station West Side Enhancement | \$8 is deprogrammed | 3 |
| 00154 | Fremont | Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail | \$8 is deprogrammed | 3 |
| 00064 | Oakland | Oakland Broadway Corridor Transit | \$550 is depogrammed | 3 |
| 00253 | Oakland | Fruitvale Ave Gap Closure | \$1,634 reprogrammed from FY 19/20 to FY 20/21 | 1 |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | \$9, 500 reprogrammed from FY 19/20 to FY 20/21 | 1 |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | \$1101 is deprogrammed | 3 |
| 00144 | Port of Oakland | Scoping: Airport Drive Overlay | \$8 is deprogrammed | 3 |
| 00145 | Port of Oakland | Scoping: Port Terminal Seismic Monitoring Program | \$1 is deprogrammed | 3 |
| 00146 | Port of Oakland | Scoping: Port Area ITS Deployment | \$28 is deprogrammed | 3 |
| 00147 | Port of Oakland | Scoping: Middle Harbor Road Improvements | \$8 is deprogrammed | 3 |
| 00148 | Port of Oakland | Scoping: Port Terminal Lighting Upgrade | \$2 is deprogrammed | 3 |
| 00150 | Port of Oakland | Scoping: Airport Perimeter Dike | \$20 is depogrammed | 3 |
| 00151 | Port of Oakland | Scoping: 7th Street Grade Separation East | \$4 is deprogrammed | 3 |
| 00268 | Port of Oakland | Adeline Street Bridge Reconstruction | \$50 is deprogrammed | 3 |
| 00264 | San Leandro | E.14 th St./Hesperian Blvd/150 th Ave Intersection Improvements | \$1,821 reprogrammed from FY 19/20 to FY 21/22 | 1 |
| 00062 | Union City | Union City Intermodal Station | \$49 is deprogrammed | 1 |

Funding Justification Key

1. Project sponsor request to coincide timing of funds with project delivery schedule.
2. Strategic consolidation and use of other eligible fund sources.
3. Project closeout result in removing remaining funds or project sponsor not proceeding with implementation.
4. Previously approved off-cycle CIP programming formally memorized in the CIP.

| Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2020 CIP | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | Notes | | |
|--|------------------------|---|-----------|--------------|-------------|--------------|-------------|---------------------|--|----------------------------------|--|-----------|-----------|-----------|-------|--------------------------------|---|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Adjustments to Prior Programming and Allocations | | | | | Total Allocated (Thru FY20-21) | |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | | | FY2023-24 |
| 00056 | AC Transit | Grand/MacArthur BRT | 1-North | Local | 2014 MBB | TEP-15 | Transit | Planning / Scoping | (3) | (3) | | | | | | (3) | Deprogrammed - unspent balance with project closure. |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | Local | 2014 MBB | TEP-14 | Transit | CON | | | (7,650) | | 7,650 | | | (7,650) | Reprogrammed to future year to coincide with project delivery schedule. |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | Local | 2014 MBB | TEP-26 | LSR | CON | | | (6,376) | | 6,376 | | | (6,376) | Reprogrammed to future year to coincide with project delivery schedule. |
| 00314 | Alameda | Otis Drive Traffic Calming and Safety Improvement Project | 1-North | Local | TFCA | Prog Mgr | Transit | CON | 175 | | 175 | | | | | 175 | New programming/allocation. |
| 00202 | Alameda County | East 14th St. Corridor Improvement Project Phase II (San Leandro Area) | 2-Central | Local | TFCA | Prog Mgr. | Bike/Ped | CON | 245 | | 245 | | | | | 245 | New programming/allocation. \$123k allocated in FY 18/19 previously approved on 10/25/18, incorporated in FY 19/20. |
| 00319 | Alameda County | Hesperian Blvd Class 2 Bike Lanes | 2-Central | Local | TFCA | Prog Mgr | Bike/Ped | CON | 137 | 137 | | | | | | 137 | Previously approved allocation on 10/25/18. |
| 00217 | Alameda County / LAVTA | Dublin/Pleasanton BART Parking Expansion | 4-East | State | SB-1 | SLPP | Transit | Various | (3,500) | | (3,500) | | | | | (3,500) | Fund source change - deprogrammed SB-1 SLPP funds and reprogrammed liked amount in VRF funds |
| 00217 | Alameda County / LAVTA | Dublin/Pleasanton BART Parking Expansion | 4-East | Local | 2010 VRF | Disc-Transit | Transit | Various | 3,500 | | 3,500 | | | | | 3,500 | Fund source change - deprogrammed SB-1 SLPP funds and reprogrammed liked amount in VRF funds |
| 00019 | Alameda CTC | Countywide Bicycle Pedestrian Planning/Promotion | Multiple | Local | 2000 MB | Disc-BP | Bike/Ped | Various | (122) | (122) | (61) | (61) | (61) | | | (244) | Deprogramming - project activities funded with alternative funds. |
| 00033 | Alameda CTC | Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | (386) | (291) | (95) | | | | | (386) | Deprogrammed - project closed. |
| 00054 | Alameda CTC | Affordable Transit for Seniors and People with Disabilities - Needs Assessment | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | Planning / Scoping | (499) | (499) | | | | | | (499) | Deprogrammed - project sponsor not proceeding with project. |
| 00073 | Alameda CTC | I-580/I-680 Interchange Improvements (Study Only) | 4-East | Local | 2014 MBB | TEP-33 | HWY | Planning / Scoping | (1,000) | (1,000) | | | | | | (1,000) | Deprogrammed - project sponsor not proceeding with project. |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | Multiple | Local | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | | | (12,000) | | 12,000 | | | (12,000) | Reprogrammed to future year to coincide with project delivery schedule. |
| 00131 | Alameda CTC | I-580 Freeway Corridor Management System (FCMS) | 4-East | Local | 2014 MBB | TEP-26 | HWY | Planning / Scoping | (4,983) | (4,983) | | | | | | (4,983) | Deprogrammed - project sponsor not proceeding with project. |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | Local | 2014 MBB | TEP-26 | LSR | Planning / Scoping | 5,550 | 5,550 | | | | | | 5,550 | Programming adjustment moved \$5.55M from CIPID 00207 for project implementation. |
| 00156 | Alameda CTC | Modal Plans Implementation: E. 14th and Mission Blvd Corridors | Multiple | Local | 2014 MBB | TEP-26 | Multiple | Various | 450 | 450 | | | | | | 450 | Programming adjustment moved \$0.45M from CIPID 00207 for project implementation. |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | Multiple | Local | TFCA | Prog Mgr. | Transit | O&M | 669 | | 331 | 338 | | | | 669 | New programming/allocation. \$331k in FY 18/19 previously approved on 10/25/18. |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | Multiple | Local | 2014 MBB | TEP-45 | Transit | O&M | 210 | | 210 | | | | | 210 | New programming/allocation. |
| 00207 | Alameda CTC | Corridor Studies Implementation | Multiple | Local | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | (2,000) | (2,000) | | | | | | (2,000) | Deprogrammed - project sponsor not proceeding with project. |
| 00207 | Alameda CTC | Corridor Studies Implementation | Multiple | Local | 2014 MBB | TEP-26 | LSR | Planning / Scoping | (6,000) | (6,000) | | | | | | (6,000) | Deprogrammed - \$5.5M moved to CIP 00132 and \$0.5M CIPID 00156. |
| 00207 | Alameda CTC | Corridor Studies Implementation | Multiple | Local | 2010 VRF | Disc-Transit | Transit | PE/Env | (3,000) | | (3,000) | | | | | (3,000) | Deprogrammed - project sponsor not proceeding with project. |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | Local | 2000 MB | Disc-BP | Bike/Ped | CON | | | (500) | (500) | 500 | 500 | | 0 | Reprogrammed to future year to coincide with project delivery schedule. |
| 00209 | Alameda CTC | Goods Movement Emissions Reduction Program | Multiple | Local | 2014 MBB | TEP-27 | Freight | O&M | | | (1,500) | (1,500) | 3,000 | | | (3,000) | Reprogrammed to future year to coincide with project delivery schedule. |
| 00287 | Alameda CTC | Oakland Alameda Access Project | 1-North | Local | 2014 MBB | TEP-37 | HWY | PE/Env | 5,000 | | 5,000 | | | | | 5,000 | Previously approved allocation on 10/25/18 |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | Local | 2014 MBB | TEP-41 | Freight | Planning / Scoping | 5,500 | | 5,500 | | | | | 5,500 | Previously approved allocation on 2/28/19 |
| 00289 | Alameda CTC | Student Transit Pass Program | Multiple | Local | 2014 MBB | TEP-07 | Transit | O&M | 23,500 | | | 2,800 | 6,700 | 6,700 | 7,300 | 2,800 | New programming/allocation. Future programming to be adjusted to for new funding. |
| 00313 | Alameda CTC | Countywide Model Update | Multiple | Local | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 800 | | 800 | | | | | 800 | New programming/allocation. |
| 00300 | ASEB | Regrowth of Transportation Services for Individuals with Dementia | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 797 | | 150 | 155 | 159 | 164 | 169 | 305 | New programming/allocation. |
| 00058 | BART | Irvington BART Station | 3-South | Local | 2014 MBB | TEP-17 | Transit | Final Design (PS&E) | 16,450 | 16,450 | | | | | | 16,450 | Previously approved allocation on 10/25/18 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2020 CIP | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | Notes | | |
|--|-----------------------|--|-----------|--------------|-------------|-------------|-------------|---------------------|--|----------------------------------|--|-----------|-----------|-----------|-------|--------------------------------|--|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Adjustments to Prior Programming and Allocations | | | | | Total Allocated (Thru FY20-21) | |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | | | FY2023-24 |
| 00318 | BART | West Oakland BART Station Bike Locker Expansion | 1-North | Local | TFCA | Prog Mgr | Transit | CON | 100 | | 100 | | | | | 100 | New programming/allocation. |
| 00302 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 1,004 | | 180 | 209 | 192 | 198 | 225 | 389 | New programming/allocation. |
| 00293 | CIL | Community Connections Program (CoCo) | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 940 | | 188 | 188 | 188 | 188 | 188 | 376 | New programming/allocation. |
| 00291 | CRIL | Travel Training: Oh The Places You Will Go! | Multple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 486 | | 162 | 162 | 162 | - | - | 324 | New programming/allocation. |
| 00320 | CSU East Bay | CSUEB/Hayward BART - 2nd Shuttle Operations | 2-Central | Local | TFCA | Prog Mgr | Transit | O&M | 215 | 215 | | | | | | 215 | Previously approved allocation on 10/25/18. |
| 00295 | Drivers for Survivors | Drivers for Survivors Volunteer Driver Program | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 970 | | 194 | 194 | 194 | 194 | 194 | 388 | New programming/allocation. |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | Local | 2014 MBB | TEP-42 | Bike/Ped | CON | 4,751 | | 4,751 | | | | | 4,751 | New programming/allocation from MBB Commitment in Transportation Expenditure Plan. |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | Local | TFCA | Prog Mgr | Bike/Ped | CON | 856 | | 856 | | | | | 856 | New programming/allocation. |
| 00315 | Dublin | Tassajara Road Arterial Management Project | 4-East | Local | TFCA | Prog Mgr | Transit | CON | 146 | | 146 | | | | | 146 | New programming/allocation. |
| 00292 | Eden I&R | Mobility Management Through 211 Alameda County | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 747 | | 136 | 136 | 153 | 157 | 165 | 272 | New programming/allocation. |
| 00303 | EDI | Fast Accessible Safe Transportation Emergency Repair (FASTER) | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 952 | | 217 | 163 | 225 | 171 | 176 | 380 | New programming/allocation. |
| 00301 | Emeryville | Emeryville Senior Center Group Trips Bus Purchase | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 132 | | 132 | - | - | - | - | 132 | New programming/allocation. |
| 00143 | Fremont | Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd. | 3-South | Local | 2014 MBB | TEP-26 | Multiple | Planning / Scoping | (9) | (9) | | | | | | (9) | Deprogrammed - unspent balance with project closure. |
| 00152 | Fremont | Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway) | 3-South | Local | 2014 MBB | TEP-42 | Multiple | Planning / Scoping | (8) | (8) | | | | | | (8) | Deprogrammed - unspent balance with project closure. |
| 00153 | Fremont | Scoping: Fremont BART Station West Side Enhancement | 3-South | Local | 2014 MBB | TEP-45 | Transit | Planning / Scoping | (8) | (8) | | | | | | (8) | Deprogrammed - unspent balance with project closure. |
| 00154 | Fremont | Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail | 3-South | Local | 2014 MBB | TEP-45 | Bike/Ped | Planning / Scoping | (8) | (8) | | | | | | (8) | Deprogrammed - unspent balance with project closure. |
| 00290 | Fremont | Ride-On Tri-City! Mobility Management and Travel Training Program | 4-South | Local | 2000 MB | Disc-PT | Paratransit | O&M | 731 | | 134 | 145 | 149 | 151 | 152 | 279 | New programming/allocation. |
| 00305 | Fremont | I-680 Interchange Modernization at Mission Blvd / SR 238 | 3-South | Local | 2014 MBB | TEP-21 | HWY | Planning / Scoping | 1,000 | | 1,000 | | | | | 1,000 | New programming/allocation. MBB commitment previously approved on 10/26/17. |
| 00306 | Fremont | I-880/Decoto Interchange Modernization | 3-South | Local | 2014 MBB | TEP-21 | HWY | Planning / Scoping | 1,000 | | 1,000 | | | | | 1,000 | New programming/allocation. MBB commitment previously approved on 10/26/17. |
| 00309 | Fremont | I-880 Bridge at Pacific Commons Trail | 3-South | Local | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 2,100 | | 2,100 | | | | | 2,100 | New programming/allocation. MBB commitment previously approved on 10/26/17. |
| 00310 | Fremont/ Ala. County | Niles Canyon Trail Phase I | 3-South | Local | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 1,000 | | 1,000 | | | | | 1,000 | New programming/allocation. MBB commitment previously approved on 10/26/17. |
| 00311 | Fremont | Sabercat Trail Connection to Irvington BART Station Area | 3-South | Local | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 2,000 | | 2,000 | | | | | 2,000 | New programming/allocation. MBB commitment previously approved on 10/26/17. |
| 00322 | Fremont | Former State Route 84 Pavement Rehabilitation | 3-South | Local | 2014 MBB | TEP-21 | LSR | CON | 2,000 | | 2,000 | | | | | 2,000 | New programming/allocation. MBB commitment previously approved on 10/26/17. |
| 00308 | Fremont | Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone | 3-South | Local | 2014 MBB | TEP-21 | Freight | CON | 977 | | 977 | | | | | 977 | New programming/allocation. MBB commitment previously approved on 10/26/17. |
| 00307 | Fremont/ Union City | Decoto Boulevard Complete Streets w/Transit Priority Project | 3-South | Local | 1986 MB | MB226 | LSR | Final Design (PS&E) | 3,500 | | 3,500 | | | | | 3,500 | Programming of commitments related to I-880 to Mission Blvd East-West Connector. |
| 00312 | Fremont/ Union City | Dumbarton to Quarry Lakes Trail | 3-South | Local | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 2,000 | | 2,000 | | | | | 2,000 | New programming/allocation. MBB commitment previously approved on 10/26/17. |
| 00298 | LAVTA | Para-Taxi Debit Card | 4-East | Local | 2000 MB | Disc-PT | Paratransit | O&M | 87 | | 23 | 16 | 16 | 16 | 16 | 39 | New programming/allocation. |
| 00299 | LAVTA | Para-Taxi Operations | 4-East | Local | 2000 MB | Disc-PT | Paratransit | O&M | 140 | | 24 | 25 | 28 | 30 | 33 | 49 | New programming/allocation. |
| 00321 | LAVTA | LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17 | 4-East | Local | TFCA | Prog Mgr | Transit | Various | 477 | 477 | | | | | | 477 | Previously approved allocation on 10/25/18. |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2020 CIP | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | Notes | | |
|--|-----------------|---|-----------|--------------|-------------|--------------|-------------|---------------------|--|----------------------------------|--|---------------|---------------|--------------|--------------|--------------------------------|---|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Adjustments to Prior Programming and Allocations | | | | | Total Allocated (Thru FY20-21) | |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | | |
| 00296 | LIFE ElderCare | Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 1,023 | | 150 | 189 | 200 | 234 | 250 | 339 | New programming/allocation. |
| 00064 | Oakland | Oakland Broadway Corridor Transit | 1-North | Local | 2014 MBB | TEP-24 | Transit | Planning / Scoping | (550) | (550) | | | | | | (550) | Deprogrammed - unspent balance with project closure. |
| 00180 | Oakland | Broadway Shuttle Operations | 1-North | Local | TFCA | Prog Mgr | Transit | O&M | 603 | 338 | 265 | | | | | 603 | New programming/allocation. FY 18/19 allocation previously approved on 10/25/18. |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | CON | 140 | 140 | | | | | | 140 | Previously approved allocation on 10/25/18. |
| 00253 | Oakland | Fruitvale Ave Gap Closure | 1-North | Local | 2014 MBB | TEP-44 | Bike/Ped | CON | | | (1,634) | 1,634 | | | | 0 | Reprogrammed to future allocation year to coincide with project delivery schedule. |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | 1-North | Local | 2014 MBB | TEP-46 | LSR | CON | | | (9,500) | 9,500 | | | | 0 | Reprogrammed to future allocation year to coincide with project delivery schedule. |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | 4-East | Local | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | (136) | (136) | | | | | | (136) | Deprogrammed - project sponsor not proceeding with project. Fund agreement A17-0119 to be terminated. |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | 4-East | Local | TFCA | Prog Mgr | Transit | CON | (189) | (189) | | | | | | (189) | Deprogrammed - project sponsor not proceeding with project. Fund agreement A17-0119 to be terminated. |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | 4-East | Local | 2010 VRF | Disc-Transit | Transit | CON | (776) | (776) | | | | | | (776) | Deprogrammed - project sponsor not proceeding with project. Fund agreement A17-0119 to be terminated. |
| 00316 | Pleasanton | Citywide Trip Reduction Program | 4-East | Local | TFCA | Prog Mgr | Transit | O&M | 80 | | 80 | | | | | 80 | New programming/allocation. |
| 00144 | Port of Oakland | Scoping: Airport Drive Overlay | 1-North | Local | 2014 MBB | TEP-26 | Multiple | Planning / Scoping | (8) | (8) | | | | | | (8) | Deprogrammed - unspent balance with project closure. |
| 00145 | Port of Oakland | Scoping: Port Terminal Seismic Monitoring Program | 1-North | Local | 2014 MBB | TEP-26 | Freight | Planning / Scoping | (1) | (1) | | | | | | (1) | Deprogrammed - unspent balance with project closure. |
| 00146 | Port of Oakland | Scoping: Port Area ITS Deployment | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | (28) | (28) | | | | | | (28) | Deprogrammed - unspent balance with project closure. |
| 00147 | Port of Oakland | Scoping: Middle Harbor Road Improvements | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | (8) | (8) | | | | | | (8) | Deprogrammed - unspent balance with project closure. |
| 00148 | Port of Oakland | Scoping: Port Terminal Lighting Upgrade | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | (2) | (2) | | | | | | (2) | Deprogrammed - unspent balance with project closure. |
| 00150 | Port of Oakland | Scoping: Airport Perimeter Dike | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | (20) | (20) | | | | | | (20) | Deprogrammed - unspent balance with project closure. |
| 00151 | Port of Oakland | Scoping: 7th Street Grade Separation East | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | (4) | (4) | | | | | | (4) | Deprogrammed - unspent balance with project closure. |
| 00268 | Port of Oakland | Adeline Street Bridge Reconstruction | 1-North | Local | 2014 MBB | TEP-41 | Freight | Planning / Scoping | (50) | | (50) | | | | | (50) | Deprogrammed - project sponsor not proceeding with project. |
| 00264 | San Leandro | E.14th St/Hesperian Blvd/150th Ave Intersection Improvements | 2-Central | Local | 2014 MBB | TEP-26 | LSR | CON | | | (1,821) | 1,821 | | | | (1,821) | Reprogrammed to future year to coincide with project delivery schedule. |
| 00297 | SSPTV | Volunteers Assisting Seniors with Transportation (VAST) | 4-East | Local | 2000 MB | Disc-PT | Paratransit | O&M | 560 | | 106 | 109 | 112 | 115 | 118 | 215 | New programming/allocation. |
| 00062 | Union City | Union City Intermodal Station | 3-South | Local | 2014 MBB | TEP-22 | Transit | Planning / Scoping | (49) | (49) | | | | | | (49) | Deprogrammed - unspent balance with project closure. |
| 00317 | Union City | Union City IDEA Grant Traffic Signal Control Improvement | 4-East | Local | TFCA | Prog Mgr | Transit | CON | 221 | | 221 | | | | | 221 | New programming/allocation. |
| 00294 | USAOC | Senior Public Transportation Training and Education Program | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 419 | | 34 | 62 | 103 | 108 | 112 | 96 | New programming/allocation. |
| Totals | | | | | | | | | 70,993 | 7,055 | (8,100) | 13,964 | 39,367 | 8,926 | 9,598 | 13,919 | |

| | |
|---------------------------------|------------------|
| Total 2-year Allocations | \$ 5,864 |
| Total 5-year Programming | \$ 63,755 |

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| Alameda CTC Comprehensive Investment Plan | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|---|------------|--|----------|--------------|-------------|--------------|----------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | | | | |
| 2020 CIP Programming and Allocations | | | | | | | | | | | | | | | | |
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00004 | AC Transit | Preservation of Existing Services in Communities of Concern | Multiple | State | Lifeline | STA | Transit | O&M | 3,583 | 3,583 | | | | | | 3,583 |
| 00004 | AC Transit | Preservation of Existing Services in Communities of Concern | Multiple | Federal | Lifeline | JARC | Transit | O&M | 1,417 | 1,417 | | | | | | 1,417 |
| 00006 | AC Transit | Ashland and Cherryland Transit Access Improvements (Ala. County) | Multiple | Federal | Lifeline | STA | Transit | CON | 450 | 450 | | | | | | 450 |
| 00007 | AC Transit | Additional Preservation of Existing Services in Communities of Concern | Multiple | Federal | Lifeline | STA | Transit | O&M | 1,741 | 1,741 | | | | | | 1,741 |
| 00009 | AC Transit | City of Oakland Broadway Shuttle | 1-North | Federal | Lifeline | JARC | Transit | O&M | 405 | 405 | | | | | | 405 |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | Multiple | Regional | TFCA | Prog Mgr | Transit | CON | 925 | 925 | | | | | | 925 |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | Multiple | Local | 2000 MB | 07A | Transit | Various | 11,510 | 11,510 | | | | | | 11,510 |
| 00050 | AC Transit | AC Transit: East Bay Bus Rapid Transit | Multiple | Local | 2014 MBB | TEP-13 | Transit | CON | 10,000 | 10,000 | | | | | | 10,000 |
| 00056 | AC Transit | Grand/MacArthur BRT | 1-North | Local | 2014 MBB | TEP-15 | Transit | Planning / Scoping | 97 | 97 | | | | | | 97 |
| 00057 | AC Transit | College/Broadway Corridor Transit Priority | 1-North | Local | 2014 MBB | TEP-16 | Transit | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00171 | AC Transit | Line 97 Corridor Improvements (Signal timing component) | Multiple | Local | TFCA | Prog Mgr | Transit | Various | 228 | 228 | | | | | | 228 |
| 00193 | AC Transit | Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft) | 1-North | Local | 2010 VRF | Disc-Transit | Transit | Various | 300 | 300 | | | | | | 300 |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 1-North | Local | 2000 MB | Disc-Transit | Transit | Final Design (PS&E) | 447 | 447 | | | | | | 447 |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 1-North | Local | 2000 MB | Disc-Transit | Transit | PE/Env | 536 | 536 | | | | | | 536 |
| 00194 | AC Transit | Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors) | 1-North | Local | 2010 VRF | Disc-Transit | Transit | CON | 4,018 | 4,018 | | | | | | 4,018 |
| 00087 | Alameda | Alameda City Complete Streets | 1-North | Federal | OBAG | STP | Bike/Ped | CON | 505 | 505 | | | | | | 505 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | Local | 2014 MBB | TEP-14 | Transit | Planning / Scoping | 450 | 450 | | | | | | 450 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | Local | 2014 MBB | TEP-14 | Transit | PE/Env | 450 | 450 | | | | | | 450 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | Local | 2014 MBB | TEP-14 | Transit | Final Design (PS&E) | 450 | 450 | | | | | | 450 |
| 00195 | Alameda | Alameda Point Bus Rapid Transit - Dedicated Bus Lanes | 1-North | Local | 2014 MBB | TEP-14 | Transit | CON | 7,650 | | | | 7,650 | | | |
| 00196 | Alameda | Central Avenue Complete Street | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | CON | 3,487 | | 3,487 | | | | | 3,487 |
| 00197 | Alameda | City Wide Street Resurfacing - Pavement Management | 1-North | Federal | STP/CMAQ | LSR | LSR | CON | 827 | | 827 | | | | | 827 |
| 00198 | Alameda | Clement Avenue Complete Street | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | PE/Env | 124 | 124 | | | | | | 124 |
| 00198 | Alameda | Clement Avenue Complete Street | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 443 | 443 | | | | | | 443 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2020 CIP Programming and Allocations | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|--|------------------------|---|-----------|--------------|-------------|--------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00198 | Alameda | Clement Avenue Complete Street | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | CON | 4,451 | | 4,451 | | | | | 4,451 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | Local | 2014 MBB | TEP-26 | LSR | Planning / Scoping | 244 | 244 | | | | | | 244 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | Local | 2014 MBB | TEP-26 | LSR | PE/Env | 244 | 244 | | | | | | 244 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | Local | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 434 | 434 | | | | | | 434 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | Local | 2014 MBB | TEP-26 | LSR | ROW - Capital | 1,097 | 1,097 | | | | | | 1,097 |
| 00199 | Alameda | Clement Avenue East Extension and Tilden Way | 1-North | Local | 2014 MBB | TEP-26 | LSR | CON | 6,376 | | | | 6,376 | | | |
| 00200 | Alameda | Seaplane Lagoon Ferry Terminal | 1-North | Local | 2014 MBB | TEP-45 | Transit | CON | 8,200 | | 8,200 | | | | | 8,200 |
| 00314 | Alameda | Otis Drive Traffic Calming and Safety Improvement Project | 1-North | Local | TFCA | Prog Mgr | Transit | CON | 175 | | 175 | | | | | 175 |
| 00088 | Alameda County | Alameda Co-Variou Streets and Roads Preservation | Multiple | Federal | OBAG | STP | LSR | CON | 1,565 | 1,565 | | | | | | 1,565 |
| 00127 | Alameda County | Hesperian Blvd Corridor Improvement (A St - I880) | 2-Central | Local | 2014 MBB | TEP-26 | LSR | CON | 7,000 | 7,000 | | | | | | 7,000 |
| 00162 | Alameda County | East Castro Valley Boulevard Class II Bike Lanes | 4-East | Local | TFCA | Prog Mgr | Bike/Ped | Various | 62 | 62 | | | | | | 62 |
| 00201 | Alameda County | Alameda County Parking Demand and Management Strategy Study | 2-Central | Local | 2000 MB | Disc-TCD | Transit | Planning / Scoping | 88 | 88 | | | | | | 88 |
| 00202 | Alameda County | East 14th St. Corridor Improvement Project Phase II (San Leandro Area) | 2-Central | Local | 2014 MBB | TEP-26 | LSR | CON | 7,600 | | 7,600 | | | | | 7,600 |
| 00202 | Alameda County | East 14th St. Corridor Improvement Project Phase II (San Leandro Area) | 2-Central | Local | TFCA | Prog Mgr. | Bike/Ped | CON | 245 | | 245 | | | | | 245 |
| 00203 | Alameda County | Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area) | 2-Central | Federal | STP/CMAQ | STP/CMAQ | LSR | CON | 9,300 | | | 9,300 | | | | 9,300 |
| 00204 | Alameda County | Pavement Preservation - Various Roadways in Central Unincorporated Alameda County | 4-East | Federal | STP/CMAQ | LSR | LSR | PE/Env | 100 | 100 | | | | | | 100 |
| 00204 | Alameda County | Pavement Preservation - Various Roadways in Central Unincorporated Alameda County | 4-East | Federal | STP/CMAQ | LSR | LSR | CON | 2,071 | 2,071 | | | | | | 2,071 |
| 00205 | Alameda County | Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS) | 2-Central | Federal | STP/CMAQ | LSR | LSR | PE/Env | 100 | 100 | | | | | | 100 |
| 00205 | Alameda County | Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS) | 2-Central | Federal | STP/CMAQ | LSR | LSR | CON | 1,679 | 1,679 | | | | | | 1,679 |
| 00319 | Alameda County | Hesperian Blvd Class 2 Bike Lanes | 2-Central | Local | TFCA | Prog Mgr | Bike/Ped | CON | 137 | 137 | | | | | | 137 |
| 00217 | Alameda County / LAVTA | Dublin/Pleasanton BART Parking Expansion | 4-East | State | SB-1 | SLPP | Transit | Various | | | | | | | | |
| 00217 | Alameda County / LAVTA | Dublin/Pleasanton BART Parking Expansion | 4-East | Local | 2010 VRF | Disc-Transit | Transit | Various | 7,000 | | 7,000 | | | | | 7,000 |
| 00019 | Alameda CTC | Countywide Bicycle Pedestrian Planning/Promotion | Multiple | Local | 2000 MB | Disc-BP | Bike/Ped | Various | 418 | 235 | | | | | | 235 |
| 00033 | Alameda CTC | Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 109 | 109 | | | | | | 109 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2020 CIP Programming and Allocations | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|--|-------------|--|----------|--------------|-------------|-------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00053 | Alameda CTC | Affordable Student Transit Pass Programs | Multiple | Local | 2014 MBB | TEP-08 | Transit | O&M | 15,000 | 15,000 | | | | | | 15,000 |
| 00054 | Alameda CTC | Affordable Transit for Seniors and People with Disabilities - Needs Assessment | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | Planning / Scoping | 1 | 1 | | | | | | 1 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | Local | 2014 MBB | TEP-29 | HWY | PE/Env | 3,000 | 3,000 | | | | | | 3,000 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | Local | 2014 MBB | TEP-29 | HWY | Final Design (PS&E) | 6,600 | 6,600 | | | | | | 6,600 |
| 00069 | Alameda CTC | I-80 Gilman Street Interchange Improvements | 1-North | Local | 2014 MBB | TEP-29 | HWY | ROW-CAP | 2,400 | 2,400 | | | | | | 2,400 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 1-North | Local | 2014 MBB | TEP-30 | HWY | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 1-North | Local | 2014 MBB | TEP-30 | HWY | PE/Env | 4,000 | 4,000 | | | | | | 4,000 |
| 00070 | Alameda CTC | I-80 Ashby Interchange Improvements | 1-North | Local | 2014 MBB | TEP-30 | HWY | Final Design (PS&E) | 5,500 | 5,500 | | | | | | 5,500 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | Local | 2014 MBB | TEP-31 | HWY | PE/Env | 4,000 | 4,000 | | | | | | 4,000 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | Local | 2014 MBB | TEP-31 | HWY | Final Design (PS&E) | 16,500 | 16,500 | | | | | | 16,500 |
| 00071 | Alameda CTC | SR-84/I-680 Interchange and SR-84 Widening | 4-East | Local | 2014 MBB | TEP-31 | HWY | ROW-CAP | 20,000 | 10,000 | 10,000 | | | | | 20,000 |
| 00072 | Alameda CTC | SR-84 Expressway Widening (Pigeon Pass to Jack London) | 4-East | Local | 2014 MBB | TEP-32 | HWY | CON | 10,000 | 10,000 | | | | | | 10,000 |
| 00073 | Alameda CTC | I-580/I-680 Interchange Improvements (Study Only) | 4-East | Local | 2014 MBB | TEP-33 | HWY | Planning / Scoping | | | | | | | | |
| 00075 | Alameda CTC | I-680 Sunol Express Lanes: SR-237 to SR84 | Multiple | Local | 2014 MBB | TEP-35 | HWY | Final Design (PS&E) | 5,000 | 5,000 | | | | | | 5,000 |
| 00075 | Alameda CTC | I-680 Sunol Express Lanes: SR-237 to SR84 | Multiple | Local | 2014 MBB | TEP-35 | HWY | CON | 15,000 | 15,000 | | | | | | 15,000 |
| 00076 | Alameda CTC | I-880 NB HOV/HOT Extension from A Street to Hegenberger | Multiple | Local | 2014 MBB | TEP-36 | HWY | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | Multiple | Local | 2014 MBB | TEP-38 | HWY | Planning / Scoping | 925 | 925 | | | | | | 925 |
| 00077 | Alameda CTC | I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements | Multiple | Local | 2014 MBB | TEP-38 | HWY | PE/Env | 4,750 | 4,750 | | | | | | 4,750 |
| 00078 | Alameda CTC | I-880 Industrial Parkway Interchange West Improvements | Multiple | Local | 2014 MBB | TEP-39 | HWY | Planning / Scoping | 825 | 825 | | | | | | 825 |
| 00078 | Alameda CTC | I-880 Industrial Parkway Interchange West Improvements | Multiple | Local | 2014 MBB | TEP-39 | HWY | PE/Env | 4,750 | 4,750 | | | | | | 4,750 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | Multiple | Local | 2014 MBB | TEP-42 | Bike/Ped | PE/Env | 3,500 | 3,500 | | | | | | 3,500 |
| 00081 | Alameda CTC | East Bay Greenway: Lake Merritt BART to South Hayward BART | Multiple | Local | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 12,000 | | | | 12,000 | | | |
| 00084 | Alameda CTC | East-West Connector in Fremont & Union City | 3-South | Local | 1986 MB | MB226 | LSR | CON | 89,000 | 89,000 | | | | | | 89,000 |
| 00117 | Alameda CTC | I-680 Sunol SB Express Lane | Multiple | Local | 2000 MB | 08A | HWY | O&M | 4,500 | 4,500 | | | | | | 4,500 |

| Alameda CTC Comprehensive Investment Plan | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|---|-------------|---|-----------|--------------|-------------|--------------|----------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | | | | |
| 2020 CIP Programming and Allocations | | | | | | | | | | | | | | | | |
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00117 | Alameda CTC | I-680 Sunol SB Express Lane | Multiple | Local | 2000 MB | 08A | HWY | CON | 20,000 | 20,000 | | | | | | 20,000 |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | Multiple | Local | 2000 MB | 08B | HWY | Final Design (PS&E) | 4,500 | 4,500 | | | | | | 4,500 |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | Multiple | Local | 2014 MBB | TEP-35 | HWY | CON | 20,000 | 20,000 | | | | | | 20,000 |
| 00118 | Alameda CTC | I-680 Sunol Express Lanes | Multiple | Local | 2000 MB | 08B | HWY | CON | 100,000 | 100,000 | | | | | | 100,000 |
| 00120 | Alameda CTC | Alameda County Rail Strategy Study | Multiple | Local | 2014 MBB | TEP-27 | Freight | Planning / Scoping | 250 | 250 | | | | | | 250 |
| 00131 | Alameda CTC | I-580 Freeway Corridor Management System (FCMS) | 4-East | Local | 2014 MBB | TEP-26 | HWY | Planning / Scoping | 17 | 17 | | | | | | 17 |
| 00132 | Alameda CTC | San Pablo Avenue (SR 123) Multi-Modal Corridor Project | 1-North | Local | 2014 MBB | TEP-26 | LSR | Planning / Scoping | 9,550 | 9,550 | | | | | | 9,550 |
| 00136 | Alameda CTC | I-880/23rd-29th Avenue Interchange Improvements | 1-North | Local | 2014 MBB | TEP-40 | HWY | CON | 8,000 | 8,000 | | | | | | 8,000 |
| 00138 | Alameda CTC | I-880/Winton Avenue and A Street Interchanges | 2-Central | Local | 2014 MBB | TEP-40 | HWY | Planning / Scoping | 1,808 | 1,808 | | | | | | 1,808 |
| 00138 | Alameda CTC | I-880/Winton Avenue and A Street Interchanges | 2-Central | Local | 2014 MBB | TEP-40 | HWY | PE/Env | 3,500 | 3,500 | | | | | | 3,500 |
| 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 3-South | Local | 2014 MBB | TEP-40 | HWY | Planning / Scoping | 1,500 | 1,500 | | | | | | 1,500 |
| 00139 | Alameda CTC | South County Access (SR 262/Mission Blvd Cross Connector) | 3-South | Local | 2014 MBB | TEP-40 | HWY | PE/Env | 7,500 | 7,500 | | | | | | 7,500 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | Local | 2014 MBB | TEP-27 | Freight | PE/Env | 35,020 | 35,020 | | | | | | 35,020 |
| 00155 | Alameda CTC | 7th Street Grade Separation and Port Arterial Improvements Project | 1-North | Local | 2014 MBB | TEP-27 | Freight | Final Design (PS&E) | 18,000 | 18,000 | | | | | | 18,000 |
| 00156 | Alameda CTC | Modal Plans Implementation: E. 14th and Mission Blvd Corridors | Multiple | Local | 2014 MBB | TEP-26 | Multiple | Various | 1,950 | 1,950 | | | | | | 1,950 |
| 00157 | Alameda CTC | Modal Plans Implementation: Alameda Countywide Goods Movement Plan | Multiple | Local | 2014 MBB | TEP-41 | Freight | Various | 300 | 300 | | | | | | 300 |
| 00158 | Alameda CTC | Modal Plans Implementation: Alameda Countywide Transit Plan Implementation | Multiple | Local | 2010 VRF | Disc-Transit | Transit | Various | 300 | 300 | | | | | | 300 |
| 00159 | Alameda CTC | Matching Program for Last Mile Connection Technology Programs | Multiple | Local | 2014 MBB | TEP-46 | Transit | Various | 200 | 200 | | | | | | 200 |
| 00161 | Alameda CTC | Overall Planning/Monitoring Services | Multiple | Local | 2014 MBB | TEP-46 | Multiple | Various | 100 | 100 | | | | | | 100 |
| 00163 | Alameda CTC | Countywide Bicycling, Transit and Carpool Promotion Programs | Multiple | Local | TFCA | Prog Mgr | Multiple | Various | 210 | 210 | | | | | | 210 |
| 00174 | Alameda CTC | Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program | Multiple | Local | TFCA | Prog Mgr | Transit | Various | 270 | 270 | | | | | | 270 |
| 00178 | Alameda CTC | Sustainable Communities Technical Assistance Program (SCTAP) | Multiple | Local | 2000 MB | Disc-TCD | Bike/Ped | Planning / Scoping | 200 | 200 | | | | | | 200 |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | Multiple | Local | TFCA | Prog Mgr. | Transit | O&M | 1,089 | 420 | 331 | 338 | | | | 1,089 |
| 00192 | Alameda CTC | Transportation Demand Management (TDM) Program | Multiple | Local | 2014 MBB | TEP-45 | Transit | O&M | 644 | 434 | 210 | | | | | 644 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2020 CIP Programming and Allocations | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|--|-------------|--|-----------|--------------|--------------------|--------------|----------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00206 | Alameda CTC | Comprehensive Multimodal Monitoring | Multiple | Local | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 1,250 | 1,250 | | | | | | 1,250 |
| 00207 | Alameda CTC | Corridor Studies Implementation | Multiple | Local | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | | | | | | | | |
| 00207 | Alameda CTC | Corridor Studies Implementation | Multiple | Local | 2014 MBB | TEP-26 | LSR | Planning / Scoping | | | | | | | | |
| 00207 | Alameda CTC | Corridor Studies Implementation | Multiple | Local | 2010 VRF | Disc-Transit | Transit | PE/Env | | | | | | | | |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | Local | 2000 MB | Disc-BP | Bike/Ped | O&M | 1,090 | 1,090 | | | | | | 1,090 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | Local | 2000 MB | Disc-BP | Bike/Ped | CON | 1,500 | | | | 500 | 500 | 500 | |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | Local | CMA-TIP | Other | Bike/Ped | CON | 200 | 200 | | | | | | 200 |
| 00208 | Alameda CTC | Alameda County Safe Routes to School Program | Multiple | Federal | STP/CMAQ | STP/CMAQ | Bike/Ped | O&M | 8,372 | 8,372 | | | | | | 8,372 |
| 00209 | Alameda CTC | Goods Movement Emissions Reduction Program | Multiple | Local | 2014 MBB | TEP-27 | Freight | O&M | 6,000 | 3,000 | | | 3,000 | | | 3,000 |
| 00210 | Alameda CTC | I-680 Sunol Express Lanes: SR84 to Alcosta | 4-East | Local | 2014 MBB | TEP-35 | HWY | PE/Env | 7,500 | 7,500 | | | | | | 7,500 |
| 00211 | Alameda CTC | NextGen Technology Pilot Initiative | Multiple | Local | 2014 MBB | TEP-46 | Multi | Planning / Scoping | 1,000 | 1,000 | | | | | | 1,000 |
| 00278 | Alameda CTC | I-580 Toll System Upgrade | 4-East | Local | I-580 Toll Revenue | Toll Revenue | HWY | Planning / Scoping | 405 | 405 | | | | | | 405 |
| 00278 | Alameda CTC | I-580 Toll System Upgrade | 4-East | Local | I-580 Toll Revenue | Toll Revenue | HWY | CON | 10,175 | 10,175 | | | | | | 10,175 |
| 00279 | Alameda CTC | I-880 Davis Street Interchange | 2-Central | Local | 2014 MBB | TEP-26 | HWY | Final Design (PS&E) | 151 | 151 | | | | | | 151 |
| 00279 | Alameda CTC | I-880 Davis Street Interchange | 2-Central | Local | 2014 MBB | TEP-26 | HWY | CON | 389 | 389 | | | | | | 389 |
| 00280 | Alameda CTC | Toll Revenue Forecasting | 4-East | Local | I-580 Toll Revenue | Toll Revenue | HWY | Planning / Scoping | 330 | 330 | | | | | | 330 |
| 00287 | Alameda CTC | Oakland Alameda Access Project | 1-North | Local | 2014 MBB | TEP-37 | HWY | PE/Env | 5,000 | | 5,000 | | | | | 5,000 |
| 00288 | Alameda CTC | Rail Safety Enhancement Program (SEP) | Multiple | Local | 2014 MBB | TEP-41 | Freight | Planning / Scoping | 5,500 | | 5,500 | | | | | 5,500 |
| 00289 | Alameda CTC | Student Transit Pass Program | Multiple | Local | 2014 MBB | TEP-07 | Transit | O&M | 23,500 | | 2,800 | 6,700 | 6,700 | 7,300 | | 2,800 |
| 00313 | Alameda CTC | Countywide Model Update | Multiple | Local | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 800 | | 800 | | | | | 800 |
| 00176 | Alameda CTC | Countywide SR2S Program (FY 16/17 and FY 17/18) | Multiple | Local | TFCA | Prog Mgr | Multiple | O&M | 100 | 100 | | | | | | 100 |
| 00164 | Albany | Marin Ave Class 2 Bike Lane Gap Closure | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | Various | 95 | 95 | | | | | | 95 |
| 00213 | Albany | Buchanan Bikeway Phase III | 1-North | Local | 2000 MB | Disc-BP | Bike/Ped | CON | 600 | 600 | | | | | | 600 |
| 00214 | Albany | San Pablo Avenue and Buchanan Street Pedestrian Improvements | 1-North | Federal | STP/CMAQ | LSR | Bike/Ped | CON | 340 | | 340 | | | | | 340 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2020 CIP Programming and Allocations | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|--|----------|---|-----------|--------------|-------------|-------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00021 | ASEB | Special Transportation Services for Individuals with Dementia | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 400 | 400 | | | | | | 400 |
| 00299 | ASEB | Regrowth of Transportation Services for Individuals with Dementia | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 797 | | 150 | 155 | 159 | 164 | 169 | 305 |
| 00005 | BART | A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library) | Multiple | Federal | Lifeline | STA | Transit | O&M | 250 | 250 | | | | | | 250 |
| 00058 | BART | Irvington BART Station | 3-South | Local | 2014 MBB | TEP-17 | Transit | Planning / Scoping | 2,760 | 2,760 | | | | | | 2,760 |
| 00058 | BART | Irvington BART Station | 3-South | Local | 2014 MBB | TEP-17 | Transit | Final Design (PS&E) | 16,450 | 16,450 | | | | | | 16,450 |
| 00059 | BART | Bay Fair Connector/BART Metro | 2-Central | Local | 2014 MBB | TEP-18 | Transit | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00172 | BART | BART West Oakland Bike Locker Plaza | 1-North | Local | TFCA | Prog Mgr | Transit | Various | 55 | 55 | | | | | | 55 |
| 00215 | BART | BART to Livermore | 4-East | State | TCRP | TCRP | Transit | PE/Env | 1,700 | 1,700 | | | | | | 1,700 |
| 00215 | BART | BART to Livermore | 4-East | Local | 2000 MB | 26 | Transit | PE/Env | 1,400 | 1,400 | | | | | | 1,400 |
| 00216 | BART | Bay Fair Connection | 2-Central | Local | 2014 MBB | TEP-18 | Transit | Planning / Scoping | 500 | 500 | | | | | | 500 |
| 00216 | BART | Bay Fair Connection | 2-Central | Local | 2014 MBB | TEP-18 | Transit | PE/Env | 5,000 | 5,000 | | | | | | 5,000 |
| 00318 | BART | West Oakland BART Station Bike Locker Expansion | 1-North | Local | TFCA | Prog Mgr | Transit | CON | 100 | | 100 | | | | | 100 |
| 00089 | Berkeley | Shattuck Complete Streets and De-couplet | 1-North | Federal | OBAG | STP | Bike/Ped | CON | 2,777 | 2,777 | | | | | | 2,777 |
| 00097 | Berkeley | Hearst Avenue Complete Streets | 1-North | Federal | OBAG | STP | Bike/Ped | CON | 2,256 | 2,256 | | | | | | 2,256 |
| 00165 | Berkeley | Berkeley Citywide Bicycle Parking Program | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | Various | 137 | 137 | | | | | | 137 |
| 00177 | Berkeley | Hearst Ave Complete Streets | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | CON | 88 | 88 | | | | | | 88 |
| 00184 | Berkeley | Berkeley Citywide Bike Parking Program | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | CON | 180 | 180 | | | | | | 180 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 1-North | Local | 2010 VRF | Disc-BP | Bike/Ped | PE/Env | 29 | 29 | | | | | | 29 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 1-North | Local | 2010 VRF | Disc-BP | Bike/Ped | Planning / Scoping | 49 | 49 | | | | | | 49 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 1-North | Local | 2010 VRF | Disc-BP | Bike/Ped | Final Design (PS&E) | 59 | 59 | | | | | | 59 |
| 00218 | Berkeley | 9th Street Bicycle Boulevard Pathway Extension Phase II | 1-North | Local | 2010 VRF | Disc-BP | Bike/Ped | CON | 613 | 613 | | | | | | 613 |
| 00220 | Berkeley | Milvia Bikeway Project | 1-North | Local | 2000 MB | Disc-BP | Bike/Ped | PE/Env | 350 | 350 | | | | | | 350 |
| 00222 | Berkeley | Railroad Crossing Safety Improvement Project | 1-North | Local | 2014 MBB | TEP-27 | Freight | PE/Env | 500 | 500 | | | | | | 500 |
| 00222 | Berkeley | Railroad Crossing Safety Improvement Project | 1-North | Local | 2014 MBB | TEP-27 | Freight | Final Design (PS&E) | 1,020 | | 1,020 | | | | | 1,020 |

| Alameda CTC Comprehensive Investment Plan | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|---|-----------------------|---|-----------|--------------|-------------|-------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | | | | |
| 2020 CIP Programming and Allocations | | | | | | | | | | | | | | | | |
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | PE/Env | 387 | 387 | | | | | | 387 |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 613 | 613 | | | | | | 613 |
| 00223 | Berkeley | Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton) | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | CON | 7,335 | 6,121 | 1,214 | | | | | 7,335 |
| 00022 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 568 | 568 | | | | | | 568 |
| 00269 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19) | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 318 | 318 | | | | | | 318 |
| 00301 | BORP | Accessible Group Trip Transportation for Youth and Adults with Disabilities | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 1,004 | | 180 | 209 | 192 | 198 | 225 | 389 |
| 00023 | CIL | Mobility Matters Project | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 679 | 679 | | | | | | 679 |
| 00270 | CIL | Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19) | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 500 | 500 | | | | | | 500 |
| 00293 | CIL | Community Connections Program (CoCo) | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 940 | | 188 | 188 | 188 | 188 | 188 | 376 |
| 00291 | CRIL | Travel Training: Oh The Places You Will Go! | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 486 | | 162 | 162 | 162 | | | 324 |
| 00173 | CSU East Bay | CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs) | 2-Central | Local | TFCA | Prog Mgr | Transit | Various | 123 | 123 | | | | | | 123 |
| 00182 | CSU East Bay | CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19) | 2-Central | Local | TFCA | Prog Mgr | Transit | O&M | 128 | 128 | | | | | | 128 |
| 00320 | CSU East Bay | CSUEB/Hayward BART - 2nd Shuttle Operations | 2-Central | Local | TFCA | Prog Mgr | Transit | O&M | 215 | 215 | | | | | | 215 |
| 00274 | Drivers for Survivors | Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19) | 3-South | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 220 | 220 | | | | | | 220 |
| 00295 | Drivers for Survivors | Drivers for Survivors Volunteer Driver Program | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 970 | | 194 | 194 | 194 | 194 | 194 | 388 |
| 00052 | Dublin | Iron Horse Transit Route - Dougherty Road | 4-East | Local | 2000 MB | 09 | Multiple | CON | 6,267 | 6,267 | | | | | | 6,267 |
| 00090 | Dublin | Dublin Boulevard Preservation | 4-East | Federal | OBAG | STP | LSR | CON | 470 | 470 | | | | | | 470 |
| 00123 | Dublin | Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line) | 4-East | Local | 2014 MBB | TEP-26 | LSR | CON | 11,200 | 11,200 | | | | | | 11,200 |
| 00124 | Dublin | Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd) | 4-East | Local | 2014 MBB | TEP-26 | LSR | CON | 3,000 | 3,000 | | | | | | 3,000 |
| 00166 | Dublin | San Ramon Road Arterial Mgmt | 4-East | Local | TFCA | Prog Mgr | LSR | Various | 146 | 146 | | | | | | 146 |
| 00224 | Dublin | City of Dublin Street Rehab | 4-East | Federal | STP/CMAQ | LSR | LSR | CON | 661 | | | 661 | | | | 661 |
| 00225 | Dublin | Dublin Boulevard - North Canyons Parkway Extension | 4-East | Local | 2014 MBB | TEP-26 | LSR | PE/Env | 2,374 | 2,374 | | | | | | 2,374 |
| 00225 | Dublin | Dublin Boulevard - North Canyons Parkway Extension | 4-East | Local | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 5,374 | 5,374 | | | | | | 5,374 |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | Local | 2014 MBB | TEP-42 | Bike/Ped | PE/Env | 166 | 166 | | | | | | 166 |

| Alameda CTC Comprehensive Investment Plan | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|---|------------|--|----------|--------------|-------------|-------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | | | | |
| 2020 CIP Programming and Allocations | | | | | | | | | | | | | | | | |
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | Local | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 1,128 | 1,128 | | | | | | 1,128 |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | Local | 2014 MBB | TEP-42 | Bike/Ped | CON | 4,751 | | 4,751 | | | | | 4,751 |
| 00226 | Dublin | Iron Horse Trail Crossing at Dublin Boulevard | 4-East | Local | TFCA | Prog Mgr | Bike/Ped | CON | 856 | | 856 | | | | | 856 |
| 00315 | Dublin | Tassajara Road Arterial Management Project | 4-East | Local | TFCA | Prog Mgr | Transit | CON | 146 | | 146 | | | | | 146 |
| 00227 | EBRPD | San Francisco Bay Trail - Albany Beach to Buchanan | 1-North | Local | 2014 MBB | TEP-42 | Bike/Ped | CON | 642 | 642 | | | | | | 642 |
| 00228 | EBRPD | San Francisco Bay Trail - Doolittle Drive | 1-North | Local | 2014 MBB | TEP-42 | Bike/Ped | CON | 2,833 | 2,833 | | | | | | 2,833 |
| 00273 | Eden I&R | Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19) | 3-South | Local | 2000 MB | Disc-PT | Paratransit | O&M | 296 | 296 | | | | | | 296 |
| 00292 | Eden I&R | Mobility Management Through 211 Alameda County | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 747 | | 136 | 136 | 153 | 157 | 165 | 272 |
| 00302 | EDI | Fast Accessible Safe Transportation Emergency Repair (FASTER) | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 952 | | 217 | 163 | 225 | 171 | 176 | 380 |
| 00024 | Emeryville | 8-To-Go Demand Response Door to Door Shuttle | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 174 | 174 | | | | | | 174 |
| 00141 | Emeryville | South Bayfront Bridge | 1-North | Local | 2000 MB | Disc-BP | Bike/Ped | CON | 1,895 | 1,895 | | | | | | 1,895 |
| 00141 | Emeryville | South Bayfront Bridge | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | CON | 105 | 105 | | | | | | 105 |
| 00185 | Emeryville | Bay Area Bike Share (BABS) Expansion to Emeryville | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | CON | 180 | 180 | | | | | | 180 |
| 00230 | Emeryville | Emery Go Round General Benefit Operations | 1-North | Local | 2014 MBB | TEP-45 | Transit | O&M | 2,500 | 1,000 | 500 | 500 | 500 | | | 2,000 |
| 00231 | Emeryville | Frontage Road, 65th Street and Powell Street Slurry Seal | 1-North | Federal | STP/CMAQ | LSR | LSR | CON | 225 | | | 225 | | | | 225 |
| 00232 | Emeryville | North Hollis Parking and Transportation Demand Management (TDM) Program | 1-North | Local | 2000 MB | Disc-TCD | Transit | CON | 930 | 930 | | | | | | 930 |
| 00271 | Emeryville | Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19) | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 70 | 70 | | | | | | 70 |
| 00284 | Emeryville | Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match) | 1-North | Local | 2014 MBB | TEP-41 | Freight | CON | 1,800 | 1,800 | | | | | | 1,800 |
| 00300 | Emeryville | Emeryville Senior Center Group Trips Bus Purchase | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 132 | | 132 | | | | | 132 |
| 00025 | Fremont | Tri-City Mobility Management and Travel Training Program | 3-South | Local | 2000 MB | Disc-PT | Paratransit | O&M | 450 | 450 | | | | | | 450 |
| 00026 | Fremont | Tri-City Volunteer Driver Programs | 3-South | Local | 2000 MB | Disc-PT | Paratransit | O&M | 550 | 550 | | | | | | 550 |
| 00027 | Fremont | Tri-City Taxi Voucher Program | 3-South | Local | 2000 MB | Disc-PT | Paratransit | O&M | 450 | 450 | | | | | | 450 |
| 00091 | Fremont | Fremont City Center Multi-Modal Improvements | 3-South | Federal | OBAG | STP | Multiple | CON | 1,288 | 1,288 | | | | | | 1,288 |
| 00140 | Fremont | Warm Springs BART Station - West Side Access | 3-South | Local | 2014 MBB | TEP-45 | Transit | CON | 25,000 | 25,000 | | | | | | 25,000 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2020 CIP Programming and Allocations | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|--|---------|---|---------|--------------|-------------|-------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00140 | Fremont | Warm Springs BART Station - West Side Access | 3-South | Local | 2014 MBB | TEP-21 | Transit | CON | 5,000 | 5,000 | | | | | | 5,000 |
| 00143 | Fremont | Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd. | 3-South | Local | 2014 MBB | TEP-26 | Multiple | Planning / Scoping | 41 | 41 | | | | | | 41 |
| 00152 | Fremont | Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway) | 3-South | Local | 2014 MBB | TEP-42 | Multiple | Planning / Scoping | 42 | 42 | | | | | | 42 |
| 00153 | Fremont | Scoping: Fremont BART Station West Side Enhancement | 3-South | Local | 2014 MBB | TEP-45 | Transit | Planning / Scoping | 42 | 42 | | | | | | 42 |
| 00154 | Fremont | Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail | 3-South | Local | 2014 MBB | TEP-45 | Bike/Ped | Planning / Scoping | 42 | 42 | | | | | | 42 |
| 00179 | Fremont | South Fremont Arterial Management (FY 17/18 - 18/19) | 3-South | Local | TFCA | Prog Mgr | LSR | CON | 425 | 425 | | | | | | 425 |
| 00186 | Fremont | Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy | 3-South | Local | TFCA | Prog Mgr | LSR | CON | 646 | 646 | | | | | | 646 |
| 00233 | Fremont | City of Fremont Pavement Rehabilitation Project | 3-South | Federal | STP/CMAQ | LSR | LSR | CON | 2,760 | | 2,760 | | | | | 2,760 |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | 3-South | Federal | STP/CMAQ | STP/CMAQ | LSR | PE/Env | 386 | 386 | | | | | | 386 |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | 3-South | Federal | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 799 | 799 | | | | | | 799 |
| 00234 | Fremont | Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA | 3-South | Federal | STP/CMAQ | STP/CMAQ | LSR | CON | 6,510 | | 6,510 | | | | | 6,510 |
| 00235 | Fremont | East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail) | 3-South | Local | 2014 MBB | TEP-42 | Bike/Ped | PE/Env | 1,901 | 1,901 | | | | | | 1,901 |
| 00235 | Fremont | East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail) | 3-South | Local | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 3,553 | 3,553 | | | | | | 3,553 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 3-South | Local | 2014 MBB | TEP-26 | LSR | PE/Env | 443 | 443 | | | | | | 443 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 3-South | Local | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 1,328 | 1,328 | | | | | | 1,328 |
| 00236 | Fremont | Safe and Smart Corridor Along Fremont Boulevard | 3-South | Local | 2014 MBB | TEP-26 | LSR | CON | 7,525 | | 7,525 | | | | | 7,525 |
| 00238 | Fremont | Walnut Avenue Protected Bikeway in City Center/Downtown PDA | 3-South | Local | 2014 MBB | TEP-45 | Bike/Ped | CON | 5,000 | 5,000 | | | | | | 5,000 |
| 00272 | Fremont | Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19) | 3-South | Local | 2000 MB | Disc-PT | Paratransit | O&M | 298 | 298 | | | | | | 298 |
| 00290 | Fremont | Ride-On Tri-City! Mobility Management and Travel Training Program | 4-South | Local | 2000 MB | Disc-PT | Paratransit | O&M | 731 | | 134 | 145 | 149 | 151 | 152 | 279 |
| 00305 | Fremont | I-680 Interchange Modernization at Mission Blvd / SR 238 | 3-South | Local | 2014 MBB | TEP-21 | HWY | Planning / Scoping | 1,000 | | 1,000 | | | | | 1,000 |
| 00306 | Fremont | I-880/Decoto Interchange Modernization | 3-South | Local | 2014 MBB | TEP-21 | HWY | Planning / Scoping | 1,000 | | 1,000 | | | | | 1,000 |
| 00309 | Fremont | I-880 Bridge at Pacific Commons Trail | 3-South | Local | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 2,100 | | 2,100 | | | | | 2,100 |
| 00311 | Fremont | Sabercat Trail Connection to Irvington BART Station Area | 3-South | Local | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 2,000 | | 2,000 | | | | | 2,000 |
| 00322 | Fremont | Former State Route 84 Pavement Rehabilitation | 3-South | Local | 2014 MBB | TEP-21 | LSR | CON | 2,000 | | 2,000 | | | | | 2,000 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2020 CIP Programming and Allocations | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|--|---------------------|--|-----------|--------------|-------------|--------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00308 | Fremont | Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone | 3-South | Local | 2014 MBB | TEP-21 | Freight | CON | 977 | | 977 | | | | | 977 |
| 00310 | Fremont/Ala. County | Niles Canyon Trail Phase I | 3-South | Local | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 1,000 | | 1,000 | | | | | 1,000 |
| 00307 | Fremont/Union City | Decoto Boulevard Complete Streets w/Transit Priority Project | 3-South | Local | 1986 MB | MB226 | LSR | Final Design (PS&E) | 3,500 | | 3,500 | | | | | 3,500 |
| 00312 | Fremont/Union City | Dumbarton to Quarry Lakes Trail | 3-South | Local | 2014 MBB | TEP-21 | Bike/Ped | PE/Env | 2,000 | | 2,000 | | | | | 2,000 |
| 00092 | Hayward | Hayward - Industrial Boulevard Preservation | 2-Central | Federal | OBAG | STP | LSR | CON | 1,265 | 1,265 | | | | | | 1,265 |
| 00126 | Hayward | Mission Blvd. Phases 2 & 3 (Complete Streets) | 2-Central | Local | 2014 MBB | TEP-26 | LSR | CON | 21,500 | 21,500 | | | | | | 21,500 |
| 00241 | Hayward | Main Street Complete Street Project | 2-Central | Federal | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 175 | 175 | | | | | | 175 |
| 00241 | Hayward | Main Street Complete Street Project | 2-Central | Federal | STP/CMAQ | STP/CMAQ | LSR | CON | 1,500 | 1,500 | | | | | | 1,500 |
| 00242 | Hayward | SR-92 Clawiter-Whitesell Interchange | 2-Central | Local | 2014 MBB | TEP-26 | HWY | Planning / Scoping | 440 | 440 | | | | | | 440 |
| 00243 | Hayward | Winton Avenue - Complete Street Project | 2-Central | Federal | STP/CMAQ | LSR | LSR | Final Design (PS&E) | 88 | 88 | | | | | | 88 |
| 00243 | Hayward | Winton Avenue - Complete Street Project | 2-Central | Federal | STP/CMAQ | LSR | LSR | CON | 1,662 | 1,662 | | | | | | 1,662 |
| 00283 | LARPD/TVC | Valley Trails Connection Project | 4-East | Local | CMA-TIP | Other | Bike/Ped | Various | 110 | 110 | | | | | | 110 |
| 00008 | LAVTA | WHEELS Route 14 Operating Assistance | 4-East | Federal | Lifeline | STA | Transit | O&M | 388 | 388 | | | | | | 388 |
| 00008 | LAVTA | WHEELS Route 14 Operating Assistance | 4-East | Federal | Lifeline | JARC | Transit | O&M | 129 | 129 | | | | | | 129 |
| 00160 | LAVTA | Pilot Transit Program for Last Mile Connections | 4-East | Local | 2000 MB | Disc-Transit | Transit | Various | 100 | 100 | | | | | | 100 |
| 00175 | LAVTA | LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17 | 4-East | Local | TFCA | Prog Mgr | Transit | Various | 275 | 275 | | | | | | 275 |
| 00183 | LAVTA | LAVTA Rte 30R Operations (FY 17/18 - 18/19) | 4-East | Local | TFCA | Prog Mgr | Transit | O&M | 318 | 318 | | | | | | 318 |
| 00244 | LAVTA | Pleasanton BRT Corridor Enhancement Project (Route 10R) | 4-East | Local | 2000 MB | Disc-Transit | Transit | Final Design (PS&E) | 152 | 152 | | | | | | 152 |
| 00244 | LAVTA | Pleasanton BRT Corridor Enhancement Project (Route 10R) | 4-East | Local | 2000 MB | Disc-Transit | Transit | CON | 1,262 | 1,262 | | | | | | 1,262 |
| 00245 | LAVTA | Wheels Forward/2020 Plan | 4-East | Local | 2000 MB | Disc-Transit | Transit | Planning / Scoping | 220 | | 220 | | | | | 220 |
| 00297 | LAVTA | Para-Taxi Debit Card | 4-East | Local | 2000 MB | Disc-PT | Paratransit | O&M | 87 | | 23 | 16 | 16 | 16 | 16 | 39 |
| 00298 | LAVTA | Para-Taxi Operations | 4-East | Local | 2000 MB | Disc-PT | Paratransit | O&M | 140 | | 24 | 25 | 28 | 30 | 33 | 49 |
| 00321 | LAVTA | LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17 | 4-East | Local | TFCA | Prog Mgr | Transit | Various | 477 | 477 | | | | | | 477 |
| 00276 | LAVTA | Para-Taxi Program (FY 17/18 and FY 18/19) | 4-East | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 40 | 40 | | | | | | 40 |

| Alameda CTC Comprehensive Investment Plan | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|---|----------------|---|----------|--------------|-------------|-------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | | | | |
| 2020 CIP Programming and Allocations | | | | | | | | | | | | | | | | |
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00275 | LIFE ElderCare | VIP Rides Program (FY 17/18 and FY 18/19) | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 275 | 275 | | | | | | 275 |
| 00296 | LIFE ElderCare | Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 1,023 | | 150 | 189 | 200 | 234 | 250 | 339 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 4-East | Local | 2014 MBB | TEP-42 | Bike/Ped | PE/Env | 20 | 20 | | | | | | 20 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 4-East | Local | 2014 MBB | TEP-42 | Bike/Ped | Planning / Scoping | 30 | 30 | | | | | | 30 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 4-East | Local | 2014 MBB | TEP-42 | Bike/Ped | Final Design (PS&E) | 160 | 160 | | | | | | 160 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 4-East | Local | TFCA | Prog Mgr. | Bike/Ped | CON | 193 | 193 | | | | | | 193 |
| 00189 | Livermore | Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta) | 4-East | Local | 2014 MBB | TEP-42 | Bike/Ped | CON | 1,407 | 1,407 | | | | | | 1,407 |
| 00246 | Livermore | Livermore Annual Pavement Maintenance - MTS Routes | 4-East | Federal | STP/CMAQ | LSR | LSR | CON | 1,382 | | 1,382 | | | | | 1,382 |
| 00247 | Livermore | Vasco Road/I-580 Interchange Improvements | 4-East | Local | 2014 MBB | TEP-34 | HWY | PE/Env | 1,380 | 1,380 | | | | | | 1,380 |
| 00102 | MTC | Regional Planning Activities and PPM - Alameda | Multiple | Federal | OBAG | STP | Multiple | PE/Env | 1,034 | 1,034 | | | | | | 1,034 |
| 00099 | Newark | Enterprise Drive Complete Streets and Road Diet | 3-South | Federal | OBAG | STP | Bike/Ped | CON | 454 | 454 | | | | | | 454 |
| 00116 | Newark | Central Avenue Overpass | 3-South | Local | 2000 MB | 025 | LSR | Final Design (PS&E) | 2,765 | 2,765 | | | | | | 2,765 |
| 00116 | Newark | Central Avenue Overpass | 3-South | Local | 2000 MB | 025 | LSR | CON | 11,134 | 11,134 | | | | | | 11,134 |
| 00116 | Newark | Central Avenue Overpass | 3-South | Local | 2000 MB | 025 | LSR | ROW-CAP | 2,155 | 2,155 | | | | | | 2,155 |
| 00248 | Newark | Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street) | 3-South | Federal | STP/CMAQ | LSR | LSR | CON | 592 | 592 | | | | | | 592 |
| 00028 | Oakland | Taxi-Up & Go Project | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 362 | 362 | | | | | | 362 |
| 00064 | Oakland | Oakland Broadway Corridor Transit | 1-North | Local | 2014 MBB | TEP-24 | Transit | Planning / Scoping | 50 | 50 | | | | | | 50 |
| 00093 | Oakland | Lake Merritt BART Bikeways | 1-North | Federal | OBAG | STP | Bike/Ped | CON | 571 | 571 | | | | | | 571 |
| 00094 | Oakland | Oakland Complete Streets | 1-North | Federal | OBAG | STP | LSR | CON | 3,384 | 3,384 | | | | | | 3,384 |
| 00095 | Oakland | Lakeside Complete Streets and Road Diet | 1-North | Federal | OBAG | STP | Bike/Ped | CON | 4,446 | 4,446 | | | | | | 4,446 |
| 00095 | Oakland | Lakeside Complete Streets and Road Diet | 1-North | Federal | OBAG | CMAQ | Bike/Ped | CON | 2,554 | 2,554 | | | | | | 2,554 |
| 00100 | Oakland | Oakland - Peralta and MLK Blvd Streetscape Phase I | 1-North | Federal | OBAG | CMAQ | Bike/Ped | CON | 5,452 | 5,452 | | | | | | 5,452 |
| 00103 | Oakland | 7th Street West Oakland Transit Village, Phase II | 1-North | Federal | OBAG | CMAQ | Bike/Ped | CON | 3,288 | 3,288 | | | | | | 3,288 |
| 00121 | Oakland | Oakland Army Base Roadway Infrastructure Improvements | 1-North | Local | 2014 MBB | TEP-26 | Freight | CON | 41,000 | 41,000 | | | | | | 41,000 |

| Alameda CTC Comprehensive Investment Plan | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|---|---------|--|---------|--------------|-------------|--------------|----------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | | | | |
| 2020 CIP Programming and Allocations | | | | | | | | | | | | | | | | |
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00122 | Oakland | Oakland Army Base Infrastructure Improvements - Truck Parking | 1-North | Local | 2014 MBB | TEP-26 | Freight | CON | 5,000 | 5,000 | | | | | | 5,000 |
| 00125 | Oakland | 14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital | 1-North | Local | 2014 MBB | TEP-26 | LSR | Final Design (PS&E) | 1,300 | 1,300 | | | | | | 1,300 |
| 00125 | Oakland | 14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital | 1-North | Local | 2014 MBB | TEP-26 | LSR | CON | 5,300 | 5,300 | | | | | | 5,300 |
| 00137 | Oakland | I-880/42nd-High Street Access Improvements | 1-North | Local | 2014 MBB | TEP-40 | HWY | CON | 10,000 | 10,000 | | | | | | 10,000 |
| 00167 | Oakland | Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16 | 1-North | Local | TFCA | Prog Mgr | Transit | Various | 210 | 210 | | | | | | 210 |
| 00168 | Oakland | CityRacks, Phase 12 | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | Various | 124 | 124 | | | | | | 124 |
| 00180 | Oakland | Broadway Shuttle Operations | 1-North | Local | 2014 MBB | TEP-45 | Transit | O&M | 1,650 | 660 | 330 | 330 | 330 | | | 1,320 |
| 00180 | Oakland | Broadway Shuttle Operations | 1-North | Local | TFCA | Prog Mgr | Transit | O&M | 603 | 338 | 265 | | | | | 603 |
| 00180 | Oakland | Broadway Shuttle Operations (FY 16/17 - 17/18) | 1-North | Local | TFCA | Prog Mgr | Transit | O&M | 367 | 367 | | | | | | 367 |
| 00187 | Oakland | Oakland Citywide Bike Parking Program, Phase 13 | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | CON | 100 | 100 | | | | | | 100 |
| 00249 | Oakland | 27th Street Complete Streets | 1-North | Local | 2014 MBB | TEP-45 | LSR | PE/Env | 776 | 776 | | | | | | 776 |
| 00249 | Oakland | 27th Street Complete Streets | 1-North | Local | 2014 MBB | TEP-45 | LSR | Final Design (PS&E) | 1,174 | 1,174 | | | | | | 1,174 |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | Local | 2000 MB | Disc-BP | Bike/Ped | Final Design (PS&E) | 250 | 250 | | | | | | 250 |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | Local | 2000 MB | Disc-BP | Bike/Ped | CON | 1,250 | 1,250 | | | | | | 1,250 |
| 00251 | Oakland | E 12th Street Bikeway | 1-North | Local | TFCA | Prog Mgr | Bike/Ped | CON | 140 | 140 | | | | | | 140 |
| 00252 | Oakland | East Oakland Community Streets Plan | 1-North | Local | 2014 MBB | TEP-45 | LSR | Planning / Scoping | 100 | 100 | | | | | | 100 |
| 00253 | Oakland | Fruitvale Ave Gap Closure | 1-North | Local | 2014 MBB | TEP-44 | Bike/Ped | CON | 1,634 | | | 1,634 | | | | 1,634 |
| 00254 | Oakland | Lakeside Family Streets | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | PE/Env | 80 | 80 | | | | | | 80 |
| 00254 | Oakland | Lakeside Family Streets | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | Final Design (PS&E) | 320 | 320 | | | | | | 320 |
| 00254 | Oakland | Lakeside Family Streets | 1-North | Federal | STP/CMAQ | STP/CMAQ | LSR | CON | 4,392 | | 4,392 | | | | | 4,392 |
| 00255 | Oakland | Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape | 1-North | Local | 2010 VRF | Disc-BP | Bike/Ped | CON | 2,500 | 2,500 | | | | | | 2,500 |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | 1-North | Local | 2014 MBB | TEP-46 | LSR | Final Design (PS&E) | 1,500 | 1,500 | | | | | | 1,500 |
| 00256 | Oakland | MacArthur Smart City Corridor Project, Phase I | 1-North | Local | 2014 MBB | TEP-46 | LSR | CON | 9,500 | | | 9,500 | | | | 9,500 |
| 00257 | Oakland | Coliseum Transit Hub | 1-North | Local | 2010 VRF | Disc-Transit | Transit | Planning / Scoping | 968 | 968 | | | | | | 968 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2020 CIP Programming and Allocations | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|--|-----------------|--|---------|--------------|-------------|--------------|-------------|---------------------|--|----------------------------------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00257 | Oakland | Coliseum Transit Hub | 1-North | Local | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | 3,878 | 3,878 | | | | | | 3,878 |
| 00258 | Oakland | Oakland LSR Paving Program | 1-North | Federal | STP/CMAQ | LSR | LSR | PE/Env | 734 | 734 | | | | | | 734 |
| 00258 | Oakland | Oakland LSR Paving Program | 1-North | Federal | STP/CMAQ | LSR | LSR | CON | 4,161 | 4,161 | | | | | | 4,161 |
| 00259 | Oakland | Oakland LSR Paving Program | 1-North | Local | 2014 MBB | TEP-45 | Transit | O&M | 215 | 215 | | | | | | 215 |
| 00101 | Piedmont | Piedmont Complete Streets (CS) | 1-North | Federal | OBAG | STP | Bike/Ped | CON | 129 | 129 | | | | | | 129 |
| 00260 | Piedmont | Oakland Avenue Improvements | 1-North | Federal | STP/CMAQ | LSR | LSR | CON | 168 | 168 | | | | | | 168 |
| 00285 | Piedmont | Piedmont LSR Exchange Projects | 1-North | Local | CMA-TIP | Other | LSR | CON | (208) | (208) | | | | | | (208) |
| 00286 | Piedmont | Oakland Avenue Pedestrian Bridge Railing Project | 1-North | Local | CMA-TIP | Other | LSR | CON | 208 | 208 | | | | | | 208 |
| 00029 | Pleasanton | Downtown Route Shuttle (DTR) | 4-East | Local | 2000 MB | Disc-PT | Paratransit | O&M | 173 | 173 | | | | | | 173 |
| 00104 | Pleasanton | Pleasanton Complete Streets | 4-East | Federal | OBAG | STP | Bike/Ped | CON | 832 | 832 | | | | | | 832 |
| 00169 | Pleasanton | Pleasanton Trip Reduction Program, FYs 15/16 & 16/17 | 4-East | Local | TFCA | Prog Mgr | Transit | Various | 53 | 53 | | | | | | 53 |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | 4-East | Local | 2010 VRF | Disc-Transit | Transit | Final Design (PS&E) | | | | | | | | |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | 4-East | Local | TFCA | Prog Mgr | Transit | CON | | | | | | | | |
| 00181 | Pleasanton | Bernal Ave Park and Ride Lot | 4-East | Local | 2010 VRF | Disc-Transit | Transit | CON | | | | | | | | |
| 00188 | Pleasanton | Pleasanton Trip Reduction Program (FY 17/18 - 18/19) | 4-East | Local | TFCA | Prog Mgr | Bike/Ped | O&M | 130 | 130 | | | | | | 130 |
| 00262 | Pleasanton | Pavement Rehabilitation Hacienda Business Park | 4-East | Federal | STP/CMAQ | LSR | LSR | CON | 1,095 | | 1,095 | | | | | 1,095 |
| 00263 | Pleasanton | Stoneridge at I-680 Interchange improvements | 4-East | Local | 2014 MBB | TEP-26 | HWY | CON | 5,200 | | | 5,200 | | | | 5,200 |
| 00316 | Pleasanton | Citywide Trip Reduction Program | 4-East | Local | TFCA | Prog Mgr | Transit | O&M | 80 | | 80 | | | | | 80 |
| 00144 | Port of Oakland | Scoping: Airport Drive Overlay | 1-North | Local | 2014 MBB | TEP-26 | Multiple | Planning / Scoping | 42 | 42 | | | | | | 42 |
| 00145 | Port of Oakland | Scoping: Port Terminal Seismic Monitoring Program | 1-North | Local | 2014 MBB | TEP-26 | Freight | Planning / Scoping | 7 | 7 | | | | | | 7 |
| 00146 | Port of Oakland | Scoping: Port Area ITS Deployment | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 22 | 22 | | | | | | 22 |
| 00147 | Port of Oakland | Scoping: Middle Harbor Road Improvements | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 22 | 22 | | | | | | 22 |
| 00148 | Port of Oakland | Scoping: Port Terminal Lighting Upgrade | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 6 | 6 | | | | | | 6 |
| 00149 | Port of Oakland | Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2 | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 50 | 50 | | | | | | 50 |

| Alameda CTC Comprehensive Investment Plan | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | | |
|---|-----------------|--|-----------|--------------|-------------|-------------|-------------|---------------------|--|----------------------------------|-------|--------------------------|-----------|--------------------|-----------|-----------|--------------------------------|
| Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan | | | | | | | | | | | | | | | | | |
| 2020 CIP Programming and Allocations | | | | | | | | | | | | | | | | | |
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00150 | Port of Oakland | Scoping: Airport Perimeter Dike | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 30 | 30 | | | | | | | 30 |
| 00151 | Port of Oakland | Scoping: 7th Street Grade Separation East | 1-North | Local | 2014 MBB | TEP-27 | Multiple | Planning / Scoping | 6 | 6 | | | | | | | 6 |
| 00268 | Port of Oakland | Adeline Street Bridge Reconstruction | 1-North | Local | 2014 MBB | TEP-41 | Freight | Planning / Scoping | | | | | | | | | |
| 00067 | San Leandro | San Leandro Streets Rehabilitation | 2-Central | Local | 2014 MBB | TEP-26 | LSR | CON | 30,000 | 16,000 | 7,000 | 7,000 | | | | | 30,000 |
| 00096 | San Leandro | San Leandro Boulevard Preservation | 1-North | Federal | OBAG | STP | LSR | CON | 804 | 804 | | | | | | | 804 |
| 00170 | San Leandro | San Leandro LINKS shuttle, FYs 15/16 and 16/17 | 2-Central | Local | TFCA | Prog Mgr | Transit | Various | 50 | 50 | | | | | | | 50 |
| 00190 | San Leandro | LINKS Shuttle (FY 17/18 - 18/19) | 2-Central | Local | TFCA | Prog Mgr | Transit | O&M | 130 | 130 | | | | | | | 130 |
| 00190 | San Leandro | LINKS Shuttle Operations | 2-Central | Local | 2014 MBB | TEP-45 | Transit | O&M | 1,020 | 420 | 200 | 200 | 200 | | | | 820 |
| 00264 | San Leandro | E.14th St/Hesperian Blvd/150th Ave Intersection Improvements | 2-Central | Local | 2014 MBB | TEP-26 | LSR | CON | 1,821 | | | | 1,821 | | | | |
| 00265 | San Leandro | Washington Avenue Rehabilitation | 2-Central | Federal | STP/CMAQ | LSR | LSR | PE/Env | 73 | 73 | | | | | | | 73 |
| 00265 | San Leandro | Washington Avenue Rehabilitation | 2-Central | Federal | STP/CMAQ | LSR | LSR | CON | 975 | | 975 | | | | | | 975 |
| 00030 | SHS | Rides for Seniors | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 278 | 278 | | | | | | | 278 |
| 00051 | SJRRRC | ACE Capital | Multiple | Local | 2000 MB | 01 | Transit | Various | 13,184 | 13,184 | | | | | | | 13,184 |
| 00031 | SSPTV | Volunteer Assisted Senior Transportation Program | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 331 | 331 | | | | | | | 331 |
| 00277 | SSPTV | Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19) | Multiple | Local | 2014 MBB | TEP-12 | Paratransit | O&M | 212 | 212 | | | | | | | 212 |
| 00297 | SSPTV | Volunteers Assisting Seniors with Transportation (VAST) | 4-East | Local | 2000 MB | Disc-PT | Paratransit | O&M | 560 | | 106 | 109 | 112 | 115 | 118 | | 215 |
| 00010 | Union City | Operations Support for Route 2 | 3-South | Federal | Lifeline | STA | Transit | O&M | 220 | 220 | | | | | | | 220 |
| 00062 | Union City | Union City Intermodal Station | 3-South | Local | 2014 MBB | TEP-22 | Transit | Planning / Scoping | 51 | 51 | | | | | | | 51 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | Local | 2014 MBB | TEP-44 | Bike/Ped | PE/Env | 5 | 5 | | | | | | | 5 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | Local | 2014 MBB | TEP-44 | Bike/Ped | Final Design (PS&E) | 780 | 780 | | | | | | | 780 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | Local | 2014 MBB | TEP-44 | Bike/Ped | CON | 5,779 | 5,779 | | | | | | | 5,779 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | Local | CMA-TIP | Other | Bike/Ped | CON | 1,100 | 1,100 | | | | | | | 1,100 |
| 00191 | Union City | Union City Boulevard Bike Lanes Phase 2 | 3-South | Local | TFCA | Prog Mgr. | Bike/Ped | CON | 136 | 136 | | | | | | | 136 |
| 00266 | Union City | Dyer Road Pavement Rehabilitation | 3-South | Federal | STP/CMAQ | LSR | LSR | CON | 872 | 872 | | | | | | | 872 |

| Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2020 CIP Programming and Allocations | | | | | | | | | Programming and Allocations (\$ x 1,000) | | | | | | | |
|--|------------|---|----------|--------------|-------------|-------------|-------------|--------------------|--|----------------------------------|--------------------------|---------------|--------------------|--------------|--------------|--------------------------------|
| CIP ID | Sponsor | Project Title | PA | Funding Type | Fund Source | Fund Subset | Mode | Phase | Programmed Amount | Prior Allocations | Two-Year Allocation Plan | | Future Programming | | | Total Allocated (Thru FY20-21) |
| | | | | | | | | | | Prior Thru FY2018-19 (July 2018) | FY2019-20 | FY2020-21 | FY2021-22 | FY2022-23 | FY2023-24 | |
| 00267 | Union City | Bicycle and Pedestrian Master Plan Update | 3-South | Local | 2000 MB | Disc-BP | Bike/Ped | Planning / Scoping | 150 | 150 | | | | | | 150 |
| 00317 | Union City | Union City IDEA Grant Traffic Signal Control Improvement | 4-East | Local | TFCA | Prog Mgr | Transit | CON | 221 | | 221 | | | | | 221 |
| 00294 | USAOC | Senior Public Transportation Training and Education Program | Multiple | Local | 2000 MB | Disc-PT | Paratransit | O&M | 419 | | 34 | 62 | 103 | 108 | 112 | 96 |
| 00281 | Various | State Transportation Improvement Program | Multiple | State | STIP | RIP | HWY | Various | 48,813 | 48,813 | | | | | | 48,813 |
| 00282 | Various | Lifeline Cycle 5 Program | Multiple | State | Lifeline | Various | Transit | Various | 4,789 | 4,789 | | | | | | 4,789 |
| | | | | | | | | | 1,122,840 | 910,619 | 111,561 | 40,995 | 40,958 | 8,926 | 9,598 | 1,063,175 |

| | |
|---------------------------------|-------------------|
| Total 2-year Allocations | \$ 152,556 |
| Total 5-year Programming | \$ 212,038 |

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DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: John Pulliam, Director of Project Delivery
Jhay Delos Reyes, Project Manager

SUBJECT: East Bay Greenway (from Lake Merritt BART to South Hayward BART) (PN 1457001): Approval of Professional Services Agreement A19-0026 with Overland, Pacific and Cutler for Right of Way Phase Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A19-0026 with Overland, Pacific and Cutler (OPC) for a not-to-exceed amount of \$1,800,000 to provide services for the Right of Way (R/W) phase.

Summary

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

The Project completed the Preliminary Engineering/Environmental Phase upon adoption of the Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) in March 2018, and obtained Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) in November 2018. Alameda CTC selection process to procure consultant services for R/W Support activities for the project began in December 2018 with Commission approval to release the request for proposals (RFP). The RFP sought professional services for R/W Engineering and Appraisal services as part of the R/W phase.

RFP 19-0004 was released in January 2019. Proposals were received from two firms. An independent selection panel comprised of representative from the City of San Leandro and Alameda CTC reviewed the two proposals submitted, conducted interviews in March

2019, and concluded that the OPC team is the most qualified to complete the R/W phase tasks.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with OPC, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$1,800,000 is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 18 months.

OPC is a certified Local Business Enterprise (LBE) and their proposal included a commitment to 70% LBE and 30% Small Local Business Enterprise participation. The Executive Director concurs with this recommendation.

Background

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

The Project proposes to improve bicycle and pedestrian network connectivity between Downtown Oakland and South Hayward in Alameda County. It will also improve access to regional transit, schools, downtown areas, and major activity centers by creating a regional trail transportation facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities. The Project will improve safety for bicyclists and pedestrians by providing a facility that is physically separated from high speed, high volume vehicular traffic, and minimizes conflicts between trail users to the maximum extent feasible. Additionally the Project supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions.

The Project completed the PA&ED phase. As the lead agency for CEQA, the Commission adopted the IS/MND in March 2018 pursuant to Section 15074 of the CEQA Guidelines. Caltrans approved the corresponding CE under NEPA in November 2018. The environmental clearance approach for the Project incorporates the phased implementation of the 16-mile corridor on a segment-by-segment basis to allow design, and eventual project construction, to proceed once constraints, such as right-of-way availability, jurisdictional readiness, and funding are resolved. Right-of-way availability has the most impact on the final Project features. The environmental documents addressed both options below.

- **Rail-to-Trail** option assumes that the Union Pacific Railroad (UPRR) Oakland Subdivision would no longer have active rail service and the full 80-100 foot wide right-of-way is available for the Project.

- **Rail-with-Trail** option assumes the minimum possible encroachment into UPRR right-of-way while still constructing a continuous facility alongside the rail. This concept requires encroachment into UPRR right-of-way for approximately six miles.

In anticipation of the approvals of the IS/MND & CE and in order to maintain the delivery momentum, Alameda CTC initiated the selection process to procure consultant services for R/W support services with a RFP released in December 2018. A pre-proposal meeting was held in January 8, 2019 and was attended by 9 firms. Alameda CTC received two (2) proposals on January 25, 2019.

An independent selection panel composed of representatives from the City of San Leandro and Alameda CTC reviewed the proposal. The panel evaluated the proposals submitted by two firms and determined that the proposal were responsive and proceeded with interviews. The panel evaluated the interviews and determined that the OPC team is qualified to perform the services required.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC met and negotiated the contract with OPC, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$1,800,000 is fair and reasonable to both the Alameda CTC and the consultant and includes the services necessary to complete the R/W Support services for the Project. The estimated duration to complete this work is 18 months.

OPC is a certified Local Business Enterprise (LBE) and their proposal included a commitment to 70% LBE and 30% Small Local Business Enterprise participation. The Executive Director concurs with this recommendation.

The EBGW is included in the 2014 Transportation Expenditure Plan (TEP No. 42) with a commitment of \$3,500,000. Funds necessary for the R/W Phase work were programmed and allocated in April 2017 as part of the 2018 Comprehensive Investment Plan.

Levine Act Statement: The OPC Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact for approving this item is \$1,800,000, which was included in the budget adopted for FY2018-2019 Capital Program Budget.

Attachment:

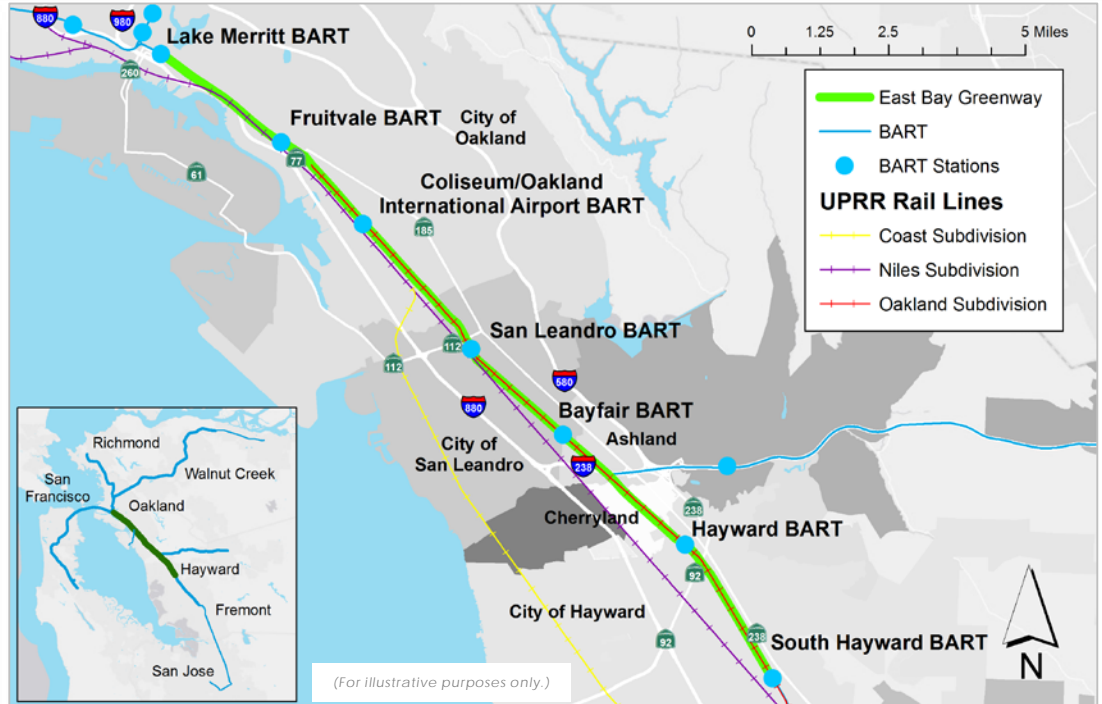
- A. Project Fact Sheet

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PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART to South Hayward BART project that proposes to construct a 16-mile regional trail facility along the BART alignment from Oakland to Hayward. The project would consist of Class I multi-use pathways and Class IV protected bikeways as well as lighting, fencing, barrier railings, intersection improvements and crossing treatments, and other features needed to ensure user safety and security.

Much of the project corridor contains an active Union Pacific Railroad (UPRR) line and availability of UPRR right-of-way will determine the ultimate project design. Two design options are under consideration to provide "bookends" for environmental analysis purposes. A Rail-with-Trail option would construct a trail adjacent to the rail line while preserving rail operations. A Rail-to-Trail option would involve abandonment of the rail line and conversion to a trail facility. Both options require some usage of UPRR right-of-way.



PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting Downtown Oakland and South Hayward.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic volumes, are designated transit and truck routes, and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions and BART have adopted specific plans, station area plans and other land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

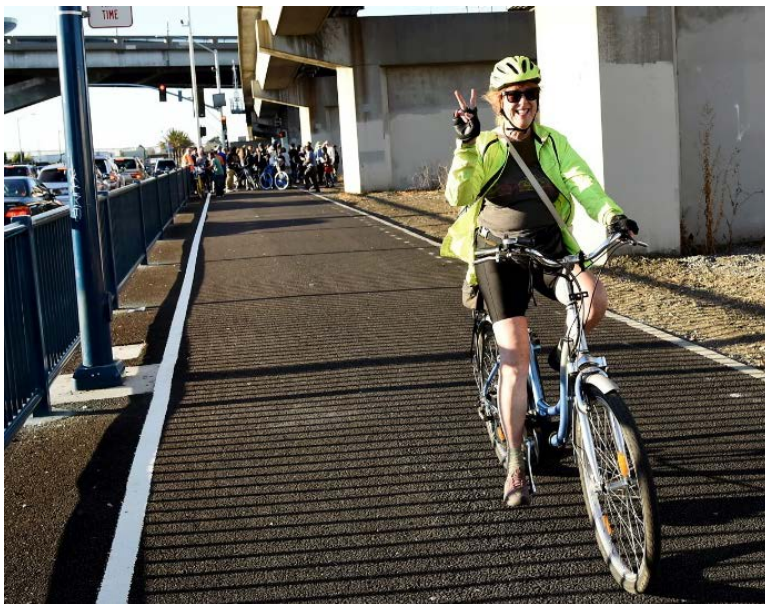
- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions

STATUS

Implementing Agency: Alameda CTC

Current Phase: Environmental

- In September 2014, Alameda CTC leveraged available local Measure B and BB funds and was awarded \$2.6 million in state Active Transportation Program (ATP) funding towards the environmental clearance for the Project.
- Alameda CTC is the lead agency for California Environmental Quality Act (CEQA) and Caltrans is the lead agency for National Environmental Policy Act (NEPA).
- Alameda CTC adopted the CEQA Initial Study/Mitigated Negative Declaration (IS/MND) on March 22, 2018.
- Caltrans approved the NEPA Categorical Exclusion (CE) on November 16, 2018.



Initial East Bay Greenway segment from Coliseum BART to 85th Avenue (funded by Measure WW, TIGER and BAAQMD).

PROJECT DOCUMENTS

For more information on the project, please visit:
www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro and Hayward, Alameda County, BART, East Bay Regional Park District and the California Department of Transportation – lead agency for NEPA clearance

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

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

| | |
|------------------|-------------|
| PE/Environmental | \$6,501 |
| Final Design | \$22,000 |
| Right-of-Way | TBD* |
| Construction | \$161,000** |

* The cost for right-of-way is subject to future discussions with UPRR.
 **2017 estimate.

FUNDING SOURCES (\$ X 1,000)

| | |
|------------|---------|
| Measure BB | \$3,500 |
| Measure B | \$345 |
| Federal | \$2,656 |
| State | TBD |
| Regional | TBD |

SCHEDULE BY PHASE

| | Begin | End |
|---------------------|-------------|-------------|
| Environmental | Fall 2015 | Fall 2018 |
| Final Design (PS&E) | Summer 2019 | Summer 2021 |
| Right-of-Way | TBD | TBD |
| Construction | Late 2021 | Late 2023 |



Project corridor in San Leandro south shared by UPRR – an active freight rail line.



DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Approval of Alameda CTC Construction Management and Administration Guide

Recommendation

It is recommended that the Commission approve the Alameda CTC Construction Management and Administration Guide.

Summary

Alameda CTC directly implements and oversees the delivery and management of regionally significant, multi-jurisdictional, and complex capital projects in Alameda County through various phases of delivery from scoping through construction. To deliver this construction program, Alameda CTC retains the services of qualified firms to provide professional support services including design, construction management, surveying and other required expertise.

To ensure the effective and efficient delivery of Alameda CTC's construction program and to allow Alameda CTC to accept and apply external funds for construction, it is necessary to have documented agency construction administration procedures. The Alameda CTC Construction Management and Administration Guide (CMAG), as presented in Attachment A, is built upon the guides from Alameda CTC's predecessors (ACCMA Construction Contract Administration Guide, January 2002 and Draft ACTIA Construction Contract Administration Procedures). Clarifications and additions incorporate best management practices and changes to policies, laws and procedures.

As this guide is intended to be a living document, it is recommended that the Executive Director be authorized to make future changes to ensure compliance with contracting laws and as may be required to allow Alameda CTC's ability to accept external funds on its construction projects.

Background

Alameda CTC, as the successor to three previous agencies: Alameda County Transportation Authority (ACTA), Alameda County Transportation Improvement Authority (ACTIA) and Alameda County Congestion Management Agency (ACCMA), is a joint powers agency which plans, funds and delivers a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County..

Alameda CTC also serves as the Managing Agency for the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA), which was created in February 2006 to plan, design and construct, and then administer the operation of a value pricing HOV program on the Sunol Grade segment of Interstate 680 in Alameda and Santa Clara Counties.

Alameda CTC directly implements and oversees the delivery and management of regionally significant, multi-jurisdictional, and complex capital projects in Alameda County through various phases of delivery from scoping through construction. To deliver its construction program, Alameda CTC retains the services of qualified firms to provide professional support services including design, construction management, surveying and other required expertise.

In the past few years, significant new sources of funding have become available for transportation including Senate Bill 1 (April 2017), which is anticipated to provide \$54 billion in state funding over the next decade, and Regional Measure 3 (June 2018), which is estimated to generate \$4.45 billion for transportation capital investments over a 25-year period. Coupled with local sales tax measure funds, these funds will create opportunities for many Alameda County projects to be constructed in the immediate future. See Attachment B for list of Alameda CTC projects anticipated to proceed into construction and estimated timing.

To ensure the effective and efficient delivery of Alameda CTC's construction program and to allow Alameda CTC to accept and apply external funds for construction, it is necessary to have documented agency construction administration procedures. The Alameda CTC Construction Management and Administration Guide (CMAG) as presented is built upon the guides from Alameda CTC's predecessors (ACCMA Construction Contract Administration Guide, January 2002 and Draft ACTIA Construction Contract Administration Procedures).

The predecessor documents cover the following topics:

- Contract Advertisement
- Contract Award
- Post Award
- Construction Phase
- Project Close-Out
- Bid Protest Procedure

The Alameda CTC CMAG updates and expands on the above topics, and incorporates clarifications and best management practices and reflects changing policies, laws and procedures. An evaluation of Caltrans and other local agency processes and guides from the Bay Area Toll Authority, Contra Costa Transportation Authority, Port of Oakland, and Santa Clara Valley Transportation Authority has resulted in the addition of the following topics:

- Resolution of Disputes
- Relief of Maintenance
- Records Retention
- Federal-Aid Requirements
- Templates
- Guides and References

The Alameda CTC CMAG is intended as a living document to be updated periodically to incorporate revisions, clarifications, and changing policies, laws, and procedures. The Executive Director is authorized to make changes to ensure compliance with contracting laws and as may be required to allow Alameda CTC's ability to accept external funds on its construction projects.

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

Attachments:

- A. Alameda CTC Construction Management and Administration Guide (Version 1.0, June 2019) - Draft
- B. Table A: Alameda CTC Upcoming Construction Projects

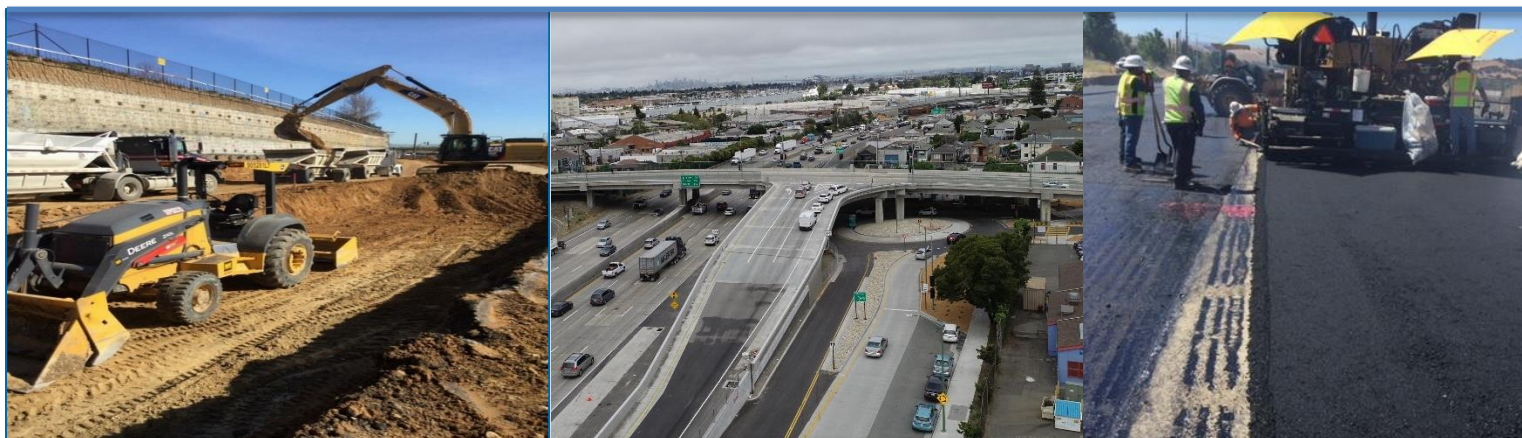
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Construction Management and Administration Guide

Version 1.0 - JUNE 2019

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Construction Management and Administration Guide

Table of Contents

| | |
|--|-----------|
| Acronyms and Definition of Terms | 1 |
| References and Guiding Documents | 3 |
| 1. Introduction - Background | 5 |
| 1.1 Purpose | 6 |
| 1.2 Roles and Responsibilities | 6 |
| 1.3 Review and Updates | 7 |
| 2. Contract Advertisement | 8 |
| 2.1 Bidding Document Preparation | 8 |
| 2.1.1 Contractor Outreach | 8 |
| 2.2 Contract Advertising and Bidding | 8 |
| 2.2.1 Bidding Document Distribution | 8 |
| 2.2.2 Pre-Bid Conference | 9 |
| 2.2.3 Bidder Inquiries | 9 |
| 2.2.4 Addenda | 9 |
| 2.2.5 Bid Submittal and Receipt | 10 |
| 2.3 Bid Opening | 10 |
| 2.3.1 Collection of Bid Escrow Documents | 10 |
| 2.4 Bid Analysis | 10 |
| 2.5 Bid Rejection | 10 |
| 2.6 Notice of Intent to Award | 11 |
| 2.7 Bid Protests | 11 |
| 3. Contract Award and Execution | 11 |
| 3.1 Contract Award | 11 |
| 3.2 Contract Execution | 11 |
| 4. Post Award | 12 |
| 4.1 General | 12 |
| 4.2 Pre-Construction Conference | 12 |
| 4.3 Notice to Proceed | 12 |

| | | |
|--|---|-------------|
| 4.4 | Prepare Quality Management Plan | 13 |
| 5. | Construction Phase | 13 |
| 5.1 | General | 13 |
| 5.2 | Construction Progress Meetings | 13 |
| 5.3 | Progress Payments and Reporting | 13 |
| 5.4 | Public Outreach | 14 |
| 5.5 | Alameda CTC Notification of Extraordinary Circumstances | 14 |
| 5.6 | Contract Change Orders | 14 |
| 5.7 | Resolution of Disputes | 14 |
| 5.8 | Authorized Budget Amount Increases | 14 |
| 5.9 | Construction Staffing | 15 |
| 5.10 | Materials Testing | 15 |
| 5.11 | Surveying | 15 |
| 6. | Construction Close-Out | 15 |
| 6.1 | Safety Review | 15 |
| 6.2 | Substantial Completion and Final Inspection | 15 |
| 6.3 | Project Acceptance and Final Payment | 15 |
| 6.4 | Release of Retention | 16 |
| 6.5 | Project Completion Report | 16 |
| 7.0 | Project Closeout | 16 |
| Appendix A - Sample CM Scope of Work | | i |
| Appendix B: Alameda CTC Bid Protest Procedure | | iii |
| Appendix C: DBE Review Process | | vi |
| Appendix D: Alameda CTC Quality Assurance Program | | vii |
| Appendix E – Builders Exchange Plan Room Listing | | xiii |
| Appendix F – Sample Templates | | xv |

Acronyms and Definition of Terms

| | |
|--------------|--|
| A&E | Architectural and Engineering |
| AAA | Advertise, Award, and Administration |
| Alameda CTC | Alameda County Transportation Commission |
| Cal-OSHA | California Occupational Safety and Health Administration |
| Caltrans | California Department of Transportation |
| Commission | Alameda CTC's governing body |
| CCO(s) | Contract Change Order(s) |
| CFR | Code of Federal Regulations |
| CM | Construction Management |
| CMAG | Construction Management and Administration Guide |
| CMT | Construction Management Team |
| CMPM | Construction Management Project Manager |
| DBE | Disadvantaged Business Enterprise |
| DBELO | Disadvantaged Business Enterprise Liaison Officer |
| DRB | Dispute Review Board |
| DVBE | Disabled Veterans Business Enterprise |
| EEO | Equal Employment Opportunity |
| LAPM | Caltrans Local Assistance Procedures Manual |
| LBCE Program | Local Business Contract Equity Program |
| LBE | Local Business Enterprise |
| NOC | Notice of Completion |
| NOCC | Notice of Construction Completion |
| NTC | Notice to Contractor |
| NTP | Notice to Proceed |
| OE | Office Engineer |
| PE | Professional Engineer (licensed) |
| PIO | Public Information Officer |
| PPC | Alameda CTC Programs and Projects Committee |
| PS&E | Plans, Specifications and Estimates |
| QAP | Quality Assurance Program |
| QMP | Quality Management Plan (also referred to as Quality Assurance Plan) |
| RE | Resident Engineer |
| SBE | Small Business Enterprise |
| SLBE | Small Local Business Enterprise |

Caltrans Oversight Engineer: A Caltrans employee who performs independent quality assurance of the activities being performed by the resident engineer, the local agency structure representative, and others assigned to a construction project. The Oversight Engineer is the local agency's primary Caltrans contact. The Oversight Engineer ensures compliance with applicable state and federal regulations, contract requirements, Caltrans standards and practices, encroachment permit, and cooperative agreement requirements.

Construction Manual: The Caltrans Construction Manual used as a resource for all personnel engaged in contract administration. The manual establishes policies and procedures for the construction phase of Caltrans projects.

Contingency: A budgeted line item in a construction contract, established in the Resolution to Award, which sets aside funds to pay for unforeseen construction issues that may arise.

Contractor: The Prime Contractor responsible for the construction of a project.

Construction Allotment: The total budgeted (funded) amount established to Award a construction contract. The Construction Allotment is equal to the total of bid items (contractor's total bid amount) + Supplemental Work Funds + Owner-Furnished Materials + Contingency.

Cooperative Agreement (Co-Op): A formal, legally binding contract between (or among) agencies. Cooperative agreements outline responsibilities and respective obligations (including cost sharing) of the participants. This contract may address more than just the project construction. Cooperative agreements and maintenance or ownership obligations are required when exchanges of funds or commitments of resources occur.

Owner-Furnished Materials: Materials to be furnished by the owner(s) and provided to the contractor for use or installation in a construction contract. Owner-furnished materials are not part of the contractor's bid, but they are included in the total construction allotment for a project.

Partnering: A relationship between the owner and the contractor, formed in order to effectively complete the contract to the benefit of both parties. Through trust, cooperation and teamwork, the goal is to resolve conflicts at the lowest possible level.

Staff Report: The Staff Report is the document used by Alameda CTC staff to request an action by the Commission. It may be used to request approval of contracts, change orders, co-op agreements, and contract amendments, and to officially establish or change a policy or procedure.

Supplemental Work: The anticipated work within the scope of the project which is included in the engineer's estimate for a project to cover work of such an uncertain nature that is cannot be quantified as a contract bid item.

References and Guiding Documents

The advertisement, award, and administration of construction contracts and project closeout shall be performed, at a minimum, in accordance with the applicable provisions of the following documents;

Local:

- Local and/or Regulatory Agency Permit Requirements
- Project Special Provisions & Project Plans (PSP & PP)
- **Alameda CTC Administrative Code**
- **Alameda County Transportation Commission Cost Estimating Guide**
- **Alameda CTC Local Business Contract Equity Program**

State:

- **California Public Contract Code**
- **California Prevailing Wage Determinations**
- **Cal-OSHA**
- **Caltrans Local Assistance Procedures Manual (LAPM)**
- **Caltrans Standard Specifications & Plans (SS & SP)**
- **Caltrans Traffic Manual**
- **Caltrans Manual of Uniform Traffic Control Devices (MUTCD)**
- **Caltrans Construction Manual**
- **Caltrans Guide to Project Delivery Work Plan Standards, Office of Statewide Project Management Improvements**

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1. Introduction - Background

Alameda CTC, as the successor to three previous agencies: Alameda County Transportation Authority (ACTA), Alameda County Transportation Improvement Authority (ACTIA) and Alameda County Congestion Management Agency (ACCMA), is a joint powers agency which plans, funds and delivers a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County,.

Alameda CTC also serves as the Managing Agency for the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) which was created in February 2006 to plan, design and construct, and then administer the operation of a value pricing HOV program on the Sunol Grade segment of Interstate 680 in Alameda and Santa Clara Counties.

Alameda CTC directly implements and oversees the delivery and management of regionally significant, multi-jurisdictional, and complex capital projects in Alameda County through various phase of delivery from scoping through construction. To deliver its construction program of projects, Alameda CTC retains the services of qualified firms to provide professional support services including design, construction management, surveying and other required expertise.

In the past few years, significant new sources of funding have become available for transportation including Senate Bill 1 (April 2017) which is anticipated to provide \$54 billion in state funding over the next decade and Regional Measure 3 (June 2018) which is estimated to generate \$4.45 billion for transportation capital investments over a 25-year period. Coupled with local sales tax measure funds, these funds will create opportunities for many Alameda County projects to be constructed in the immediate future.

To ensure the effective and efficient delivery of Alameda CTC’s construction program and to allow Alameda CTC to accept and apply external funds for construction, it is necessary to have documented agency construction administration procedures. The Alameda CTC Construction Management and Administration Guide (CMAG) as presented is built upon the guides from Alameda CTC’s predecessors (ACCMA Construction Contract Administration Guide, January 2002, and Draft ACTIA Construction Contract Administration Procedures) and incorporates clarifications and Best Management Practices (BMPs) and reflects changing policies, laws and procedures.

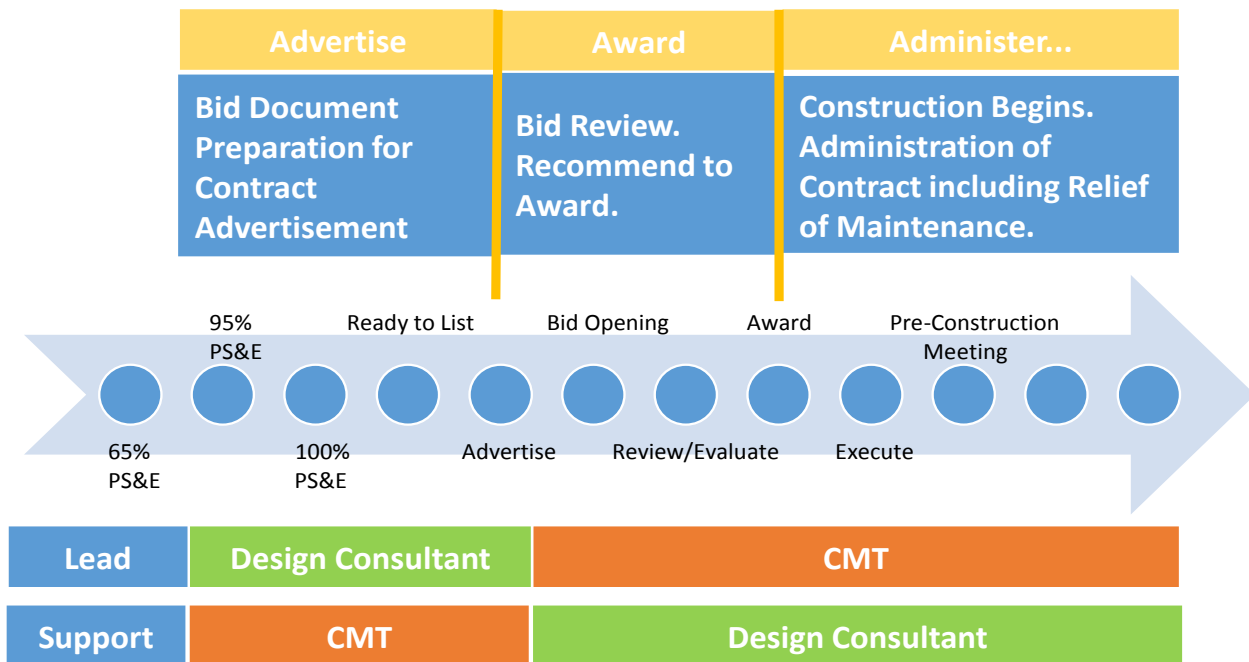


Figure 1: Project Delivery Schedule from Design to Construction. Refer to Section 1.2.

1.1 Purpose

This Construction Management and Administration Guide (CMAG) documents Alameda CTC's procedures for the preparation of project documents for advertising, awarding and administering construction contracts; including contract acceptance and closeout requirements. The CMAG will assist Alameda CTC and its agents to effectively and efficiently administer construction projects implemented by Alameda CTC from bidding document preparation to contract closeout.

1.2 Roles and Responsibilities

The following summarizes the roles of the various participants in the administration of Alameda CTC construction projects. The optimum time to have the CMT services available is before the 95% PS&E milestone such that the Constructability Review may be adequately performed.

- The Commission establishes and maintains policies and programs supporting the development of capital projects in cooperation with local, regional, state, and federal agencies.
- The Executive Director or designee is responsible for executing all funding agreements and contracts and is the representative of Alameda CTC to the Commission. The Executive Director designates the following responsibilities: Commission Engineer and authorized delegates of the Commission Engineer and Agency's DBE Liaison Officer.
- The Commission Engineer, signs plans for conformance with project requirements and design exceptions, certifies the utilities and right-of-way, and approves contract change orders (CCOs) and other documents.
- Authorized delegates of the Commission Engineer, signs plans for conformance with project requirements and design exceptions, certifies the utilities and right-of-way, and approves CCOs and other documents. Any other delegations must be specifically authorized in writing.
- The Disadvantaged Business Enterprise Liaison Officer (DBELO) is responsible for implementing the requirements contained in the DBE Implementation Agreement for Local Agencies between Caltrans and Alameda CTC. The DBELO will have direct independent access to the Executive Director concerning DBE matters.
- The Employee in Responsible Charge for a particular phase or project is the Director of Project Delivery or other delegated staff.
- The Director of Project Delivery (Construction) oversees Alameda CTC's Construction Program.
- The Alameda CTC Contract Administrator is the Alameda CTC staff person who performs public contract administration duties including solicitation of administration, professional, and construction contractor services; assists in negotiating contracts and contract language; oversees and manages invoices; and monitors contract compliance.
- The Alameda CTC Project Manager is responsible for the delivery of a specific capital project or phase thereof. This position may be either a staff person or a consultant.
- The consultant Construction Management Team (CMT) will provide all construction management services necessary to assist the Alameda CTC Project Manager administer the construction of a specific project. During the design phase, and as required by Alameda CTC, the CMT may provide constructability review, independent cost estimates, outreach support, and risk monitoring documentation. On large complex projects, a Construction Management Project Manager (CMPM) may be provided by the CMT to oversee and be responsible for assisting with the advertisement, award, and administration of the construction contract and act as liaison between the CMT and Alameda CTC. A sample scope of services is provided in Appendix A.
- The Design Consultant serves as the Engineer of Record for a specific project and will provide design services during construction, complete as-built plans, and R/W documentation.

- Alameda CTC's Legal Counsel (Legal Counsel) is responsible for the legal review of processes, procedures and all related contracts associated with the construction administration of Alameda CTC projects.

Specific responsibilities for the various roles in construction contract administration are further described below.

1.3 Review and Updates

This guide is intended as a living document to be updated periodically to incorporate revisions, clarifications, and changing policies, laws, and procedures. The Executive Director is authorized to make changes to ensure compliance with contracting laws and as may be required to allow Alameda CTC's ability to accept external funds on its construction projects.

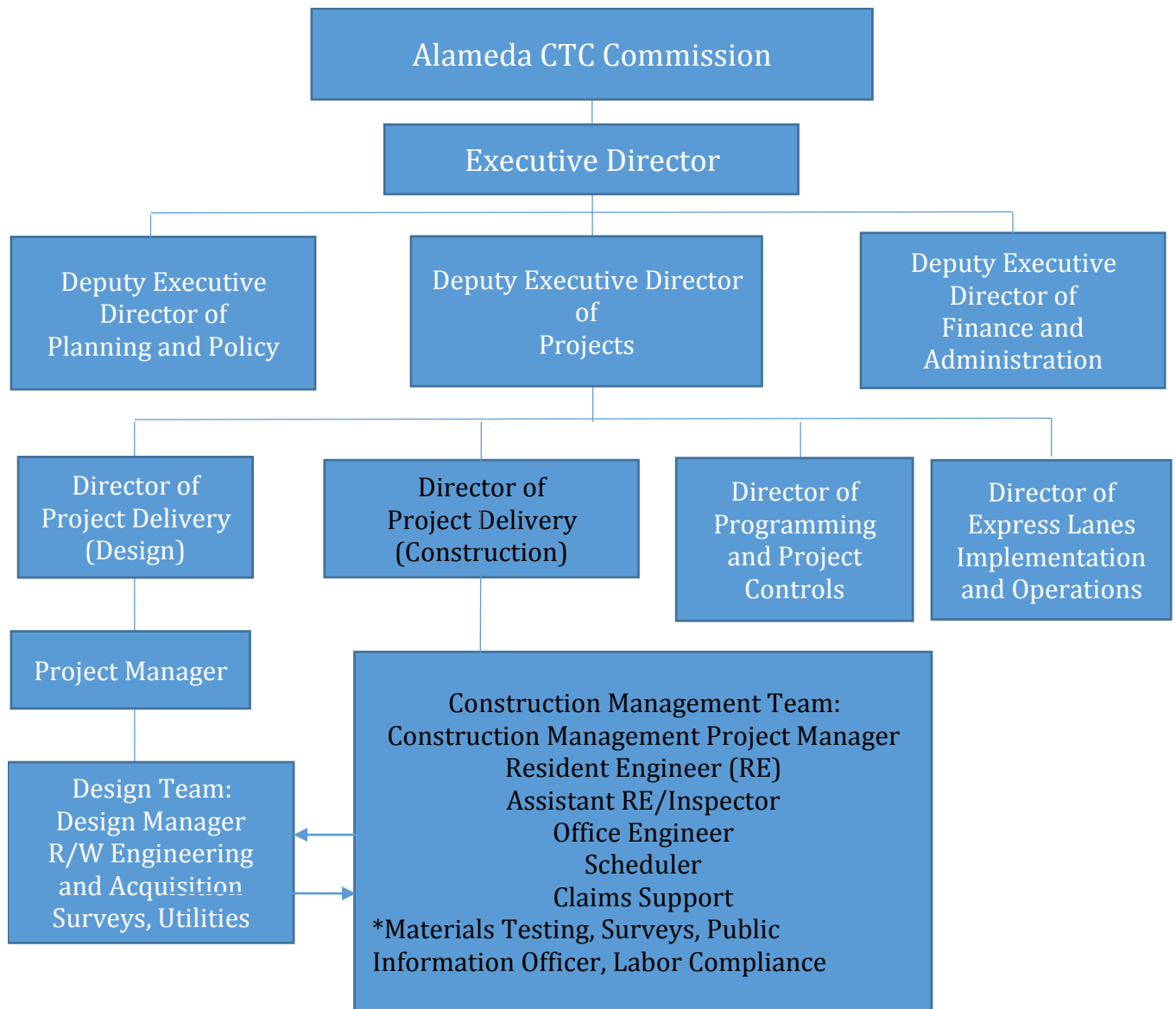


Figure 2: Organization

**May be performed under separate contract (s) or by Alameda CTC staff to most effectively deliver the project.*

2. Contract Advertisement

The CMT shall adhere to the applicable rules and regulations listed in Chapter 15, "Advertise and Award Project," of the Caltrans Local Assistance Procedures Manual (LAPM) including the following requirements set forth in this section.

2.1 Bidding Document Preparation

The Design Consultant, in coordination with the CMT, will prepare the bid documents, including project plans and specifications, based upon Alameda CTC's standard forms or other supplied materials. The Alameda CTC PM is responsible for the management of this effort and the administration of the design consultant's design services during construction phase.

The bid documents shall conform to the requirements of the funding sources, incorporate the appropriate provisions from the Caltrans Division of Local Assistance "Sample Boilerplate Contract Documents," and include the Alameda CTC LBCE Program or DBE goals as applicable. When the Alameda CTC LBCE Program is not required, the use of LBEs and SLBEs shall still be encouraged. For details and discussion on DBE considerations, refer to LAPM Section 9.

The need for a constructability and biddability review of the bid documents by the CMT will be considered by the Alameda CTC PM on a project by project basis. The Alameda CTC PM shall determine if all the constraints have been cleared and the funding in place to designate the project "Ready to List" (RTL). Constraints include items such PS&E complete, Right of Way (R/W) certification, permits obtained, and funding authorizations in place. Funding for each project may vary and all funding shall be authorized prior to the advertisement of the project.

The Alameda CTC Contract Administrator shall confer with the CPM to determine how many sets of bidding documents will be needed to advertise the project and the price for each set.

2.1.1 Contractor Outreach

Depending on the complexity and schedule of the project, general economic conditions, or other factors (such as specialty work or funding utilization goals) which may be considered as potential impacts to the competitive bidding process or to the number of potential bidders, the Alameda CTC PM may elect to conduct a contractor outreach session prior to advertising. The Alameda CTC PM in coordination with the CMT will coordinate the process for notifying the construction community of the event and perform the overall coordination of the outreach session.

2.2 Contract Advertising and Bidding

The Alameda CTC PM shall ensure that the Commission has authorized the agency to advertise and publicly open all bids received prior to advertising a contract for award. Any additional approvals from funding agencies must also be secured prior to advertisement.

The CPM shall prepare a Notice to Contractors (NTC) and will publish the NTC to the applicable bid boards, news publications, and Alameda CTC's website. Contractors from prior outreaches or from other related interest lists shall receive notice by email that the NTC has been published. The NTC should include the time, date, and location of a Pre-Bid Conference (see 2.2.2), if applicable. See Appendix F for a sample template. The advertisement period officially starts on the first date of such publication.

2.2.1 Bidding Document Distribution

The NTC shall include instructions to prospective bidders for obtaining the bid documents from Alameda CTC. The CPM shall review the current Alameda CTC approved list of builders exchanges and plan rooms (refer to Appendix E) and if the list does not adequately address the

project needs, obtain approval from the Alameda CTC PM for additional listings. The CMPM shall issue sets of the bid documents to builder's exchanges and plan rooms at no cost. NTC will accompany the bid document to the builder's exchanges and plan rooms. If bid documents are issued through local print services, the Alameda CTC Contract Administrator will coordinate with the print service to record the contact information of all purchasers of the bid documents. The Alameda CTC Contract Administrator, in coordination with the CMPM, shall maintain a current listing of all plan holders of record.

2.2.2 Pre-Bid Conference

The Alameda CTC PM will determine the need for the Pre-Bid Conference and whether attendance will be required in order to submit a bid. The purpose of a Pre-Bid Conference is to direct attention to any critical aspects of the project, to allow those prospective bidders to ask questions and to gauge contractor interest in the project. Low attendance at the Pre-Bid Conference may indicate a need for additional outreach efforts to ensure a sufficient number of bids are received. Minutes of the Pre-Bid Conference will be prepared (including the meeting sign-in sheet) will be provided to all attendees and all plan holders of record and also posted on the Alameda CTC website.

Considerations for a Mandatory Pre-Bid (MPB) may include: as a race-neutral measure for federally funded projects or unique features of a site or project that requires a site visit. The Alameda CTC PM will coordinate with the Alameda CTC Contract Administrator and CMT to conduct the Pre-Bid Conference.

For additional considerations and planning for a MPB, refer to Caltrans Mandatory Pre-Bid Guide (http://www.dot.ca.gov/obeo/docs/MPB_Guide.pdf).

2.2.3 Bidder Inquiries

The Alameda CTC Contract Administrator will be the single point of contact for bidder inquiries throughout the advertising period. The NTC will include specific instructions for submitting bidder inquiries. Bidder inquiries will be accepted no later than 5 p.m. six working days prior to bid opening date.

The Alameda CTC Contract Administrator will provide the bidder inquiries to the CMPM, who will work with the Design Consultant to develop a response for the Alameda CTC PM. The Alameda CTC PM will seek input and approval from Legal Counsel and then provide the approved response to the Alameda CTC Contract Administrator for distribution. The Alameda CTC Contract Administrator, in consultation with the CMPM, will ensure that all bidder inquiries and responses are recorded and transmitted to all plan holders of record generally not less than 5 p.m. four working days prior to bid opening. The intent of this requirement is to provide the bidders sufficient time to respond and/or address the bidder inquiries or to postpone the bid submittal, if necessary.

2.2.4 Addenda

If matters or questions arise during the advertisement period that are deemed to require clarifications of the bidding documents, the CMPM, with appropriate assistance from the Design Consultant, will prepare an addendum for the Alameda CTC PM to review. Once the Alameda CTC PM and Legal Counsel have reviewed and are satisfied with the addenda, it will be transmitted to the Commission Engineer for approval and signature. The Commission Engineer will provide the approved addenda to the Alameda CTC Contract Administrator who will then issue to all plan holders of record and post it on the Alameda CTC website. Addenda should generally be issued no later than 5 p.m. four working days prior to bid opening.

2.2.5 Bid Submittal and Receipt

The NTC will instruct bidders to submit their sealed bids to the Alameda CTC Contract Administrator at the Alameda CTC offices during normal business hours and prior to the time specified. The Alameda CTC will not accept bids after the specified time. The Alameda CTC Contract Administrator will be responsible for safeguarding all accepted bids. As bids are received, they shall be logged in and stamped with the time and date and assigned a bid number or ID. The bids shall be retained in a secure place until the designated time when they are publicly opened. Negotiation with contractors during the period following the opening of bids and before the award of contract shall not be permitted.

2.3 Bid Opening

The Alameda CTC Contract Administrator will oversee the public opening of all bids at the time and location stated in the Notice to Contractors. Changes, if any, to the originally specified bid opening time or location will only be made by addendum. All bids received in accordance with the terms of the advertisement shall be publicly opened and announced by total amount. If any bid received is not read aloud, the name of the bidder and the reason for not reading the bid aloud shall be publicly announced. The Commission Engineer shall adhere to the rules and regulations as listed in Chapter 15, "Advertise and Award Project," of the Caltrans LAPM related to the bid opening of construction contract bids. A bid summary will be prepared by the CMPM. A sample bid summary is shown in Appendix F.

2.3.1 Collection of Bid Escrow Documents

If the Contract Specifications require Escrow Bid Documents, the lowest three bidders shall be required to submit their Escrow Bid Documents. These documents shall be collected by the Alameda CTC Contract Administrator and/or the CMPM at the time of bid submittal.

2.4 Bid Analysis

Following the bid opening, the CMPM will check on the status of all bidders' contractor licenses and ensure that the bids are analyzed for irregularities (e.g., errors, discrepancies, and omissions), as well as conformance with Alameda CTC's LBCE Program or the Caltrans DBE requirements as applicable and other funding agency's policies included in the bid documents. The CMPM shall use Caltrans LAPM Form 15-I to determine if the bidder's proposals are responsive.

If any bid contains irregularities which could affect the determination of the lowest responsible and responsive bidder, the CMPM will notify the Alameda CTC PM and the Commission Engineer. Legal Counsel will be consulted to provide a recommendation to the Commission Engineer, who will make the final determination with respect to accepting or rejecting the bid. For more detailed discussion on additional considerations, refer to LAPM Sections 15.5 and 15.6.

2.5 Bid Rejection

Upon completion of the bid analysis, the Commission Engineer may recommend the rejection of any or all bids. In addition to rejection for non-responsiveness, this may occur, for instance, if all bids greatly exceed the Engineer's Estimate or there is only one bid. The Commission Engineer, in consultation with Legal Counsel, may determine that rejection of any or all bids is in Alameda CTC's best interest. The Commission Engineer will advise the Executive Director of the staff recommendation. Information and recommendations for next steps shall be presented to the Programs and Projects Committee (PPC) and the Commission for approval.

2.6 Notice of Intent to Award

Following the bid analysis, the CMPM will prepare a "Notice of Intent to Award" letter to all bidders for the Commission Engineer's signature. This Notice formally notifies all bidders of Alameda CTC's intent to award the construction contract to the apparent responsible and responsive low bidder and delivery of the Notice marks the beginning of the Bid Protest period. This Notice must be provided to all bidders in accordance with the timelines required by the Bid Protest Procedure included in Appendix B and sufficiently in advance of the target award date.

2.7 Bid Protests

Any prime bidder may submit a Bid Protest within five (5) working days after the bid opening date as specified in the Alameda CTC's Bid Protest Policy available in Appendix B. Bid Protests will be considered and processed in accordance with this Policy. Any Bid Protest which fails to meet the deadlines or criteria set forth in the Policy will be rejected as required by the Policy.

3. Contract Award and Execution

The CMT shall adhere to the applicable rules and regulations listed in Chapter 15, "Advertise and Award Project," of the Caltrans Local Assistance Procedures Manual including the following requirements set forth in this section.

3.1 Contract Award

Following the completion of the bid analysis and resolution of any bid protests or irregularities, the CMPM will prepare a Draft Staff Report for the Alameda CTC PM and Commission Engineer reviews, recommending that the Commission approve the award of the contract to the lowest responsible responsive bidder. The Draft Staff Report will state the contract amount and will authorize the Executive Director to execute the contract in accordance with Section 3.2. The Draft Staff Report also will recommend authorizing the Executive Director to prepare and sign any other documents necessary to execute the contract and discuss the status of the project budget and the construction allotment.

The award of the contract will be placed on the upcoming PPC agenda and, provided the PPC recommends award, the matter will be agendaized for the upcoming Commission meeting. However, in the event that the bid analysis and resolution of irregularities cannot be concluded prior to the PPC meeting, staff may bring the contract award item directly to the Commission, or if previously authorized, to the Executive Director.

3.2 Contract Execution

Once the Commission has awarded the contract, the Alameda CTC Contract Administrator, in coordination with the CMPM, will prepare a Notice of Award letter to the selected contractor for the Commission Engineer's signature. This letter will include instructions for the contractor to submit any additional required information, including but not limited to insurance certificates and endorsements, within a specified time frame in order to facilitate the execution of the construction contract.

The Alameda CTC Contract Administrator, with assistance from the CMT, will review all documents submitted by the contractor. When all requirements have been satisfied, the Alameda CTC Contract Administrator will route the contract for approval. Once the contract is fully executed, the Alameda CTC Contract Administrator will distribute the fully executed originals and copies of the contract.

4. Post Award

Post award is defined as the tasks to be performed after award and before and including Notice to Proceed (NTP).

The Alameda CTC Contract Administrator is responsible for ensuring bid security documents are returned to all bidders at the appropriate time.

The CMT shall adhere to the applicable rules and regulations listed in Chapter 16, "Administer Construction Contracts," of the LAPM including the following requirements set forth in this section.

4.1 General

Once the construction contract has been awarded, the CMT has the primary responsibility to administer the construction contract, which includes providing individuals or team members to serve as a Resident Engineer (RE), office engineer (OE), construction surveyors, materials testers, and field inspection staff, as necessary.

The RE will be responsible for setting up the document control and filing system and will also be the focal point of all communications.

The CMT will monitor and verify that all insurance, bonds, and other materials required of the contractor are submitted in a timely manner and are kept current and will be responsible for monitoring the contractor's labor compliance practices. The CMT will communicate the status of the above to the Alameda CTC Contract Administrator.

Following contract award and through contract acceptance, the CMT will be Alameda CTC's primary interface with the contractor. All routine communications with the contractor will be through the CMT, led by the RE. The CMT will coordinate with surveyors, materials testers, and with other stakeholders and project participants, as necessary. The CMT shall also perform a Pre-Construction Survey of the project site to confirm site conditions prior to start of work. This includes documenting the pre-existing conditions of all facilities that have the potential to be affected by the Contract Work. The Pre-Construction Survey may include but is not limited to written descriptions and photographs and/or videotapes that are to supplement pre-construction documentation. The CMT shall follow the rules and regulations listed in Chapter 16, "Administer Construction Contracts," of the Caltrans LAPM, as applicable, and/or other local jurisdiction requirements, if appropriate.

4.2 Pre-Construction Conference

Once the contract has been executed, the Commission Engineer, in coordination with the Alameda CTC PM and the Alameda CTC Contract Administrator, will authorize the RE to issue a Notice of Pre-Construction Conference to the Contractor. The Notice of Pre-Construction Conference may be included in the Notice of Award.

The purpose of the Pre- Construction Conference is to ensure that the contractor is well informed regarding important contract issues, submittals, sanctions for non-compliance with local, state, and federal requirements and other specific project concerns. The Resident Engineer will lead the discussion, and at a minimum, address the following topics: Safety, EEO, Labor Compliance, Subcontracting, Environmental Mitigation requirements, and any potential traffic or pedestrian handling issues. The RE will prepare and distribute the minutes of the meeting within one week of the Pre- Construction Meeting.

4.3 Notice to Proceed

The Alameda CTC Contract Administrator, with concurrence from the Commission Engineer and the Alameda CTC PM, will authorize the RE to issue an NTP to the contractor. The NTP will establish the start date for construction and the projected completion date based upon the number of

allowable days stated in the contract (the basis to calculate any liquidated damage penalties). The contractor is expected to start work within the timeframe specified in the contract.

4.4 Prepare Quality Management Plan

Prior to the start of construction, the CPM will utilize the Alameda CTC's Quality Assurance Program (QAP) as a guide to develop a project specific Quality Management Plan (QMP). The QMP shall be submitted to the Commission Engineer for review and approval.

5. Construction Phase

The CMT shall adhere to the rules and regulations listed in Chapter 16, "Administer Construction Contracts," of the Caltrans LAPM, as applicable, including the following:

5.1 General

During the construction phase, Alameda CTC's responsibilities under the construction contract will be administered and/or monitored primarily by the CMT. The CMT shall develop a communication plan to ensure stakeholders are kept informed and issues are addressed in a timely manner.

Partnering is encouraged, whether formal or informal, on all projects. Formal partnering can be most effective on large or complex projects that require the careful coordination of construction activities between groups of stakeholders, with potentially competing goals and objectives, to obtain the project results desired. If formal partnering is employed on a project, all partnering costs are shared equally between Alameda CTC and the contractor. The Alameda CTC PM will determine if formal partnering is warranted.

5.2 Construction Progress Meetings

The CMT will conduct weekly Construction Progress Meetings with the contractor, Alameda CTC PM and affected agency/jurisdiction stakeholders, as appropriate. Other members of the project team will be included on an "as needed" basis. The objective of these meetings is to keep the project on track by reviewing the schedule, coordinating upcoming work, update status on submittal and RFIs and resolving issues as quickly and economically as possible.

5.3 Progress Payments and Reporting

The contractor shall submit a request for payment with all supporting documentation on a monthly basis. Upon review, verification and approval, the RE will prepare and submit a construction progress payment estimate (PPE) request to the Alameda CTC PM in the format shown in Appendix F for approval. Unless otherwise specified in the contract, upon the RE's determination that the contractor's PPE request is complete, Alameda CTC shall issue payment within 30 days.

The CMT will prepare a monthly status report which includes 1) status of the construction contract and work completed 2) anticipated major activities in the month ahead 3) each CCO approved since the last report with a cost of \$50,000 or greater or a time extension greater than 20 working days or 10% of the original contract time, whichever is greater; number of working days by reason of weather do not apply; 4) the overall status of CCOs; and 5) the status of the project budget. See Appendix F for a report sample and log of approved, submitted and anticipated CCOs. The CMT will also provide the Alameda CTC PM with a cash flow projection through the completion of the project and will manage construction risks through active monitoring and reporting of construction risks listed on the project's risk register.

5.4 Public Outreach

When deemed appropriate by the Alameda CTC PM, the CMT will provide a public outreach program which may include, the establishment and monitoring of a hotline; flyer mail-outs notifying nearby residences and businesses of changes in traffic flow, detours, lane closures, night work and overall status of the project; press releases to describe the general progress of work; and community meetings to address specific construction impacts and concerns. Each project will require public outreach tailored to the project's scope, location and impact on the community.

5.5 Alameda CTC Notification of Extraordinary Circumstances

In the event of a significant safety event, such as an unforeseen utility issue, private property encroachment, or other issues of public safety or concern, the CMT will notify the Commission Engineer immediately of the incident and will email and provide hard copies of any incident reports to the Commission Engineer, as soon as they are available. The CMT will keep the Commission Engineer apprised of the progress of resolution, as appropriate. Verbal notification is acceptable; however, must be followed with formal written communications and documentation. If the media becomes involved, all dealings with the media will in accordance with Alameda CTC procedures for dealing with the media.

5.6 Contract Change Orders

CCOs will be negotiated in compliance with the contract and the specifications.

The RE will submit with each CCO, a CCO Memorandum which contains a more complete discussion of the issue and its ramifications. The memorandum is intended for interagency use and should be sufficiently detailed to explain and justify the change and such that an auditor should be able to read and independently understand the reasons for the work and the reasonableness of the compensation and time adjustments.

The Alameda CTC PM will review the CCO and CCO Memo and certify that there is sufficient funding within the construction allotment for the CCO. In addition to approval by the Commission Engineer, approvals, concurrence, or notifications may be required from funding and/or permitting agencies. A sample of the CCO and CCO memo are shown in Appendix F.

5.7 Resolution of Disputes

If a dispute arises, the process for resolution of the claim will be in accordance with the contract language and the special provisions. Alameda County Transportation Commission will make every effort to resolve claims fairly and expeditiously. The Alameda CTC has the option of considering one or more claims resolution processes for inclusion in the contract documents:

1. Caltrans claims resolution process
2. Mediation
3. Arbitration
4. Dispute Review Board

Some of the above processes are explained in detail in the Caltrans Construction Manual, Section 5-4 "Disputes".

5.8 Authorized Budget Amount Increases

The CMT will be responsible for maintaining records of the actual or expected costs of all approved, pending and potential CCOs and all potential claims and trend information to forecast potential overruns in budget or schedule. On a monthly basis, the CMT will report to the Alameda CTC PM the expected combined cost of these items and the base contract.

The CMT will be held accountable to the construction capital contingency established at the time of award. When the Estimate at Completion exceeds 10% of the construction allotment, the CMPM shall notify the Alameda CTC PM and provide a plan to bring the project within cost or recommend an increase to the allotment. In the event project contingencies are inadequate, the Alameda CTC PM shall inform the Commission and provide details on options available to complete the project.

5.9 Construction Staffing

Based on the size and complexity of the project, the Alameda CTC PM shall determine the staffing required to effectively manage the project.

Typically, a project will have a CMPM, an RE, an Assistant RE, an OE, and at least one inspector. For smaller projects, some roles may be combined as follows: CMPM/RE and Assistant RE/OE/Inspector.

At the discretion of the Alameda CTC PM, any or all of the roles on a project may be deemed non-essential and eliminated or reduced to part-time support.

5.10 Materials Testing

Alameda CTC does not have in-house resources for testing and inspection of materials. Provision of such services and requirements of the QAP (Appendix C) must be arranged prior to advertising a project and addressed appropriately in the construction documents.

5.11 Surveying

Construction activities may require coordination with the Design Consultant to capitalize on work products that could be used for the closeout of the Project.

6. Construction Close-Out

The CMT shall adhere to the applicable rules and regulations listed in Chapter 17 "Project Completion" of the Caltrans LAPM including the following:

6.1 Safety Review

Near the completion of the project prior to acceptance, a review of the project will be held with the focus on safety issues associated with the newly constructed facility. The review will be led by the RE and may include the Design Consultant, and other representatives from the facility owners (e.g. Caltrans, Cities, Operators, Utilities, etc.). Items of concern that the parties agree need to be addressed will be documented and resolved to the satisfaction of all parties.

6.2 Substantial Completion and Final Inspection

When the contract work nears substantial completion, the RE will schedule a final inspection of the project. Participants, at a minimum, will include the Alameda CTC PM, CMT, the jurisdiction(s) with the ultimate ownership/maintenance/operations responsibilities, and the contractor. The RE will develop a punch list and transmit it to the contractor with copies to all participants and interested stakeholders. All items on the punch list must be addressed prior to contract acceptance.

6.3 Project Acceptance and Final Payment

Once the contractor has satisfactorily completed all punch list items and has completed all project closeout requirements in accordance with the contract, the RE will notify the Alameda CTC PM. The

RE in coordination with the Alameda CTC PM, will confirm that the contract work has been completed to the satisfaction of the affected agencies, and request a relief of maintenance and closeout with the permitting agencies. On larger more complex projects, relief of maintenance may be granted by a jurisdiction as major milestones are completed. No further actions will proceed towards project closeout until the project is formally accepted in writing by all the permitting agencies. The RE, in conjunction with the contractor, will then prepare and forward the final pay request to the Alameda CTC PM for processing and final payment. The final payment should also include the appropriate final utilization reports (e.g. SBE, LBE, DBE, etc.) as may be required by the funds used for the contract. Prior to recommending final payment to the prime contractor, the Alameda CTC PM will consult with the Commission Engineer and/or legal counsel to ensure all matters are fully resolved.

The Alameda CTC Contract Administrator will review the contract to ensure that all contractual obligations have been met. Upon completion of all reviews, the CMT will prepare a Staff Report recommending contract acceptance by the Commission.

6.4 Release of Retention

Within ten days following notice to the Contractor that Alameda CTC has accepted the contract work as complete, the Alameda CTC Contract Administrator will record a Notice of Completion (NOC) with the County Recorder.

At the expiration of the statutory period, following publication of the NOC, if no Stop Notices have been filed against the project, the Commission Engineer will authorize the release of the contractor's retention, in accordance with the specifications. The contractor can request release of retention in a phased fashion for the Commission Engineer's consideration. If any liens have been filed, the Commission Engineer, will authorize the release of the contractor's retention less the amount of all liens and will refer the matter to the Alameda CTC's Legal Counsel for resolution.

6.5 Project Completion Report

At the conclusion of the project, the CMT will prepare and submit a Project Completion Report, in accordance with the LAPM and all applicable closeout forms and documentation.

The CMT will also prepare closeout submittal binders with all project related files, documents, warranties, guarantees, installation manuals, operating manuals, and keys and provide the binders to the appropriate jurisdiction stakeholders and/or facility maintenance staff. All project documents shall be transferred to Alameda CTC within 90 days of acceptance of the Project Completion Report.

The above project documentation shall be stored in accordance with Alameda CTC's Retention Policy.

7.0 Project Closeout

The Alameda CTC PM with assistance from the Design Consultant and CMT will ensure that all project close-out activities are completed, including but not limited to:

1. Completion of As Built plans
2. Report of Final Expenditures
3. R/W acceptance
4. Permit compliance and certification
5. Documentation of Lessons Learned

Appendix A - Sample CM Scope of Work

Services related to Construction Administration

CONSULTANT shall generally provide resources to ensure projects are constructed in accordance with the Plans, Specifications, and Estimates (PP&E) and compliance with laws, funding requirements, and other project constraints. Anticipated resources include Resident Engineer, Assistant Resident Engineer, Office Engineer, Qualified Inspectors (e.g.: Materials, Electrical, Structural, Roadway), Scheduler, Public Information Officer, Construction Staking, Materials Inspection, and Claims Expert to effectively administer the project through completion of the project.

1. Perform field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
2. Perform all construction administrative activities, including correspondence, construction phase records (e.g. diaries, requests for information, notice of potential claims, statement of working days, project photos), accounting and document control.
3. Manage job site safety.
4. Review and monitor the construction schedule. Develop alternative schedules to expedite the work, monitor and evaluate the contractor's progress, and evaluate construction claims.
5. Review submittals (e.g. falsework, detours and staging plans) from the contractor and oversee the submittal process including obtaining necessary approvals from the designer and other impacted stakeholders as may be required (e.g. Caltrans, jurisdiction, permit agencies).
6. Evaluate, negotiate, recommend, and prepare change orders.
7. Prepare and recommend progress payments.
8. Perform Labor Compliance and Field Reviews to ensure compliance. May also include Review of Contractor's Certified Payroll, Labor interviews, etc.
9. Ensure contractor's compliance with the requirements of the state and local agencies, including encroachment permits, business licenses, regulations, etc. Provide proactive on-site coordination with utility owners (e.g. PG&E, AT&T, and UPRR) and construction contractors. Coordinate installation and testing services with the utility owners and contractors, as needed.
10. Implement Alameda CTC's QAP and ensure all reports, calculations, measurements, test data and other documentation on forms specified by or otherwise acceptable to Caltrans and Alameda CTC.
11. Schedule, manage, perform and document all field and laboratory testing services. Material testing shall conform to the requirements and frequencies as defined in the Caltrans Construction Manual and the Caltrans Materials Testing Manuals.
12. Provide final inspection services, including testing and installed facilities.
13. Provide specialty material testing and source inspection & testing required for materials and equipment manufactured off-site.

14. Prepare the red-lined as-built plans and ensure that the red-line changes are incorporated by the design engineer into the final electronic version of the as-built plans.
15. Procure agency-furnished items to minimize schedule and cost impacts to the project.
16. Obtain and manage storage, control inventory, and release of materials to contractors in a secure and timely fashion.
17. Perform project closeout activities, including preparation of the final construction project report, and filing of the notice of completion as necessary.
18. Host and/or facilitate meetings including preparation of all materials and staffing as may be required (e.g. Contractor progress meeting, Partnering Sessions, Stakeholder progress meetings and/or field visits, resource agency site visits, and outreach to impacted property owners/communities).

Equipment/Tools/Supplies/Facilities/Special Considerations

1. As may be required, secure a facility and all necessary equipment (e.g. copier, desks), nearby the project site to accommodate the CMT. This may be considered as reimbursable other direct costs if not already included in CONSULTANT overhead.
2. CONSULTANT shall provide the necessary equipment, tools and supplies to provide the required services. This may include cell phones, laptops, vehicles equipped for construction activities, laths, manuals, office supplies, safety gear, etc. These may be considered as reimbursable other direct costs if not already included in CONSULTANT overhead.
3. As may be required, CONSULTANT shall secure special permits, fees, and insurance to access worksite (e.g. Union Pacific Railroad).

Availability: The CMT shall be generally accessible during Alameda CTC's hours of operation and as dictated by the Contractor's activities which may be conducted at night and during weekends and/or holidays.

Appendix B: Alameda CTC Bid Protest Procedure

1. Bid Protest Procedure

1.1 Application

The Bid Protest Procedure shall apply to Bid Protests, as such term is defined herein, relating to all contracts for construction of public works projects and associated procurements that are to be awarded by the Alameda County Transportation Commission (Alameda CTC) by competitive sealed bid.

1.2 Definitions

For the purpose of this procedure, the following definitions apply:

- a) "Alameda CTC" means the Alameda County Transportation Commission, which is located at 1111 Broadway, Suite 800, Oakland, CA 94607.
- b) "Bid Protest" means a protest filed by a Bidder on a contract in accordance with the provisions of this Policy, which protest (i) claims that one or more Bidders on the contract should be disqualified or rejected for any reason; (ii) contests an Alameda CTC staff recommendation to award the contract to a particular Bidder; or (iii) contests an Alameda CTC staff recommendation to disqualify or reject the Protesting Bidder. Only a Bidder on a Contract or such Bidder's authorized representative may file a Bid Protest.
- c) "Bidder" means any person or firm that submits a bid on a Contract.
- d) "Contract" means any applicable contract as described in Section 1 of this Policy.
- e) "Protested Bidder" means a Bidder on a Contract which the Bid Protest claims should be disqualified or rejected.
- f) "Protesting Bidder" means a Bidder on a Contract, or such Bidder's authorized representative, who files a Bid Protest on the Contract in accordance with the provisions of this policy.
- g) "Working day" means a regular working day, excluding Saturdays, Sundays and holidays observed by the Alameda CTC.

1.3 Notice Procedures

All notices and other communications required or desired to be given under this Policy shall be in writing and shall be deemed duly given: (a) when delivered, if personally delivered to the recipient; (b) on the first working day following delivery to an overnight delivery service (e.g., FedEx), provided delivery is confirmed by the delivery service; and (c) on the earlier of actual receipt or two (2) working days following deposit in United States registered or certified mail, postage prepaid and return receipt requested, addressed to the parties as set forth below.

Additionally, in the case of notices sent by Alameda CTC, notices shall also be deemed duly given when transmitted by facsimile during normal business hours, provided such facsimile device is capable of generating a written confirmation of such transmission and receipt and an original is deposited in first class mail, postage prepaid, within one (1) working day thereafter addressed as set forth below.

Notices addressed to the Alameda CTC under this Procedure must be addressed and delivered to the Alameda CTC as provided below:

BID PROTEST – CONTRACT NUMBER
c/o Alameda CTC Contract Administrator
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607

Notices sent to any bidder under this Procedure shall be sent to the notice or business address and facsimile number set forth in such bidder's bid package. Any bidder may change its address for notices by giving written notice to the Alameda CTC in the manner set forth above.

2.4 Form of Bid Protest

Any Bid Protest shall be in writing and shall provide the name, address, telephone number, and facsimile number of the Protesting Bidder and shall identify the Contract to which the Bid Protest pertains, including the Contract number and the date that bids for such Contract were received by the Alameda CTC. The Bid Protest shall identify and explain the factual and legal basis for the protest, and shall include by attachment to the Bid Protest, any written material that the Protesting Bidder wishes to have considered in connection with the protest. Any Bid Protest that fails to meet these requirements shall not be considered.

2.5 Submission of Bid Protest to the Alameda CTC

Any Bid Protest must be received by the Alameda CTC no later than 4:00 PM on the fifth (5th) working day following receipt by the Protesting Bidder of written notice from the Alameda CTC's issuance of the Notice of Intent to Award. Bid Protests received by the Alameda CTC after the deadline or which do not otherwise comply with the requirements of this procedure shall not be considered. Bid Protests shall be submitted to the contact and address specified in Section 3, Notice Procedures (except as may otherwise be stated in the Notice of Intent to Award the Bid).

2.6 Investigation by Staff

If a Bid Protest is properly filed, Alameda CTC staff will promptly provide a copy thereof to the Protested Bidder. The Commission Engineer, the Alameda CTC Project Manager, the Alameda CTC Contract Administrator and the Construction PM will thereafter review the facts and circumstances of the protest. Upon request from staff, each Bidder shall promptly provide additional information necessary for staff to conduct its review of the Bid Protest. Staff may, but shall not be obligated to, hold a meeting or meetings in order to obtain additional information and to seek to resolve the matter. In such event, staff shall give notice to the Protesting Bidder and the Protested Bidder, indicating the time and place of the meeting, which notice may be provided by facsimile. If the Protesting Bidder fails to attend any meeting following not less than three (3) working days' notice, the Bid Protest will be deemed withdrawn and shall no longer be considered by the Alameda CTC.

2.7 Response to Bid Protest

At the conclusion of its review, the Alameda CTC Contract Administrator, in coordination with the Alameda CTC PM and Construction Project Manager, will provide the Protesting Bidder and the Protested Bidder written notice of the staff's recommendation with respect to the Bid Protest, which notice will include a statement of staff's recommendation and a clear explanation. The notice may be given by facsimile. No later than 4:00 P.M. on the third (3rd) working day following the date such notice is received, if either Bidder has an objection to the recommendation, such Bidder shall provide written notice to the Alameda CTC requesting a hearing on the Bid Protest. If no such notice is

received, the recommendation of the staff shall be deemed accepted by the parties, and the recommendation shall be forwarded to the Alameda CTC Commission for action.

If a request for hearing is received in accordance herewith, the matter shall be referred to a Bid Protest Panel consisting of three persons knowledgeable with respect to matters related to public contracts and bid protests, and at least one person shall not be Alameda CTC staff. The Executive Director shall select the panel members and designate one panel member as the Chair. The Executive Director will endeavor to pick panelists that do not have, or have not had, financial interest or employment with either the Protesting Bidder or Protested Bidder within the past 5 years. The Chair of the panel shall promptly convene the panel to hear the Bid Protest. The Protesting Bidder and the Protested Bidder shall be provided a minimum of five (5) working days' notice of the time and place of the hearing.

The Bid Protest and staff's recommendation regarding the Bid Protest shall be submitted to the Panel for consideration at the hearing. Following the hearing, the Panel shall do one of the following:

- a) Accept the recommendation of staff as submitted,
- b) Amend the staff recommendation, or
- c) Recommend the rejection of all Bids.

The decision of the Panel is final with respect to the disposition of the Bid Protest. The Panel's recommendation will be forwarded to the Commission. Thereafter, the Alameda CTC Commission's role is limited to either awarding the contract as recommended by the Panel or rejecting all Bids.

Appendix C: DBE Review Process

The Employee in Responsible Charge will evaluate the GFE for any of the three apparent low bidders that did not achieve the DBE goal specified in the contract. A report shall be prepared in the format and instructions contained in **Exhibit 9-E “Sample Evaluation of Good Faith Efforts”** of the LAPM. The report shall be reviewed and approved by the Alameda CTC Executive Director or designee.

Administrative Review and Reconsideration

If it is determined that the apparent successful bidder has failed to meet the DBE goal and the GFE requirements, the apparent successful bidder will have the opportunity for administrative reconsideration in accordance with 49 CFR 26.53 as follows:

1. The apparent successful bidder must provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so within five working days of notification by Alameda CTC that it has failed to meet the GFE requirements.
2. The reconsideration will be made by Alameda CTC staff designated by the Executive Director that did not take part in the original determination that the apparent successful bidder failed to meet the goal or make adequate good faith efforts to do so.
3. The apparent successful bidder will have the opportunity to meet in person with the reviewer to discuss the issue of whether it met the goal or made adequate good faith efforts to do so.
4. The apparent successful bidder will be provided a written decision on reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so.
5. The written decision on reconsideration is deemed final and not appealable as a Bid Protest or in any other form.

Appendix D: Alameda CTC Quality Assurance Program



Quality Assurance Program

1.0 Purpose

This Quality Assurance Program (QAP) is a sampling, testing and inspection program that will provide assurance that the materials and workmanship incorporated into the Alameda County Transportation Commission (Alameda CTC) street and highway construction projects are in conformance with the contract specifications.

The main elements of the QAP are procedures for:

- Inspection of workmanship and materials
- Acceptance Testing (AT)
- Independent Assurance Sampling and Testing (IAST)
- Testing of Manufactured Materials

This QAP will guide the development of a project specific QAP for each construction contract administered by the Alameda CTC. This QAP should be updated every five years or more frequent if there are changes to the testing frequencies or to the tests themselves. Changes to this QAP required by state and federal regulations shall be deemed incorporated herein.

2.0 Applicability

Alameda CTC administered projects that are:

2.1 On- National Highway System (NHS) projects are governed by Caltrans QAP detailed in the following manuals and guides:

- **Construction Manual**
- **Construction Manual Supplement for Local Agency Resident Engineers**
- **Local Agency Structure Representative Guidelines**
- **Independent Assurance Manual**

Additionally, the Caltrans Standard Specifications (CTSS) must be part of the (PS&E). Test methods used must be as specified in the CTSS and special provisions.

2.2 Off-NHS, federally funded projects are governed by the procedures in this QAP. Its use is mandatory for Federal-aid projects and is recommended for other Alameda CTC street and highway projects. This local QAP is based upon the requirements for local QAPs contained in the aforementioned Section 16.11. Federally funded projects that mix on-and-off-NHS sites will utilize the Caltrans QAP.

3.0 Responsibilities of Implementation

This QAP does not supersede any provisions in the technical specifications. The Alameda CTC Project Manager, with assistance from the Alameda CTC's Consultant Construction Management Team, will ensure that a project specific QAP is prepared and on file for the project.

The Resident Engineer (RE) will ensure that the correct criteria is used as specified in the contract and that any changes must be reflected in an approved CCO.

The Commission Engineer will ensure that Alameda CTC project delivery staff and consultants apply this QAP and that the QAP is updated as required and fulfills the requirements stated in Chapter 16 – Administer Construction Contracts of the Caltrans Local Assistance Procedures Manual (LAPM) that each local agency must adopt a QAP that has been reviewed by the Caltrans District Local Assistance Engineer for federal-aid projects off the National Highway System. Caltrans will not process a Request for Authorization for Construction without verification of an adopted QAP.

4.0 Testing Required

This local QAP describes procedures for three types of required testing, described as follows:

- a. Acceptance Testing – procedures for regular testing of materials entering a construction project to verify that the materials, or products, comply with contract specifications or standards.
- b. Independent Assurance Sampling and Testing – procedures to verify that acceptance testing is being performed correctly by:
 - 1) Verifying that equipment used for acceptance is properly calibrated and in good working condition.
 - 2) Witnessing sampling and testing by the Acceptance Tester.
 - 3) Splitting material samples and comparing the test results between the Acceptance Tester and Independent Assurance Sampler and Tester.
- c. Testing of Manufactured Materials – procedures for inspecting, accepting and testing of manufactured and prefabricated materials either by source inspection, job site inspection, or certificate of compliance.

5.0 General Procedures and Requirements

Sampling and testing shall follow these general procedures:

- 5.1 **Construction Documents.** Alameda CTC does not have in-house resources for testing and inspection of materials. Provision of such services and requirements of this QAP must be arranged prior to advertising a project and addressed appropriately in the construction documents.

5.2 **Sampling and Testing Options.** Alameda CTC may select from the following sources to perform sampling and testing:

- Another agency's laboratory
- Caltrans' laboratory
- Private consultant laboratory

Non-Caltrans laboratories shall have a QAP that meets LAPM-16.11 requirements.

5.3 **Engineering Charge.** All laboratories shall be under the responsible engineering management of a California registered professional engineer who shall certify results of tests performed under his/her supervision.

5.4 **Contractor Influence.** The contractor shall not select or exercise any authority over the laboratory utilized.

5.5 **Certification of Laboratory Personnel.** The certification requirements of LAPM-16.11 shall apply. Generally:

- Current certification is required for the following sampling and testing personnel: construction management/inspection, local agency, and consultant laboratory.
- For on-NHS projects, certification shall be a "Certificate of Proficiency for an Acceptance Tester" (MR-0111), issued to an individual by the Caltrans District Materials Engineer or his designee, based either on Caltrans training, or on submittal of evidence of non-Caltrans training, experience or certification such as the "National Institute for Certification in Engineering Technologies" (NICET).

For off-NHS projects, certification of personnel for AT and IAST shall be either Caltrans (MR-0111 or MR-0100), NICET, or certificate with equivalent information as found on form MR-0111.

- Certificates for personnel on a project shall be retained in the Resident Engineer's (RE) project files.

5.6 **Laboratory Equipment Calibration.** Alameda CTC shall obtain documentation of consultant laboratory's calibration of its equipment in accordance with LAPM-16.11 and nationally recognized calibration standards. The laboratory is responsible for performing the calibrations and providing such records to Alameda CTC. Calibration records shall be provided to the Caltrans District Materials Engineer upon request.

Calibration of laboratory equipment and field test equipment (e.g. sand cones, scales, moisture test, slump cones, air meters) shall occur prior to use on a construction project and on regular, appropriate intervals not exceeding one year.

5.7 **Cost Recovery.** Materials testing and sampling costs are eligible to be charged to the construction engineering phase of the project.

- 5.8 **Buy America Certification.** Steel and iron products incorporated into the project must comply with Buy America requirements of the Code of Federal Regulations.
- 5.9 **Compliance.** Failure to comply with the local agency QAP may result in loss of Federal funds.
- 5.10. **Records.** Alameda CTC's and CMT's QAP material records of samples and tests, material releases, and certificates of compliance for a project shall be incorporated into the RE's project file. For Federally funded projects, records must be available for inspection by Caltrans and FHWA for a period of three years after the date of the last reimbursement received.
- 5.11 **Project Certification.** Upon project completion, the RE shall complete and sign a "Materials Certificate" (Caltrans LAPM Exhibit 17-G). The Certificate shall be submitted to the Caltrans Local Assistance Engineer (for Federally funded projects) and retained in the project construction files. All non-conforming materials must be explained and justified on the Certificate.

6.0 Acceptance Sampling and Testing

- 6.1 **Definition.** Acceptance Testing ("AT") is defined as regular testing of materials entering a construction project to verify compliance with contract specifications or standards.
- 6.2 **Timing.** Sampling should begin as soon as materials are placed on a project. Testing should be performed promptly to enable data evaluation and necessary measures to be taken by the RE and contractor.
- 6.3 **Test Methods.** Both California and American Society of Testing and Materials (ASTM) test methods are acceptable.
- 6.4 **Frequency.** Sampling and testing shall occur in accordance with Caltrans "Frequency Tables" (LAPM Exhibit 16-R), except as modified in writing by the Agency Engineer for a specific project. The tables are intended as a guide; the actual quality of materials tested may justify decreasing or increasing the frequency of subsequent similar samples and tests.
- 6.5 **Tests to be Performed.** The tests to be performed shall be in accordance with Caltrans "Sampling and Testing Frequency Table" (LAPM Exhibit 16-R), and the Caltrans Standard Specifications as modified by the project Special Provisions, or as modified by an approved CCO.
- 6.6 **Test Result Reporting Guidelines.** Results should be submitted to the RE within three (3) working days of sampling, or as directed by the construction schedule. Results may be expedited by using fax, telephone, or e-mail.
- 6.7 **Test Data and Summary Logs.** Acceptance Testing Results Summary Log (LAPM Exhibit 16-Z2) or a similar form shall be maintained by the RE for each test method performed more than once.

6.8 **Minor Quantities.** Relatively minor quantities of materials from a known, reliable source may be accepted without testing if:

- a. The Resident Engineer (RE) and/or the CMT performs visual examination of materials, or
- b. The manufacturer or supplier certifies that the materials furnished comply with specification requirements.

Such records of acceptance shall be placed in the RE's project files with related inspection notes.

Examples of maximum "minor quantities" include (from LAPM-16.11):

- Aggregates used for other than Portland Cement concrete: 100 tons per day or 500 tons per project.
- Bituminous mixtures (includes Hot Mix Asphalt): 50 tons per day (sample at Engineer's discretion if project total is less than 500 tons).
- Bituminous material (includes Asphalt): 100 gallons per project.

6.9 **Re-testing.** Failing test results require re-testing to isolate the failed area. The Log Summary shall cross-reference the retest to the initial failed test.

7.0 Independent Assurance Sampling and Testing (IAST)

7.1 **Definition.** The purpose of these procedures is to verify that Acceptance Testing is being performed correctly and reliably, and to ensure that equipment is properly calibrated and in good working condition.

7.2 **Applicability.** IAST procedures are required for Federally funded projects on and off the NHS system. For on-NHS projects, LAPM-16.11 procedures apply. For off-NHS projects, Alameda CTC Project Manager will verify that its consultant laboratory's QAP includes IAST procedures for "testing its own testers". IAST procedures are optional and may be required at the discretion of the Agency Engineer for non-Federally funded projects.

7.3 **IAST Testers.** Only persons holding an Independent Assurance Sampler Tester (IAST) Certificate (Caltrans Form MR-0100) may perform IAST. These may include individually certified laboratory personnel or testers. Testers shall be free of conflict of interest if also performing other testing work.

7.4 **Frequency of IAST.** The IAST frequency shall be as specified in the laboratory's QAP for each project where IAST is required.

8.0 Testing of Manufactured and Assembled Materials

8.1 **Definition.** This procedure provides methods for inspecting, accepting, and testing materials that are manufactured or prefabricated off the project site.

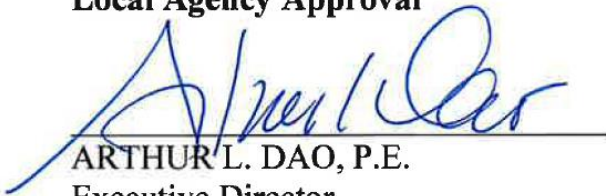
- 8.2 **Certificate of Compliance.** The Alameda CTC may accept manufactured products, materials, or assemblies if accomplished by a Certificate of Compliance, provided they do not involve structural integrity or public safety. Such Certificate shall be signed by the manufacturer and shall state that materials and workmanship conform to the specific project specifications.
- 8.3 **Source Inspection.** As an alternative to a Certificate of Compliance, Alameda CTC or Its CMT, may request Caltrans to do a Source Inspection in accordance with LAPM-16.11 procedures.
- 8.4 **Applicable Materials.** Contract documents shall specify which materials require a certificate of Compliance (or optional Source Inspection). Typical materials are listed in LAPM Exhibit 16-T.
- 8.5 **Responsibility.** The RE and/or CMT shall ensure that Certificates are furnished with material deliveries and are kept in the RE's project files.
- 8.6 **Documentation.** The certified material's lot number and project number shall be identified on the certificate and on lot tags or stenciled on the material. In addition, this data shall be referenced on the inspector's daily logs and laboratory reports.
- 8.7 **Re-testing.** Certified materials may be sampled and tested again on the job site and rejected for cause whether in place or not.

9.0 References and Guides

The following documents provide more detailed guidance and examples for consideration in the development of the project specific QAP:

- **Construction Manual, Chapter 6 – Sampling and Testing**
- **Construction Quality Assurance Program Manual**
- **Division of Construction Publications**
- **Office of Structural Materials - Local Agency Resources**
- **Office of Roadway Materials Testing Independent Assurance Program**

Local Agency Approval



ARTHUR L. DAO, P.E.
 Executive Director
 Alameda County Transportation Commission

Approved by Caltrans: September 2018

Appendix E – Builders Exchange Plan Room Listing

Alameda CTC advertises its construction opportunities with eBidBoard (www.ebidboard.com). Additionally, to ensure the broadest reach to contractors, including SBE/DBE/WBE, notifications will be sent to Builders Exchange Plan Room as listed below.

| Builders Exchange Plan Room | Phone | Contact/Email |
|--|------------------------------|--|
| Contra Costa Builders Exchange 2440 Stanwell Dr., Suite B Concord, CA 94520 | 925-685-8630 | April Hamilton Richard@beac.com |
| Builders Exchange Alameda County 3055 Alvarado Street San Leandro, CA 94577 | 510-483-8880 510-352-1509 | Richard Owen Richard@beac.com |
| San Francisco Builders Exchange 850 So. Van Ness Avenue San Francisco, CA 94110 | 415-282-8220 415-821-0363 | Deanna Johnson djohnsonsf@sbcglobal.net |
| Peninsula Builders Exchange 735 Industrial Road, Suite 100 San Carlos, CA 94070 | 650-591-4486 650-591-8108 | Andrea Nettles Support@constructionplans.org |
| Builders Exchange Santa Clara 400 Reed Street Santa Clara, CA 95050 | 408-727-4000 408-727-2779 | Kanani Fonseca plans@bxscoco.com |
| Marin Builders Association 660 Las Gallinas Avenue San Rafael, CA 94903 | 415-462-1220 415-462-1225 | Diane Van Renselaar Charge to advertise - \$80/wk |
| Solano - Napa Builders Exchange 135 Camino Dorado Napa, CA 94558 | 707-255-2515 707-255-2749 | Dave York planroom@snbe.com |
| Builders Exchange Sacramento 1331 T Street Sacramento, CA 95814 | 916-442-8991 916-446-3117 | Cheryl Lynch yelenam@sacregionbx.com |
| Sacramento Builders Exchange 151 N. Sunrise Ave., Suite 511 Roseville, CA 95678 | 916-782-4762 916-782-4792 | Rosie Kimes Closed office |
| Placer County Builders Exchange 10656 Industrial Ave., Suite 160 Roseville, CA 95678 | 916-771-7229 916-771-0556 | Dianne Barnao planroom@placerbx.com |
| Builders Exchange Stockton 7500 West Lane Stockton, CA 95210 | 209-478-1005 209-478-2132 | Janette Luna jluna@besonline.com |
| Valley Builders Exchange 1118 Kansas Avenue Modesto, CA 95351 | 209-522-9031 209-522-0616 | Angelica Baca habowden@valleybx.com |

| Builders Exchange Plan Room | Phone | Contact/Email |
|---|------------------------------|--|
| McGraw Hill – Xerox 3315 Central Avenue Hot Springs, AR 71913 | 916-797-1006 626-226-4027 | Sue Schoen dodge_reocwe@mcgraw-hill.com |
| iSqFt 325 W. Washington St., Ste. 2212 San Diego, CA 92103 | 800-364-2059 866-570-8187 | Michael Huston California@isqft.com |

This information is current as of the publication date.

Appendix F – Sample Templates

Below is a list of sample forms to be utilized by Alameda CTC staff in construction contract administration:

- Notice to Contractors (NTC)
- Bid Summary
- Construction Progress Payment Request
- Construction Change Order Form
- Construction Change Order Memo
- CCO Log

NOTICE TO CONTRACTOR (NTC)



INVITATION FOR BID (IFB No. AXX-XXXX)

PROJECT NAME
PROJECT No. XXXX.XXXX
Federal Project No. XXXX

The Alameda County Transportation Commission (Alameda CTC) invites bidders to submit sealed bids for **PROJECT NAME** until 3 p.m. on **DAY DATE** at the Alameda CTC's offices (1111 Broadway, Suite 800, Oakland, CA 94607).

A pre-bid meeting will be held at the Alameda CTC's offices (1111 Broadway, Suite 800, Oakland, CA 94607) at **TIME a.m./p.m.** on **DAY DATE**. Attendance **is/is not mandatory**.

Contract documents and other reference documents are available through Alameda CTC's website at <https://www.alamedactc.org/get-involved/contracting-opportunities/>.

Click on the link under the **PROJECT NAME** section to access the documents from Construction Bidboard's on-line plan room (ebidboard). Prospective Bidders must acquire the Contract Documents at ebidboard via Alameda CTC's website link. **This project has an x% DBE/SLBE/LBE goal.** For additional information, please visit the Alameda CTC website or email NAME, Alameda CTC Contract Administrator, at xxxxxxx@alamedactc.org.

BID SUMMARY

BID TABULATION SUMMARY SHEET (SAMPLE)

Project Information: _____
 DIST-----CO-----RTE-----PM-----Agency

Federal Project Number: _____

Location: _____

Limits: _____

| Bid Opening date: _____ Estimated Award date: _____ | | Engineers Estimate | | Bidder # 1 Name | | Bidder # 2 Name | | Bidder # 3 Name | |
|--|---------------------|--------------------|------|-----------------|------|-----------------|------|-----------------|------|
| Item # | Bid Item & Quantity | Unit Price | Cost | Unit Price | Cost | Unit Price | Cost | Unit Price | Cost |
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| | | | | | | | | | |
| Total Bid | | | | | | | | | |

Distribution: For NHS projects: (1) Original-Caltrans DLAE, (2) Copy - Local Agency Project File
 For Non-NHS projects: None

CONSTRUCTION PROGRESS PAYMENT REQUEST

CMT LETTERHEAD
TRANSMITTAL MEMO

Date:
 To: Alameda CTC PM
 RE: Project Name
 Contract No./Federal No.
 Contractor Name/ Payment Request No. _____

I have reviewed the Progress Billing statement from Contractor for the period of DATE to DATE and verified the quantities are correct and substantiated. A summary of contract matters during this period is provided below.

| Items | Verified | Issues | Resolution/Notes |
|-------------------|----------|--------|------------------|
| Certified Payroll | | | |
| Safety Issues | | | |
| Safety Meetings | | | |
| Potential Claims | | | |
| Change Orders | | | |
| DBE/LBE | | | |
| Other | | | |
| Other | | | |
| Notes: | | | |

I am recommending the payment be made as detailed in the attached Progress Pay Estimate Summary.

Resident Engineer

File:

Pay Estimate #1

PROJECT NAME
 Contract Number:
 Federal Number:
 Contractor:
 Pay Period:

Paid to date: _____
 Retention to date: _____
 Retention this period: _____
 Payment this period: _____

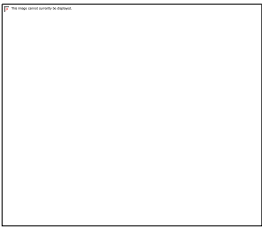
| Item | Item | QTY | Units | Unit Price | Total | Previous | | Completed to Date | | Current | |
|------|------|-----|-------|------------|-------|----------|--------|-------------------|--------|---------|--------|
| | | | | | | Qty | Amount | Qty | Amount | Qty | Amount |
| 1 | | | | | | | | | | | |
| 2 | | | | | | | | | | | |
| 3 | | | | | | | | | | | |
| 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |

Total contract: \$ -

| |
|-----------------------------|
| \$ - |
| Less Retention (__%) \$ - |
| Total Progress Payment \$ - |

Approved by: _____
 Resident Engineer

Date: _____



Alameda CTC Project Name

Contract No. _____

Federal Number: _____

CONTRACT CHANGE ORDER NO. #

Page # of #

To: _____, Contractor

You are hereby directed to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: This change order is not effective until approved by Alameda CTC.

Description of work to be done, estimate of quantities, and prices to be paid. Segregate between additional work at contract price, agreed price and force account. Unless otherwise stated, rates for rental equipment cover only such time as equipment is actually used and no allowance will be made for idle time. The last percentage shown is the net accumulated increase or decrease from the original quantity in the Bid Item List.

Change requested by the [Contractor/Alameda CTC]

The change order must be clear, concise, and explicit. When appropriate, it must include the following:

- a. Description of the work to be done
- b. Location and limits of the work
- c. Applicable specification changes and references to specifications
- d. Method and amount of payment
- e. Any adjustment to time of contract completion

For additional discussion and details, see LAPM Section 16.10 "Change Order (CO)".

Estimated Cost: \$ _____ [Increase/Decrease]

By reason of this order the time of completion will be adjusted as follows: **x days**

Submitted by: _____ Date: _____
[Resident Engineer]

Approval Recommended: _____ Date: _____
[Project Manager]

Approved _____ Date: _____
[Commission Engineer]

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefore the prices shown above.

Accepted, Date _____ Contractor _____

By _____
Name Title Signature

If the contractor does not sign acceptance of this change order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.



Alameda CTC Project Name
 Contract No. _____
 Federal Number: _____

CHANGE ORDER MEMORANDUM. #

Sheet # of #

| | | | | |
|--------------------------------------|---|--|---|--|
| TO: | [PROJECT MANAGER] | FILE: | | |
| FROM: | [RESIDENT ENGINEER] | | | |
| CCO NO. | SUPPLEMENT NO. | CONTINGENCY BALANCE (including this change) | | |
| ## | | \$ _____ | | |
| CCO AMOUNT | \$ _____ INCREASE <input type="checkbox"/> DECREASE <input type="checkbox"/> | CALTRANS APPROVAL REQUIRED? | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| | | IS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? | | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ORIGINAL CONTRACT TIME: _____DAYS | TIME ADJUSTMENT THIS CHANGE: _____DAYS | PREVIOUSLY APPROVED TIME ADJUSTMENTS: _____DAYS | PERCENTAGE TIME ADJUSTED (including this change) _____DAYS | TOTAL # OF UNRECONCILED DEFERRED TIME (Including this change) _____DAYS |

THIS CHANGE ORDER PROVIDES FOR (Add additional pages as needed):

In a few sentences, briefly state what the change order provides. Supplemental change orders should also include a description of the original change order.

- Explain the need for the change, including the contractual basis of the change.
- State the reasons a particular method of payment was chosen.
- If the ordered change causes any work character change, explain the reasons.
- State the extent of coordination and concurrence with others.
- For major changes on federal projects of division interest projects, indicate the date of discussion and concurrence, if any, by the FHWA engineer.
- If prior approval of the change order has been obtained, state the name of the person who granted prior approval and the date.
- For a change order that is to be unilaterally approved, explain why the contractor will not sign or why the contractor's signature is not required.
- Include justification for a time adjustment.
- Attach supporting documents [e.g. independent cost calculations and time impact analysis].

For additional discussion and details, see LAPM Section 16.10 "Change Order (CO)".



Alameda CTC Project Name

Contract No. _____

Federal Number: _____

CHANGE ORDER MEMORANDUM. #

Sheet # of #

| CONCURRED BY: | | ESTIMATE OF COST | | |
|-------------------------------|------|-----------------------|-----------------|-----------------|
| PROJECT MANAGER SIGNATURE | DATE | | THIS REQUEST | TOTAL TO DATE |
| OTHER | DATE | ITEMS | \$ _____ | \$ _____ |
| | | FORCE ACCOUNT | \$ _____ | \$ _____ |
| OTHER | DATE | AGREED PRICE | \$ _____ | \$ _____ |
| | | ADJUSTMENT | \$ _____ | \$ _____ |
| OTHER | DATE | TOTAL | \$ _____ | \$ _____ |
| OTHER | DATE | <u>FUNDING SOURCE</u> | PERCENT | <u>AMOUNT</u> |
| COMMISSION ENGINEER SIGNATURE | DATE | | | |
| RESIDENT ENGINEER SIGNATURE | DATE | | | |

FUNDING NOTES/COMMENTS:

By PM's signature above, PM certifies that there is sufficient funding within the authorized contract contingency for this CCO as estimated [see CCO log attached].

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Table A: Alameda CTC Future Construction Projects

| Project | Construction Phase Estimated Cost** | Begin Construction |
|--|--|--------------------|
| GoPort: Freight Intelligent Transportation System* | \$10 M-\$15 M | Late 2019 |
| I-880 Highway Planting at Marina and Davis Interchanges* | \$2-\$3 M | Spring 2020 |
| GoPort: 7th Street Grade Separation East* | \$225 M | Fall 2020 |
| SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements | \$176 M | 2021 |
| I-80 Gilman Interchange Improvements | \$42 M | 2021 |
| I-80 Ashby Interchange Improvements | \$41 M | 2021 |
| East Bay Greenway - Lake Merritt BART to South Hayward BART* | TBD | 2021*** |
| Oakland Alameda Access | TBD | 2022*** |
| I-680 HOV/HOT from SR84 to Alcosta Blvd | TBD | 2022*** |
| San Pablo (SR 123) Multi-modal Corridor* | TBD | 2022*** |
| I-880 Interchange Improvements | TBD | 2023*** |
| East 14th Street/Mission and Fremont Boulevard Multi-modal Corridor* | TBD | 2023*** |

* Denotes potential projects for Alameda CTC Advertise, Award, and Administer.

** Subject to updates based upon refinement of project design.

***Assumes no funding constraints.

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Memorandum

6.10

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

DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Angelina Leong, Assistant Transportation Engineer

SUBJECT: Approve the Administrative Amendments to Various Project Agreements (A17-0039 and 04-2632)

Recommendation

It is recommended that the Commission approve Administrative Amendments to Various Project Agreements (A17-0039 and 04-2632) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost and schedule.

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays; and (2) extended phase/project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: Chwen C. Siripocanont did not report a conflict in accordance with the Levine Act.

Fiscal Impact: There are no fiscal impacts associated with the requested actions.

Attachment:

- A. Table A: Administrative Amendment Summary and Supporting Details

Table A: Administrative Amendment Summary

| Index No. | Firm/Agency | Project/Services | Agreement No. | Contract Amendment History and Requests | Reason Code | Fiscal Impact |
|-----------|-----------------------|--|---------------|---|-------------|---------------|
| 1 | Chwen C. Siripocanont | Project Delivery Management Services | A17-0039 | A1: Budget increase and 12-month time extension from 6/30/2018 to 6/30/2019 A2: 12-month time extension from 6/30/2019 to 6/30/2020 (<i>current request</i>) | 2 | None |
| 2 | Caltrans | I-680 NB Express Lanes (APN 1369.000) /Construction Administration | 04-2632 | A1: Spending summary change as reflected in supporting details attached (<i>current request</i>) | 6 | None |

- (1) Project delays.
- (2) Extended phase/project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).
- (6) Other

04-2632-A1: Transfer local funds as shown in tables below between Construction Capital and Construction Support to allow Caltrans to provide oversight and issue permits for Alameda CTC's Express Lanes work.

Total local funds authorized for Caltrans before change: \$114,360,000 (Capital)
 Total local funds authorized for Caltrans after change: \$114,360,000 (Support*/Capital**)
 Total local funds authorized change: \$0

FUNDING SUMMARY NO. A1

| <u>FUNDING TABLE</u> v. 2 | | | | | | | |
|---|------------------------|------------------|------------------------|--|-----------------------|--|---------------|
| <u>IMPLEMENTING AGENCY</u> → | | | <u>CALTRANS</u> | | | | TOTALS |
| Source | FUNDING PARTNER | Fund Type | CONST. SUPPORT | | CONST. CAPITAL | | |
| | | | CALTRANS | ALAMEDA CTC | CALTRANS | ALAMEDA CTC | |
| State | CALTRANS | SHOPP | \$4,200,000 | \$0 | \$25,360,000 | \$0 | \$29,560,000 |
| State | CALTRANS | TCRP | \$13,874,000 | \$0 | \$0 | \$0 | \$13,874,000 |
| Local | Alameda CTC | Local (Measure) | | \$6,440,000 | \$0 | \$114,360,000 | \$120,800,000 |
| | | | | \$6,660,000 | | \$114,140,000 | |
| Totals | | | \$18,074,000 | \$6,440,000 \$6,660,000 | \$25,360,000 | \$114,140,000 \$114,360,000 | \$164,234,000 |

| <u>SPENDING SUMMARY</u> v 21 | | | | |
|--|--|---------------------------|--|---------------|
| Fund Type | CONST. SUPPORT | | CONST. CAPITAL | TOTALS |
| | <u>CALTRANS</u> | <u>ALAMEDA CTC</u> | <u>CALTRANS</u> | |
| State Funds | | | | |
| SHOPP | \$4,200,000 | \$0 | \$25,360,000 | \$29,560,000 |
| TCRP | \$13,874,000 | \$0 | \$0 | \$13,874,000 |
| Local (Measure)*** | \$220,000* | \$6,440,000 | \$114,140,000** \$114,360,000 | \$120,800,000 |
| Totals | \$18,294,000 \$18,074,000 | \$6,440,000 | \$139,500,000 \$139,720,000 | \$164,234,000 |

***To provide future flexibility, actual final split between support and capital may vary and shall not exceed \$114,360,000.

**Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Richard Valle, Alameda County, District 2**

Check the box and date and sign this form to approve reappointment of the Bicycle and Pedestrian Advisory Planning Committee (BPAC) member.

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Reappoint:

(action required)

Dave Murtha



Email: [Redacted]
Phone: [Redacted]

Term Began: September 2015

Term End: September 2017

5/29/19

Date

Supervisor Richard Valle, Alameda County, District 2

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

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

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1. Call to Order

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

2. Roll Call

A roll call was conducted and all members were present.

3. Public Comment

There were no public comments.

4. BPAC Meeting Minutes

4.1. Approve October 18, 2018 BPAC Meeting Minutes

Matt Turner noted a correction needed on page 4 of the minutes to change the November 7th date to November 1st.

Matt Turner made a motion to approve this item with the correction. Jeremy Johansen seconded the motion. The motion passed with the following votes:

Yes: Brisson, Fishbaugh, Hill, Johansen, Marleau, Murtha, Schweng, Turner
No: None
Abstain: None
Absent: None

5. Regular Matters

5.1. Countywide Active Transportation Plan Update

Chris Marks gave an update on the Countywide Active Transportation Plan (CATP). Since the last CATP update, staff developed program and policy recommendations, performance measures, concept designs for major barriers, and are drafting the final plan. Mr. Marks provided an update on those items. Staff expects to complete work on all components of the plan in April 2019 and seek Commission approval in June.

Matt Turner stated that Hesperian intersects with the San Leandro Creek Active Transportation Corridor Project. Mr. Marks said the team is still choosing between Hesperian Blvd and Washington Blvd for the major barrier concept.

Ben Schweng asked if Alameda CTC can look at Hesperian Blvd and Highway 92 crossings as a barrier. Mr. Marks said at the team will look at it.

Liz Brisson asked if Alameda CTC would sponsor the major barriers projects. Carolyn Clevenger said the idea is to start looking at conceptual planning and to help give resources to begin looking at the projects. Mr. Marks stated that Alameda CTC

checked with local jurisdictions to find out if they are interested in bringing the projects forward in the future.

Kristi Marleau asked how involved has Caltrans been on the freeway projects that were identified. Mr. Marks said that Caltrans is part of the Technical Advisory Committee and they provided initial review.

This item is for information only.

5.2. San Pablo Avenue Corridor Project Update

Carolyn Clevenger presented this item and requested BPAC to provide input on the San Pablo Avenue Corridor Project. Alameda CTC is partnering with the Contra Costa Transportation Authority, West Contra Costa Transportation Advisory Committee, Alameda-Contra Costa Transit District (AC Transit), as well as Caltrans and local jurisdictions. Ms. Clevenger stated that the project starts in Oakland and ends in Contra Costa County through the City of San Pablo and it includes four jurisdictions in Alameda County and three jurisdictions in Contra Costa County. Caltrans is involved because a portion of the corridor is a State Route. She stated that the project team has completed the evaluation of long-term concepts for the corridor which identify multimodal improvements to meet the overall project goals and include a variety of transit, bicycle, pedestrian, auto, and streetscape improvements.

Ben Schweng stated that some of the parallel routes are sketchy and the neighborhoods are dark and quite, in an unsafe way. He noted San Pablo has a lot of retail; however, it's not vibrant retail and if parking is lost along the corridor the retail will be lost as well.

David Fishbaugh asked if the housing development along the corridor is multi-story/apartments and he inquired what the developers are doing about parking. Ms. Clevenger confirmed that the housing is mostly multi-story and apartments. She noted that as more people move into that corridor there will be more demand for parking on the street.

Liz Brisson asked how long before implementation for the near term projects particularly in Oakland. Ms. Clevenger noted that the pedestrian safety improvements may be done within three to five years depending on the level of engagement from the City of Oakland. She stated that many of the improvements are in Oakland and they are the key partner to help implement this effort.

Liz Brisson asked is it worth putting a bike facility at intersections when it's not safe if there is a mixing zone.

Feliz Hill asked what's recommended for the San Pablo Avenue Corridor Project plans and will it be up to the jurisdictions to implement. Ms. Clevenger stated that

because the San Pablo Avenue Corridor Project is multi-jurisdictional Alameda CTC will be more involved in delivering the projects. The project is in the early stages so there are no final recommendations yet.

Dave Murtha asked if the footprint is wide enough to have one-way streets that cross San Pablo. Ms. Clevenger stated staff will take this idea to the Technical Advisory Committee and the project team.

Dave Murtha asked what the best practices are for vehicles and pedestrians on right turn lanes. Ms. Clevenger said some of the best practices are advanced pedestrian signals and pedestrian bulbs.

Feliz Hill stated that once the concept is solidified signage will need to be considered.

Ben Schweng asked if the goal is to have a concept that will it be consistent along the entire corridor or have different concepts. Ms. Clevenger stated that the project team wants as much consistency for the user but the team recognizes that it will not be the same for the length of the corridor for various reasons.

Matt Turner noted that the parallel facilities alternatives may move faster. Ms. Clevenger stated that those routes might move independently of Caltrans.

Matt Turner stated that extending the sidewalk and using it as a bike facility would be better than the buffered class 2 bike lanes. The Committee discussed how current buffered bike lanes are abused by people in vehicles and the Committee explored the concept of having the buffered bike lane on sidewalks.

This item is for information only.

5.3. Countywide Bicycle and Pedestrian Count Program, 2018 Results

Chris Marks gave an update on the Countywide Bicycle and Pedestrian Count Program. Mr. Marks provided an overview of the Alameda CTC's program background. The current program gathered manual counts of bicyclists and pedestrians at 150 intersections throughout the county. He noted the program collects total counts as well as instances of riding without a helmet, sidewalk riding, wrong-way riding and for the first time, scooters were counted. He noted that the 2018 count cycle was the second time all 150 locations were counted and is the first opportunity to compare data between cycles.

Feliz Hill asked if you differentiated between data of scooters that rode on sidewalks. Ms. Clevenger stated that this can be considered the next time.

Ben asked if all types of scooters counted. Mr. Marks said based on the location of most of the data, the program mostly captured motorized scooters, however counters were not explicitly told to only consider motorized scooters.

David Fishbaugh asked if data can be captured based on population growth/decline by city. Mr. Marks said yes, data can be looked at by local population.

David Fishbaugh asked if the jurisdictions are aware of the count locations and the results of the data. Mr. Marks said that the jurisdictions helped to identify the data collection sites and those data are shared with local jurisdictions

This item is for information only.

6. Staff Reports

Carolyn Clevenger said that the Active Transportation Grant Program recommendations for the Regional Program went to the Metropolitan Transportation Commission. She noted that Alameda County agencies received three of the recommendations for the Regional Program: the Alameda County Public Works received an Active and Safe grant, Alameda CTC received a large Safe Routes to Schools grant, and Albany received a grant for Ohlone Greenway improvements.

7. Member Reports

Jeremy Johansen stated that a member of one of his committees sustained an injury due to an e-scooter parked on sidewalk. The injured party has been an advocate bringing the information to the local jurisdictions to try to get the scooters to comply with the rules of the road.

Feliz Hill asked about an update on the Gilman Interchange Project. Ms. Clevenger said she would ask the project team to bring an update at the next meeting.

David Fishbaugh noted that, former BPAC member, Diane Shaw is now a Board Member for AC Transit.

Ben Schweng asked about the I-880 interchange pulling up the rail on Fruitvale going to Alameda. He requested an update on this project.

Matt Turner requested staff include on the agenda an item to discuss the vacancies on the committee.

7.1. BPAC Calendar

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

7.2. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 7:32 p.m. The next meeting is scheduled for May 16, 2019 at the Alameda CTC offices.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2018-2019**

| | Suffix | Last Name | First Name | City | Appointed By | Term Began | Re-apptmt. | Term Expires |
|----|--------|---------------------|------------|---------------|---|------------|------------|--------------|
| 1 | Mr. | Turner, Chair | Matt | Castro Valley | Alameda County Supervisor Nate Miley, District 4 | Apr-14 | Mar-17 | Mar-19 |
| 2 | Ms. | Marleau, Vice Chair | Kristi | Dublin | Alameda County Mayors' Conference, D-1 | Dec-14 | Jan-19 | Jan-21 |
| 3 | Ms. | Brisson | Liz | Oakland | Alameda County Mayors' Conference, D-5 | Dec-16 | Dec-18 | Dec-20 |
| 4 | Mr. | Fishbaugh | David | Fremont | Alameda County Supervisor Scott Haggerty, District 1 | Jan-14 | Mar-19 | Mar-21 |
| 5 | Ms. | Hill | Feliz G. | San Leandro | Alameda County Supervisor Wilma Chan, District 3 | Mar-17 | | Mar-19 |
| 6 | Mr. | Johansen | Jeremy | San Leandro | Alameda County Mayors' Conference, D-3 | Sep-10 | Feb-18 | Feb-20 |
| 7 | Mr. | Murtha | Dave | Hayward | Alameda County Supervisor Richard Valle, District 2 | Sep-15 | | Sep-17 |
| 8 | Mr. | Schweng | Ben | Alameda | Alameda County Mayors' Conference, D-2 | Jun-13 | Jun-17 | Jun-19 |
| 9 | | Vacancy | | | Transit Agency (Alameda CTC) | | | |
| 10 | | Vacancy | | | Alameda County Supervisor Keith Carson, District 5 | | | |
| 11 | | Vacancy | | | Alameda County Mayors' Conference, D-4 | | | |

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DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: Legislative Positions and Receive an Update on Federal, State, and Local Legislative Activities

Recommendation

It is recommended that the Commission approve legislative and policy positions and receive an update on federal, state, and local legislative activities.

Summary

The June 2019 legislative update provides information on federal and state legislative activities.

Background

The Commission approved the 2019 Legislative Program in December 2018 (Attachment A). The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

Alameda CTC staff will provide a verbal update on federal legislative activities at the June meeting, if there are items of relevance to report regarding Alameda CTC's legislative platform.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities.

Budget Update: Governor Newsom released his May Revision to the January Budget on May 9th. The Revision predicted short-term revenues of \$3.2 billion higher than the January estimates. The Revision does not propose any changes to transportation funding. The Governor's budget continues to rely on the existing funding programs and the SB 1 allocations; however, the housing element of the May Revision does include language that could impact future SB1 funds as noted below.

Housing: The May Revision continues the commitment made in January of providing \$750 million in onetime general fund review to assist local governments in increasing housing production by dedicating \$250 million for technical assistance and \$500 million in general purposes.

"Housing and transportation are inextricably linked." The biggest surprise in the Revision is that the Governor reiterates that the long-term housing production strategy continues to tie the receipt of SB 1 local street and road funds to meeting housing goals. Commencing with the revamped Regional Housing Needs Assessment process in 2022, the SB 1 streets and roads fund would be distributed upon compliance with housing element law and zoning, as well as, entitling to meet the updated housing goals. See Attachment B for draft trailer bill language on this linkage in the last segment related to long-term reform.

With respect to the \$250 million dedicated to assisting cities and counties with planning and zoning for housing, the May Revision proposes to expand eligible recipients for these funds to include school districts and county offices of education. With teachers being priced out of areas where they work, some school districts have surplus property that could be used for housing. The \$250 million would be awarded by the regional planning entity, and schools along with cities and counties can apply for these funds to develop housing plans.

The May Revision makes a major change on how the \$500 million will be used. Previously, these funds would have been used as a reward to cities and counties that meet planning goals for housing. The May Revision now calls for allocating these funds to the Infill Infrastructure Grant Program. This change was based on reports from local governments that one of the biggest barriers for housing production is the lack of infrastructure funding for water, sewer, and sidewalks. This one-time investment along

with \$300 million in Prop 3 funds, provides a total of \$800 million available through the Infill Investment Grant Program. Under the Infill Investment Grant Program cities, counties, and developers can apply for these funds.

The May Revise provides funding to staff the Governor's proposal for innovative housing projects. The Revise provides \$2.5 million to the Housing and Community Development Department and General Services to hire real estate consultants to assist with proposals, site investigation, and evaluating and monitoring projects. In the January budget the Governor directed state agencies to inventory surplus properties where housing development is feasible. The plan is to then invite developers to submit proposals that use creative and streamlined approaches to building housing.

Cap & Trade: The May Revise proposes spending an additional \$251 million of the \$300 million in assumed revenue. This new spending includes allocating an additional \$92 million for Transformative Climate Communities projects, and an additional \$8 million allocated to workforce training programs. The workforce training funding is increased from \$27 million to \$35 million annually. These funds would be targeted for apprenticeship and pre- apprenticeship construction programs.

The bulk of the new allocations is \$130 million for Low Carbon Transportation Programs administered by CARB. This includes a \$50 million increase for Clean Truck, Bus, and Off-Road Freight Equipment programs, and \$65 million to upgrade diesel equipment used in the agricultural sector.

Staff will provide updates on the advancement of the budget in June.

Legislation: The final date to get bills out of their house of origin was May 31. Over half of the bills Alameda CTC has taken positions on have moved forward in this legislative session. Attachment C shows bills Alameda CTC has taken positions on and if they have moved into the second house or if they have become two-year bills.

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

Attachments:

- A. Alameda CTC 2019 Legislative Program
- B. Draft Budget Trailer Bill Language Linking SB1 and Housing Goals
- C. Alameda CTC Bill Positions Bill Status

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2019 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

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

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."

| Issue | Priority | Strategy Concepts |
|---------------------------------|--|---|
| Transportation Funding | Increase transportation funding | <ul style="list-style-type: none"> • Oppose efforts to repeal transportation revenues streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations • Seek, acquire, accept and implement grants to advance project and program delivery. |
| | Protect and enhance voter-approved funding | <ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County |
| Project Delivery and Operations | Advance innovative project delivery | <ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies. |
| | Ensure cost-effective project delivery | <ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforces training programs. |
| | Protect the efficiency of managed lanes | <ul style="list-style-type: none"> • Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support legislation that clarifies and enables effective toll processing, resolution of unpaid tolls, and interoperability. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency. |
| | Reduce barriers to the implementation of transportation and land use investments | <ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that link transportation, housing, and jobs. |

| Issue | Priority | Strategy Concepts |
|---|--|---|
| Multimodal Transportation, Land Use and Safety | Expand multimodal systems, shared mobility and safety | <ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs. • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring |
| Climate Change and Technology | Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions | <ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools. |
| Goods Movement | Expand goods movement funding and policy development | <ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs. • Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships. |
| Partnerships | Expand partnerships at the local, regional, state and federal levels | <ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings. • Partner with community and national organizations and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts. |

**Housing Planning and Production Grants
Draft Trailer Bill Language**

Section 1. Chapter X (commencing with Section XXXXX) is added to Part X of Division XX of the Health and Safety Code, to read:

CHAPTER X. Housing Planning and Progress Grants

XXXXX. Definitions. For purposes of this chapter:

- (a) "Council of governments" means a single or multicounty council created by a joint powers agreement pursuant to Chapter 5 (commencing with Section 6500) of Division 1 of Title 1 that prepares an allocation plan pursuant to Sections 65584.04 and 65584.05 of the Government Code.
- (b) "Department" means the California Department of Housing and Community Development.
- (c) "Completed Entitlement" means a housing development or project which has received all the required land use approvals or entitlements necessary for the issuance of a building permit. This means that there is no additional action, including environmental review or appeals, required to be eligible to apply and obtain a building permit.
- (d) "Housing element" or "element" means the housing element of the community's general plan, as required pursuant to this article and subdivision (c) of Section 65302.
- (e) "Jurisdiction" means a city, county, city and county, school district, county office of education, or a combination of these entities.
- (f) "Low-income unit" means units restricted to low-income households, as defined by 80 percent of the county area median income.
- (g) "Market rate unit" means units not restricted to low-income households, as defined by 80 percent of the county area median income.
- (h) "Program" means the Housing Planning and Progress Grants program.
- (i) "Regional Housing Needs Assessment" means the housing goals identified for each locality pursuant to Article 10.6 of Chapter 3 of Division 1 of Title 7 of the Government Code.
- (j) "Annual Progress Report" means reports required to be submitted to the Department under Section 65400 of the Government Code.

XXXXX.1. Program framework.

- (a) The Local Government Planning Support Grants program is hereby established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the Sixth Cycle of the Regional Housing Needs Assessment.
- (b) The Department shall administer the program.
- (c) The Department's decision to approve or deny an application or request for funding from a regional government and the determination of the amount of funding to be provided shall be final.
- (d) The Department shall maintain records of the following:
 - (1) The number of applications for program funding received by the Department.
 - (2) The number of applications for program funding denied by the Department.
 - (3) The name of each recipient of program funds.
- (e) The Department may carry out the program through the issuance of forms, guidelines, and one or more notices of funding availability as necessary to exercise the powers and perform the duties conferred or imposed on it by this chapter. Any forms, guidelines and notice of funding availability issued pursuant to this section shall not be subject to the rulemaking provisions of

the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

XXXXX.2. Planning grants.

(a) Upon appropriation by the Legislature, the Department shall allocate two hundred and fifty million dollars (\$250,000,000) to regions and jurisdictions for technical assistance, preparation and adoption of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the Sixth Cycle of the Regional Housing Needs Assessment.

(b)(1) Of the amount described in paragraph (a), one hundred and twenty-five million (\$125,000,000) shall be available to regions as identified in paragraphs (A) through (G).

(A) Association of Bay Area Governments, representing the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

(B) Sacramento Area Council of Governments, representing the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba.

(C) San Diego Association of Governments representing San Diego County.

(D) Southern California Association of Governments, representing counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

(E) A central coast multi-agency working group consisting of the association of Monterey Bay Area Governments, San Luis Obispo Council of Governments, and Santa Barbara Association of Governments, representing the counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz.

(F) A San Joaquin Valley multi-agency working group consisting of Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Association of Governments, Stanislaus Council of Governments and the Tulare County Association of Governments, representing the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare.

(G) Cities, counties, and councils of governments of the following counties: Alpine, Amador, Butte, Calaveras, Colusa, Glenn, Del Norte, Humboldt, Inyo, Lake, Lassen, Mariposa, Modoc, Mendocino, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama, Tuolumne, and Trinity. These jurisdictions may directly apply to the Department for funds.

(2) Allocations pursuant to this subdivision shall be made to these regions on behalf of all the jurisdictions they represent. The amount of these allocations shall be calculated according to population estimates consistent with the methodology identified in subdivision (c) and provided in total to each region. In consultation with the Department, each region may determine appropriate use of funds or sub-allocations within its boundaries to appropriately address its unique housing and planning priorities.

(3) The following provisions apply to the multi-agency working groups identified in subparagraph (E) and (F) of subdivision (b)(1).

(A) Prior to November 30, 2019, the central coast and San Joaquin Valley regions shall form a multi-jurisdictional working group comprised of one county representative from each county, and two city representatives nominated by the city selection committee that represents a larger city and a smaller city within each county. At least one of the three representatives from each county must also serve on the board of the council of governments or commission identified in subdivision (b)(1). The multi-jurisdictional working group shall select a council of governments to serve as the fiscal agent and identify staff to assist the work

of the group. Once formed, the multi-jurisdictional working group shall notify all member cities and counties of its purpose pursuant to this section, the composition of its members, its timeline for action and proposed meeting schedule. The Department may select a fiscal agent for the multi-jurisdictional working group in the absence of agreement within the membership. The Department's decision shall be based on factors such as capacity and experience in administering programs.

(B) In recognition of the unique challenge in developing a process through a multi-agency working group, eight million dollars (\$8,000,000) from the amount identified in paragraph (a) shall be provided to a multiagency working group that does not form a smaller multi-jurisdictional working group under subparagraph (b)(1). Of this amount, 25 percent shall be set aside for the central coast multi-agency working group and 75 percent shall be set aside for the San Joaquin Valley multiagency working group.

(4) In consultation with the Department, a region shall establish priorities and use funds allocated to:

(A) Sub-allocate funds directly and equitably to local agencies or sub-regional entities in a grant program for planning that will accommodate and develop housing and infrastructure that will accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity, and climate goals.

(B) Provide local agencies with technical assistance, planning, temporary staffing or consultant needs associated with updating local planning and zoning documents, expediting application processing and other actions to accelerate additional housing production.

(C) Update a housing element to comply with state law.

(D) Supporting enhanced local planning activities, and environmental analysis that will support housing development and location-efficient housing consistent with adopted regional plans, including sustainable communities strategies.

(E) Providing funding for the formation or augmentation of a regional, sub regional, or local housing trust funds.

(F) Develop an improved methodology for the distribution of the Sixth Cycle Regional Housing Needs Assessment to further the statutory objectives per Government Code 65584(d).

(5) Beginning September 15, 2019 and by no later than January 31, 2020, a region may request funds pursuant to paragraph (1). The Department shall have 30 days to review a request for funds pursuant to this paragraph and provide comments. A region shall incorporate comments as appropriate to achieve the goals of this Program. Following approval, the Department shall disburse corresponding funds, provided that no more than 50% of the allocation of a region shall be awarded before the Department receives, reviews, and approves the region's action plan report.

(i) The cities, counties, and councils of governments identified in (b)(1)(G) may apply directly to the Department for use of the funds pursuant to this subdivision.

(6) By December 31, 2019, regions may request funds to organize and partner with and make suballocations to jurisdictions to promote sufficient housing supply, including but not limited to implementing this subdivision. The Department shall have 30 days to review a request for funds pursuant to this paragraph, and following approval disburse corresponding funds, provided that no more than 50% of the allocation of a region shall be awarded before the Department receives and reviews the region's action plan pursuant to paragraph (8) of this subdivision.

(7) The region shall develop an education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional needs allocation. The council of governments shall also survey member cities and counties to identify how to expend the funds among the uses identified in subsection (1) and develop the regional action plan in subsection (8). The outreach effort must also include at least two public workshops, but may also include other strategies designed to produce information and data the council of governments deems relevant.

(8) By December 31, 2020, the regions must submit an action plan to the Department that identifies specific strategies that jurisdictions within the region have implemented or plan to implement to meet their housing goals. The action plan must include the following components:

(A) A general overview of regional economic, demographic, environmental, socioeconomic equity, and market conditions that are affecting housing availability and accessibility

(B) An allocation budget for the funds provided in subdivision (1)

(C) A section that identifies best practices and process improvements from within or outside the region that promote sufficient supply of a range of housing types affordable to a variety of incomes, including policies and programs that create additional development certainty, reduce regulatory barriers, and other strategies that have been shown to increase housing development.

(D) A mechanism for the region to report on the results and successes of the progress of jurisdictions in developing early action items, including a summary of any building permits or certificates of occupancy, or other completed entitlement that have been issued by a local jurisdiction,

(E) The amounts retained by the region and any sub-allocations to jurisdictions.

(9) At least 90 days before submission to the Department, an action plan shall be submitted for a 30-day comment period to the respective boards of supervisors and city councils within the region, with its contents explained to the affected local jurisdictions via webinar or in at least two public workshops.

(A) After considering written comments, the council of governments shall make any changes deemed necessary and submit a final action plan to respective boards of supervisors and city councils within the region and to the Department.

(10) The Department shall have 60 days to review action plans submitted by regions and provide approval or in the event the Department does not approve the report they must provide written findings and the region shall have the opportunity to amend and resubmit with a Department review period of no greater than 45 days. The Department shall disburse any remaining funds pursuant to paragraph (1) to regions, following approval of their action plan pursuant to paragraph (8) of this subdivision.

(11) Expenditures shall be limited to housing-related planning activities. These activities include but are not limited to:

(A) Technical assistance in improving housing permitting processes, tracking systems, and planning tools

(B) Facilitating technical assistance between jurisdictions

(C) Establishing regional housing trust funds

(D) Developing local or regional policies to link transportation funds to housing outcomes

(E) Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents

(F) Performing feasibility studies to determine the most efficient locations to site housing, consistent with section 65041.1 of the Government Code

(G) Performing feasibility studies for affordable housing projects on surplus property owned by school districts or county offices of education

(c) Of this amount, one hundred and twenty-five million (\$125,000,000) shall be available directly for jurisdictions to assist in planning or other activities related to meeting their Sixth Cycle of the Regional Housing Needs Assessment.

(1) Jurisdictions are eligible for funds under this paragraph if they demonstrate a commitment to participate in the development of their regional action plan. By December 31, 2019, the Department shall disburse funds to jurisdictions pursuant to paragraph (2). If the jurisdiction is in a region that does not submit a plan pursuant to paragraph (8) of subdivision (b), the jurisdiction must submit a plan to the Department that identifies specific strategies to meet their Sixth Cycle of the Regional Housing Needs Assessment and prepare to be effective at meeting their long-term housing goals, as well as promote sufficient supply of a range of housing types affordable to a variety of incomes.

(2) Maximum grant amounts shall be set as follows, according to population estimates as of January 1, 2019 posted on the Department of Finance Internet Web site:

(A) One million and five hundred thousand dollars (\$1,500,000) to very large localities (with populations over 750,000).

(B) Seven hundred and fifty thousand dollars (\$750,000) to large localities (with populations between 300,000 and 749,999 inclusive).

(C) Five hundred thousand dollars (\$500,000) to medium to large localities (with populations between 100,000 and 299,999, inclusive).

(D) Three hundred thousand dollars (\$300,000) to medium localities (with populations between 60,000 and 99,999, inclusive).

(E) One hundred and fifty thousand dollars (\$150,000) to small localities (with populations between 20,000 and 59,999, inclusive)

(F) Sixty five thousand dollars (\$65,000) to very small localities (with populations under 20,000).

(3) Expenditures shall be limited to housing-related planning activities to promote and streamline development, including staffing or contracts. These activities include but are not limited to:

(A) Any other uses eligible under paragraph (4) of subsection (b).

(B) Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, sustainable communities' strategies, and local coastal programs.

(C) Completing environmental clearance to eliminate the need for project-specific review.

(D) Establishing Workforce Housing Opportunity Zones pursuant to Article 10.10 (commencing with Section 65620) of Chapter 3 of Division 1 of Title 7 of the Government Code or Housing Sustainability Districts pursuant to Chapter 11 (commencing with Section 66200) of Division 1 of Title 7 of the Government Code.

(E) Revamping local planning processes to speed up production.

(F) Creation or improvement of accessory dwelling unit ordinances.

(d) Of the amount appropriated in subsection (a) of XXXX.2, five percent of the funds shall be set aside for program administration, including state operations expenditures and technical assistance, as well as expenditures by councils of government and the regional entities receiving funding.

XXXXX.3. Investments in Infrastructure.

(a) Upon appropriation by the Legislature, five hundred million dollars (\$500,000,000) shall be allocated to the Infill Infrastructure Grant program administered by the Department, pursuant to Sections 53545.12 and 53545.13.

(1) In addition to the conditions described Section 53545.13(c), the qualifying infill area or qualifying infill project shall meet all of the following conditions:

(A) Be located in a city, county, or city and county that has a compliant housing element.

(B) Be located in a city, county, or city and county that, at the time of application, has submitted its annual progress reports for 2018 through the most recently required annual progress reports.

(C) Be a joint application between a city, county, or city and county and a developer to build infrastructure that supports the development of mixed income housing.

(b) Of the amount appropriated in subsection (a) of XXXX.3, five percent of the funds shall be set aside for program administration, including state operations expenditures and technical assistance, as well as expenditures by councils of government and the regional entities receiving funding.

XXXXX.4. Timelines.

(a) (1) The Department shall make award determinations and issue a notice of funding availability for the planning grants available pursuant to section XXXXX.2 no later than August 15, 2019.

(2) Regions can apply for planning grants pursuant to section XXXXX.2 no later than December 31, 2020, and the Department shall have 30 days to review applications before issuing awards.

(3) Jurisdictions can apply for planning grants pursuant to section XXXXX.2 no later than December 31, 2019.

(4) Regions shall submit their action plans pursuant to section XXXXX.2 no later than December 31, 2020, and make such action plans available publicly on an internet website.

(5) By March 1st, 2022, and every year thereafter regions shall complete an evaluation of progress made by jurisdictions in implementing yearly action plan goals pursuant to subparagraph (x) of paragraph (x) of subdivision (x) section XXXXX.2 and make these evaluations available publicly on an internet website.

(5) Jurisdictions and regions shall expend planning grant allocations no later than January 1, 2022.

(6) Regions shall report status of their action plans and all uses of planning grant funds to the Department no later than December 31, 2022. Status of the action plan must include an evaluation of jurisdiction actions taken in support of the plan, including which actions had greatest impact on housing production.

(7) Jurisdictions shall report all uses of planning grant funds to the Department no later than March 1, 2022.

(b) The Department may request additional information, as needed, to meet other applicable reporting or audit requirements.

(c) The Department may monitor expenditures and activities of an applicant, as the Department deems necessary, to ensure compliance with program requirements.

(d) The Department may, as it deems appropriate or necessary, request the repayment of funds from an applicant, or pursue any other remedies available to it by law for failure to comply with program requirements.

XXXXX.5. Long-term reform.

(a) It is the intent of the Legislature to revamp the existing Regional Housing Needs Assessment process pursuant to section 65584 of the Government Code, to accomplish the following objectives:

- (1) Creating a fair, transparent, and objective process for identifying housing needs across the state.
- (2) Strategically planning for housing growth according to statewide priorities consistent with section 65041.1 of the Government Code, and expected future need for housing at all income levels.
- (3) Encouraging increased development to address the state's housing affordability issues.
- (4) Improving compliance and outcomes through incentives and enforcement.

(b) By December 31, 2022, the Department, in collaboration with the Office of Planning and Research, shall propose, after engaging in stakeholder participation, an improved Regional Housing Needs Allocation process and methodology that promotes and streamlines housing development and substantially addresses California's housing shortage. The Department may appoint a third-party consultant to facilitate a comprehensive review of the current Regional Housing Needs Allocation process and methodology.

(c) (1) By December 31, 2022, the Department, in collaboration with the California State Transportation Agency and the Office of Planning and Research, shall propose, after engaging in stakeholder participation, opportunities to link transportation and other non-housing funding, including funds available pursuant to paragraph (2) of subdivision (h) of section 2032 of the Streets and Highways Code, with statutorily required housing goals, including but not limited to housing element and annual progress report compliance, and policies that support meeting of housing goals, and integrated housing and transportation planning. The recommendations proposed may be implemented administratively or proposed to the Legislature for statutory change, as applicable.

(2) To aid the implementation of paragraph (1), beginning July 1, 2023, funds available pursuant to paragraph (2) of subdivision (h) of section 2032 of the Streets and Highways Code may be withheld from any jurisdiction that does not have a compliant housing element and has not zoned or entitled for its annual housing goals, pursuant to its most-recent Regional Housing Needs Allocation. Any forms and guidelines issued pursuant to this subdivision shall not be subject to the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) or Part 1 of Division 3 of Title 2 of the Government Code).

(3) By May 1, 2023, and annually thereafter, the Department shall report to the Controller a list of cities and counties with funds to be withheld from the following fiscal year's apportionment pursuant to paragraph (2). The Controller shall reapportion any withheld funds under paragraph (2) to all cities and counties that do not have funds withheld for that fiscal year, pursuant to the formula in clauses (i) and (ii) of subparagraph (C) of paragraph (3) of subdivision (a) of Section 2103 of the Streets and Highways Code.

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Attachment C: Alameda CTC Bill Positions Bill Status

| Bills | Subject | Position |
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| Two-Year Bills: Bills that did not pass through first house | | |
| AB 11 (Chiu D) Community Redevelopment Law of 2019. | Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements. | Alameda CTC - Support |
| AB 148 (Quirk-Silva D) Regional transportation plans: sustainable communities strategies. | Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified. | Alameda CTC - Support |
| AB 659 (Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program. | Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary. | Alameda CTC - Support |
| AB 847 (Grayson D) Housing: transportation-related impact | Would require the Department of Housing and Community Development, upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as | Alameda CTC - Support |

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| fees grant program. | defined, by the local jurisdiction. (Amended: 3/27/2019) | |
| <u>AB 1350</u> (Gonzalez D) Youth Transit Pass Pilot Program. | Would create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature, and would require the Department of Transportation to administer the program. The bill would require the department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified. (Amended: 3/26/2019) | Alameda CTC - Support |
| <u>AB 1648</u> (Levine D) Housing: school employees: affordable rental housing. | Would define affordable rental housing for the purposes of the Teacher Housing Act of 2016 to mean a rental housing development with a majority of its rents restricted to levels that are affordable to persons and families whose income does not exceed 200 percent of area median income, as specified, and located on real property owned by the school district. | Alameda CTC - |
| <u>AB 1717</u> (Friedman D) Transit-Oriented Affordable Housing Funding Program Act. | Would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided. | Alameda CTC - Support |
| <u>SB 50</u> (Wiener D) Planning and zoning: housing development: incentives. | Would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. | Alameda CTC – Watch position, and provided comments on legislative language via a letter |
| Bills Continuing through this year's legislative process | | |
| <u>AB 252</u> (Daly D) Department of Transportation: environmental review process: | Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, | Alameda CTC - Support |

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| federal program. | until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely. | |
| AB 1226 (Holden D) State highways: property leases: assessment. | Would require the Department of Transportation to assess the feasibility of constructing facilities above highways built below grade in urban areas that would be made available and leased to a city, county, or other political subdivision or another state agency for affordable housing, transitional housing, emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes, and would require the department, on or before January 1, 2021, to submit that assessment to the Governor and the fiscal and policy committees of the Legislature that oversee transportation programs. | Alameda CTC - Support |
| AB 1486 (Ting D) Surplus land. | Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state. | Alameda CTC - Support |
| AB 1487 (Chiu D) San Francisco Bay area: housing development: financing. | Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Francisco Bay Area Regional Housing Finance Act, would establish the Housing Alliance for the Bay Area (hereafter the entity) and would state that the entity's purpose is to increase affordable housing in the San Francisco Bay area, as defined, by providing for enhanced funding and technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. | Alameda CTC - Oppose unless amended |
| ACA 1 (Aguiar-Curry D) | The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. | Alameda CTC - Support |

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| <p>Local government financing: affordable housing and public infrastructure: voter approval.</p> | <p>This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.</p> | |
| <p><u>SB 5</u> (Beall D) Affordable Housing and Community Development Investment Program.</p> | <p>Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.</p> | <p>Alameda CTC - Support if Amended</p> |
| <p><u>SB 127</u> (Wiener D) Transportation funding: active transportation: complete streets.</p> | <p>Would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of the department and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan as specified, and to establish interim goals, objectives, and actions to meet the department's transportation mode shift goals, as specified. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.</p> | <p>Alameda CTC - Support and Seek Amendments</p> |
| <p><u>SB 128</u> (Beall D) Enhanced infrastructure financing districts: bonds: issuance.</p> | <p>Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law requires a public financing authority to adopt an infrastructure financing plan and hold a public hearing on the plan, as specified. Current</p> | <p>Alameda CTC - Support</p> |

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| | law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. | |
| <u>SB 137</u> <u>(Dodd D)</u> Federal transportation funds: state exchange programs. | Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department. | Alameda CTC - Support and Seek Amendments |
| <u>SB 211</u> <u>(Beall D)</u> State Highways: Leases | Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to lease on a right of first refusal basis specified airspace under freeways, and real property acquired for highway purposes, that is not excess property, to specified local entities for purposes of emergency shelters or feeding programs, or other specified purposes, for a lease amount of \$1 per month and a payment of an administrative fee not to exceed \$500 per year, as specified. This bill would authorize the department to lease on a right of first refusal basis any airspace under a freeway, or real property acquired for highway purposes for purposes of an emergency shelter or feeding program. | Alameda CTC - Support |
| <u>SB 328</u> <u>(Portantino D)</u> Pupil attendance: school start time. | Would require the school day for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:00 a.m. and 8:30 a.m., respectively, by July 1, 2022, or the date on which a school district's or charter school's respective collective bargaining agreement that is operative on | Alameda CTC - Oppose |

| | | |
|--|---|--|
| | January 1, 2020, expires, whichever is later, except for rural school districts. To the extent the bill imposes new duties on school districts and charter schools, the bill would impose a state-mandated local program. | |
|--|---|--|



Memorandum

9.1

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

DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Senior Transportation Planner

SUBJECT: FY 2017-18 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Reports

Recommendation

This item is an informational item to provide the Commission with an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Program Compliance for the Fiscal Year 2017-18 (FY17-18) reporting period.

Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and VRF Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee, reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports which includes a review of the fiscal year's DLD investments, fund balances, and a compliance determination.

Upon review of DLD recipients' financial statements and program compliance reports, Alameda CTC finds nineteen of the twenty DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY17-18 reporting period.

With the exception of the City of Albany, all DLD recipients are deemed compliant with financial and program compliance requirements. Per the funding agreement with all DLD recipients, Alameda CTC may withhold payment of further Measure B/BB/VRF DLD funds from recipient until full compliance is achieved. As of June 2019, Alameda CTC began withholding DLD funds from the City of Albany due to non-compliance with program requirements. Alameda CTC is working closely with

the City of Albany to help them achieve program compliance. The City of Albany has been out-of-program compliance since FY16-17 due to its inability to produce audited financial statements which include the required independent auditor's opinion regarding compliance with program requirements and insufficient information provided with the Measure B/BB/VRF program compliance reports submitted. In May, Alameda CTC determined that the City of Albany is non-compliant with program requirements and has implemented the due diligence process of withholding the City of Albany's Measure B/BB/VRF DLD funds beginning June 1, 2019 until such time as the City of Albany can demonstrate the ability to become compliant with all program requirements.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the inception of each program to the end of FY17-18, Alameda CTC has distributed approximately \$1.3B in combined DLD funds to eligible recipients (\$1.0B in Measure B, \$233M in Measure BB, and \$51M in VRF) for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY17-18, Alameda CTC distributed approximately \$166.5 million in total DLD funds for the respective programs identified in the table below.

| DLD Program | Measure B | Measure BB | VRF | Total |
|--------------------------------------|----------------|----------------|--------------|----------------|
| Local Transportation (Local Streets) | \$ 32.1 | \$ 29.2 | \$7.4 | \$ 68.7 |
| Transit | \$ 30.5 | \$ 31.4 | \$ - | \$ 61.9 |
| Paratransit | \$ 13.0 | \$ 13.1 | \$ - | \$ 26.1 |
| Bicycle and Pedestrian | \$ 5.4 | \$ 4.4 | \$ - | \$ 9.8 |
| Total DLD Funds | \$ 81.0 | \$ 78.1 | \$7.4 | \$166.5 |

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorize the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY17-18, which goes from July 1, 2017 to June 30, 2018. The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures, and fund balances
- Publication of a newsletter article, website coverage, and signage
- Performance Metrics including Pavement Condition Index, transit on-time performance, capital vs. administrative investments, service effectiveness.

- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policy

For the FY17-18 reporting year, except for the City of Albany, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2018 deadline. The City of Albany submitted its reports on April 4, 2019. Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance. With the exception of the City of Albany, Alameda CTC has determined that DLD recipients are in compliance with the financial reporting and expenditure requirements, and DLD policies for expenditures incurred during FY17-18.

The purpose of the program requirements for DLD recipients to submit audited financial statements, is to provide an independent auditor's assurance that a DLD recipient is conforming to the Measure B/BB/VRF program requirements. The audited financial statements and compliance reports submitted by the City of Albany did not meet reporting requirements. Upon review of the City of Albany's FY16-17 and FY17-18 MB/MBB audited financial statements (both submitted April 4, 2019), Alameda CTC concluded that the reports were not compliant with program requirements. Within Albany's Measure B/BB/VRF audited financial statements, the independent auditor noted a disclaimer of an opinion stating, "...we were not able to obtain sufficient appropriate audit evidence to provide a basis for an audit opinion." Alameda CTC determined the City of Albany's noncompliance with program requirements in May, and began the process of withholding DLD funds eligible for distribution to the City of Albany as of June 1, 2019. Alameda CTC will continue to withhold DLD funds from the City of Albany until such time as the City of Albany has developed and implemented financial processes, procedures and internal controls that will enable Albany to become compliant with Measure B/BB/VRF program requirements.

The Program Compliance Summary Reports for the Measure B, Measure BB and VRF programs consolidates the recipients' FY17-18 DLD investments, expenditure performances, and financial data into a comprehensive report for the DLD programs. The FY17-18 Program Compliance Summary Reports are on Alameda CTC's website: <https://www.alamedactc.org/news-publications/reports/>.

The DLD recipients' individual reports are available for review online at: <https://www.alamedactc.org/funding/reporting-and-grant-forms/>.

FY17-18 Fund Balances and Performance Monitoring

DLD recipients are required to document expenditure activities to report on the general performance of DLD funds. Key performance metrics monitored through the Annual Program Compliance Reporting process include timely use of funds,

Measure BB Local Street and Road (LSR) investments towards bicycle/pedestrian improvements, pavement condition index, transit on-time performance, and paratransit related service implementation.

For timely use of funds monitoring, the recipients' collective FY17-18 ending fund balance by funding program totals \$96.7M (\$45.9M in Measure B, \$40.9M in Measure BB, and \$9.9M in VRF) as shown in Attachment A. The balance has increased by \$2.6M from the past fiscal year. However, DLD recipients have reported fund balances are actively being used to support approximately \$53.7M in currently active projects and contracts to demonstrate their commitment to use their DLD funds (refer to Attachment B). Alameda CTC monitor fund balances against the current Alameda CTC's Timely Use of Funds Policy in which the policy states that DLD recipients shall not carry an ending fund balance greater than 40 percent of their DLD funds received for that year, for four consecutive years, starting with fiscal year 2016-17. Alameda CTC is currently monitoring the fund balance to revenue ratio to verify DLD recipients are in compliance with the policy by the end of fiscal year 2019-20. All recipients are currently in compliance with this policy and have through fiscal year 2019-20 to draw down their fund balances to an acceptable level per the policy.

Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan's requirement that mandates 15 percent of LSR DLD funds be spent on bicycle/pedestrian related improvements. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 25 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment C). Measure BB recipients are committed to using LSR funds towards local transportation improvements benefiting all modes. Alameda CTC's performance metric for LSR DLD recipients also requires a minimum PCI of 60 (Fair Condition) for local roadways. Most DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. A summary of jurisdictions PCI is included in Attachment E.

Alameda CTC uses industry standards for transit evaluation metrics such as ridership (annual ridership, passenger trips per revenue vehicle hour/mile); cost effectiveness (operating cost per passenger/revenue vehicle mile/hour); transit fleet state of good repair (distance between breakdowns/service interruptions, missed trips, miles between road calls). For on-time performance, each transit operator has distinct operating conditions, some have fixed guideways, some have dedicated right-of-way, and some operate in mixed flow traffic. These conditions heavily influence their on-time performance. Therefore, each operator establishes and adopts, through its board process, its own on-time performance metric that is reflective of their actual system conditions. For transit performance, Alameda CTC monitors the reported transit

operator's annual adopted on-time performance goals to actual on-time performance achieved. Transit operators are within +/- 6 percent of their agency's goal. Transit operators with an on-time performance metric below their board approved goal are revisiting service routes, circulation patterns, and capital investments to help improve their on-time performance. The transit on-time performance summary is included in Attachment E.

The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated paratransit services and city-based non-mandated paratransit programs that provide vital transportation options for seniors and people with disabilities. In general, the primary paratransit performance metrics monitored are the number of one-way trips, passenger ridership, and the cost effectiveness of those trips. The paratransit programs implemented by a jurisdiction may vary from another jurisdiction's services based on particular local paratransit service needs. The recipient's programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. The Program Compliance Summary Report provides a synopsis of the individual DLD recipient paratransit programs and the performance accomplishments by service type. A sample review of the paratransit performance summary is included in Attachment E.

Alameda CTC finds the DLD recipients (with the exception of the City of Albany) to be in compliance with the DLD financial reporting and program compliance requirements for the FY17-18 reporting period. Recipients have provided sufficient documentation to determine the eligible uses and accomplishments of DLD funds, and have met performance metrics or provided an explanation/action plan to improve performance.

Per the DLD funding agreement, Alameda CTC began withholding Measure B/BB/VRF DLD funds from the City of Albany as of June 1, 2019 and will continue to do so until such time as the City of Albany has developed and implemented financial processes, procedures and internal controls that will enable Albany to become compliant with Measure B/BB/VRF program requirements. Alameda CTC is working closely with the City of Albany to help them achieve program compliance.

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

Attachments:

- A. DLD Program Summary of Fund Balances
- B. DLD Balances and Encumbrances
- C. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- D. Performance Summary - PCI and on-time performance

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**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Fund Balances**

(As of the end of Fiscal Year 2017-18)

| Jurisdiction: | Measure B | Measure BB | VRF | Total |
|----------------------|---------------------|---------------------|--------------------|---------------------|
| AC Transit | \$4,864,683 | \$5,399,943 | | \$10,264,626 |
| BART | \$0 | \$0 | | \$0 |
| LAVTA | \$0 | \$0 | | \$0 |
| WETA | \$1,486,689 | \$836,258 | | \$2,322,947 |
| ACE | \$377,857 | \$5,000 | | \$382,857 |
| Alameda County | \$2,912,529 | \$5,875,911 | \$1,365,027 | \$10,153,467 |
| City of Alameda | \$2,362,180 | \$1,642,626 | \$326,605 | \$4,331,411 |
| City of Albany | \$904,594 | \$1,169,639 | \$137,114 | \$2,211,347 |
| City of Berkeley | \$2,858,040 | \$5,684,401 | \$981,865 | \$9,524,306 |
| City of Dublin | \$1,073,439 | \$492,717 | \$290,617 | \$1,856,773 |
| City of Emeryville | \$1,315,393 | \$598,751 | \$227,615 | \$2,141,759 |
| City of Fremont | \$3,807,008 | \$2,545,115 | \$1,189,784 | \$7,541,907 |
| City of Hayward | \$3,516,839 | \$3,262,805 | \$61,687 | \$6,841,331 |
| City of Livermore | \$2,971,622 | \$2,657,587 | \$1,335,741 | \$6,964,950 |
| City of Newark | \$975,281 | \$622,483 | \$261,476 | \$1,859,240 |
| City of Oakland | \$12,144,394 | \$5,815,949 | \$1,825,889 | \$19,786,232 |
| City of Piedmont | \$5,103 | \$2,370 | \$105 | \$7,578 |
| City of Pleasanton | \$469,383 | \$1,280,120 | \$274,728 | \$2,024,231 |
| City of San Leandro | \$2,540,060 | \$1,900,693 | \$775,695 | \$5,216,448 |
| City of Union City | \$1,322,073 | \$1,062,384 | \$845,403 | \$3,229,861 |
| Total | \$45,907,169 | \$40,854,751 | \$9,899,351 | \$96,661,271 |

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2017-18 Audited Financial Statements.

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**Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Encumbrances and Balances**

(As of the end of Fiscal Year 2017-18)

| Jurisdiction: | Total Balance | Total Encumbrance | Total Remaining (Bal. - Encumbered) | % Remaining Balance |
|----------------------|----------------------|------------------------------|--|--------------------------------|
| AC Transit | \$10,264,626 | \$10,264,626 | \$0 | 0% |
| BART | \$0 | \$0 | \$0 | 0% |
| LAVTA | \$0 | \$0 | \$0 | 0% |
| WETA | \$2,322,947 | \$336,289 | \$1,986,658 | 86% |
| ACE | \$382,857 | \$382,857 | \$0 | 0% |
| Alameda County | \$10,153,467 | \$5,421,753 | \$4,731,714 | 47% |
| City of Alameda | \$4,331,411 | \$3,256,810 | \$1,074,601 | 25% |
| City of Albany | \$2,211,347 | \$1,117,147 | \$1,094,200 | 49% |
| City of Berkeley | \$9,524,306 | \$2,026,510 | \$7,497,796 | 79% |
| City of Dublin | \$1,856,773 | \$1,740,000 | \$116,773 | 6% |
| City of Emeryville | \$2,141,759 | \$1,871,576 | \$270,183 | 13% |
| City of Fremont | \$7,541,907 | \$3,151,404 | \$4,390,503 | 58% |
| City of Hayward | \$6,841,331 | \$2,540,935 | \$4,300,396 | 63% |
| City of Livermore | \$6,964,950 | \$3,679,000 | \$3,285,950 | 47% |
| City of Newark | \$1,859,240 | \$1,181,660 | \$677,580 | 36% |
| City of Oakland | \$19,786,232 | \$9,889,084 | \$9,897,148 | 50% |
| City of Piedmont | \$7,578 | \$7,578 | \$0 | 0% |
| City of Pleasanton | \$2,024,231 | \$1,828,201 | \$196,030 | 10% |
| City of San Leandro | \$5,216,448 | \$1,876,073 | \$3,340,375 | 64% |
| City of Union City | \$3,229,861 | \$3,076,203 | \$153,659 | 5% |
| Total | \$96,661,271 | \$53,647,706 | \$43,013,566 | 44% |

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Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicylists/pedestrians.

| Jurisdiction: | Total LSR Expenditures to Date | Total LSR Expenditures on Bike/Ped to Date | Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures | 15% minimum LSR achieved? |
|----------------------|---------------------------------------|---|---|----------------------------------|
| ACPWA | \$3,041,727 | \$2,378,758 | 78% | Yes |
| City of Alameda | \$4,581,446 | \$2,390,264 | 52% | Yes |
| City of Albany | \$175,875 | \$163,325 | 93% | Yes |
| City of Berkeley | \$4,210,014 | \$1,166,574 | 28% | Yes |
| City of Dublin | \$1,020,000 | \$243,874 | 24% | Yes |
| City of Emeryville | \$338,325 | \$55,250 | 16% | Yes |
| City of Fremont | \$6,035,000 | \$1,942,788 | 32% | Yes |
| City of Hayward | \$6,294,769 | \$1,322,716 | 21% | Yes |
| City of Livermore | \$767,398 | \$173,438 | 23% | Yes |
| City of Newark | \$1,117,332 | \$390,212 | 35% | Yes |
| City of Oakland | \$31,235,844 | \$4,947,344 | 16% | Yes |
| City of Piedmont | \$1,255,728 | \$254,807 | 20% | Yes |
| City of Pleasanton | \$1,973,416 | \$444,914 | 23% | Yes |
| City of San Leandro | \$3,008,337 | \$507,420 | 17% | Yes |
| City of Union City | \$1,647,858 | \$258,488 | 16% | Yes |
| Total | \$66,703,069 | \$16,640,170 | 25% | Yes |

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.
2. Estimates for City of Albany are based on most current data submitted to Alameda CTC.
3. Revenue and expenditure figures may vary due to number rounding.

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DLD Performance Summary
Fiscal Year 2017-18 Performance Monitoring

| Table 1: Pavement Condition Index | | |
|---|------------------|---------------------------|
| LSR Metric: Alameda CTC's performance metric for DLD Local Streets and Road (LSR) recipients requires a minimum PCI of 60 (Fair Condition) for local roadways. | | |
| Jurisdiction: | PCI Score | PCI Score > 60? |
| Alameda County | 71 | Yes |
| City of Alameda | 64 | Yes |
| City of Albany | 58 | No |
| City of Berkeley | 56 | No |
| City of Dublin | 85 | Yes |
| City of Emeryville | 77 | Yes |
| City of Fremont | 72 | Yes |
| City of Hayward | 70 | Yes |
| City of Livermore | 77 | Yes |
| City of Newark | 76 | Yes |
| City of Oakland | 55 | No |
| City of Piedmont | 61 | Yes |
| City of Pleasanton | 79 | Yes |
| City of San Leandro | 56 | No |
| City of Union City | 81 | Yes |

| Table 2: Transit On-time Performance | | | | |
|--|---------------------------------|-----------------------------------|------------------------|-----------------------|
| Transit Metric: Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved. | | | | |
| Jurisdiction: | On-Time Performance Goal | On-Time Performance Actual | Under/Over Goal | Goal Achieved? |
| AC Transit | 72% | 70% | -2% | No |
| ACE | 95% | 89% | -6% | No |
| BART | 95% | 92% | -3% | No |
| LAVTA | 85% | 85% | 0% | Yes |
| Union City Transit | 90% | 92% | 2% | Yes |

| Table 3: ADA Mandated Services | | | | |
|--|--------------------------------|----------------------------|--------------------------------|----------------------------|
| Paratransit Metric: Alameda CTC monitors programs mandated by the American's with Disabilities Act. Comparing annually the number of one-way trips/passenger ridership provided by the programs, and cost effectiveness of those trips (Measure B/BB costs by program divided by the number of passengers). | | | | |
| Agency | FY 16/17 | | FY 17/18 | |
| | Number of One-way Trips | MB/BB Cost Per Trip | Number of One-way Trips | MB/BB Cost Per Trip |
| AC Transit | 502,755 | \$22.92 | 531,840 | \$23.18 |
| BART | 225,876 | \$17.73 | 238,942 | \$18.13 |
| LAVTA | 50,433 | \$9.18 | 50,967 | \$9.77 |
| Union City | 21,375 | \$24.48 | 18,028 | \$28.57 |
| Total | 800,439 | \$20.63 | 839,777 | \$21.04 |

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Memorandum

10.1

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

DATE: June 12, 2019

TO: Alameda County Transportation Commission

FROM: R. Zack Wasserman, Wendel Rosen Black & Dean
Amara Morrison, Wendel Rosen Black & Dean

SUBJECT: Executive Director Recruitment Process

Recommendation

Alameda CTC's Executive Director has informed the Commission of his decision to retire by the end of December 2019. It is recommended that the Commission approve the attached draft Scope of Services/Request for Proposals ("RFP") for the Executive Search firm to assist with the recruitment and retention of a new Executive Director and approve the draft Job Description for the Executive Director position.

Summary

Alameda CTC's Executive Director, Art Dao, has announced his decision to retire by the end of this year. The Chair of the Commission has appointed a five-member ad hoc subcommittee of the Commission to undertake an executive search for Alameda CTC's next Executive Director.

Background

Following the announcement of Alameda CTC's Executive Director, Art Dao's, decision to retire at the end of this year, Chair Valle appointed an Executive Search Committee ("ESC") to assist the Commission with an executive search for Alameda CTC's next Executive Director. The ESC is comprised of the following Commission members:

- Chair Richard Valle
- Vice-Chair Pauline Cutter
- Commissioner John Bauters
- Commissioner Scott Haggerty
- Commissioner Elsa Ortiz

The ESC has worked with our office to prepare a draft Scope of Services/RFP and Job Description for the position of Executive Director. The Commission is requested to review and approve both the draft RFP for the executive search firm (Attachment A) and draft Executive Director Job Description (Attachment B).

Our office circulated drafts of both documents on the 7th of June and, to date no comments on either document have been received. Therefore, we recommend the draft RFP and Job Description be formally approved by the Commission.

Upon approval of the RFP and the Job Description, our office will forward both documents to the five executive search firms previously approved by the ESC at its meeting on May 30th.

The ESC will convene as soon as possible to review the next steps, including the release of the RFP. The ESC will choose the Executive Search Firm from those that respond and work with it to determine the candidates to review. The ESC intends to present the Commission with two or more candidates to interview. The tentative schedule for recruitment of the search firm and recruitment and retention of the next Executive Director is as follows (the blank dates will be determined in conjunction with the chosen Executive Search Firm):

| | |
|------------------------|--|
| June 18, 2019 | Release of RFP for Executive Search firm |
| July 10 | Responses due from Executive Search firms |
| July 17 | WRBD, in consultation with the Chair, to conclude review of responses and narrow selection to 2-3 firms |
| Week of July 22 | Interview selected firms by ESC; ESC meets to confirm executive firm selection, schedule and search approach |
| August 1 | Search firm launches recruitment |
| _____ | Receipt of applications |
| Week of _____ | Recruitment firm provides list of top 4 – 6 applicants |
| Week of _____ | ESC meets and reviews candidates list |
| Week of _____ | Candidate interviews |
| December 1 | Executive Director appointment |

Fiscal Impact

- 1) The fiscal impact will be up to \$75,000 for the services of the Executive Search Firm and potential traveling costs for candidates out of the area.

Attachments:

- A. RFP for Executive Search Firm
- B. Executive Director Job Description

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| SCOPE OF SERVICES Executive Search Firm Request for Proposals |
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1. INTRODUCTION

The Alameda County Transportation Commission (“Alameda CTC”) Ad Hoc Executive Search Committee (“ESC”) is requesting qualifications from executive recruitment firms to assist in the selection of an Executive Director for the agency. The firm selected will assist in all phases of recruitment and retention of the Executive Director, as described below in the scope of services. The ESC is interested in a national recruitment for this position. Firms interested in being considered for this engagement are invited to submit a statement of qualifications as further described herein.

Alameda CTC is a joint powers agency which was formed in June 2010 pursuant to the California Joint Exercise of Powers Act. The Joint Powers Agreement includes the County of Alameda, the 14 incorporated cities within Alameda County, the Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District. The agency is responsible for the administration of transportation sales tax funds in Alameda County in accordance with voter approved transportation expenditure plans, approved initially in 1986 and re-approved by voters in 2000 and 2014. The agency is also responsible for implementing the congestion management program and the countywide transportation plan for Alameda County.

Alameda CTC is governed by a twenty-two member Commission made up of five members of the Alameda County Board of Supervisors, two members representing the City of Oakland, 13 members each representing one of the other 13 incorporated cities in Alameda County, one member representing the Bay Area Rapid Transit District and one member representing the Alameda-Contra Costa Transit District.

The ESC is an ad hoc committee composed of five Commissioners appointed by the Commission Chair. This committee is charged with the selection of the executive recruitment firm, undertaking the Commission’s executive search for its next Executive Director, including presenting a small number of qualified candidates to the full Commission.

Alameda CTC employs approximately 37 employees and relies upon contractors and consultants for cost-effective and timely project delivery.

2. SCOPE OF SERVICES

- a. Develop an understanding of Alameda CTC’s history, organizational structure, responsibilities and requirements.
- b. Support and assist the Commissioners and the Executive Search Committee

- throughout all phases of the search and selection process.
- c. Survey Commissioners to gain perspective as to the role, responsibilities, qualities and characteristics of the position of Executive Director.
 - d. Meet individually and collectively with selected Commission members to understand what each Commissioner and the Commission as a whole desires in an Executive Director.
 - e. Meet with the incumbent Executive Director to understand the current role, responsibilities, qualities and characteristics of the position.
 - f. Identify recruitment strategies for minority and women candidates.
 - g. Produce and distribute recruitment announcement to prospective candidates.
 - h. Arrange and execute the placement of advertisements for the position, including relevant regional, national and statewide transit publications.
 - i. Provide a recruiting schedule, timeline of activities and process to seek out candidates who meet the Commission's identified qualities for Executive Director and provide regular progress reports.
 - j. Pre-screen candidates by providing a summary of strengths and weaknesses, including but not limited to any controversial and/or favorable newspaper/internet articles.
 - k. Attend, as necessary, any closed sessions of the Commission for the discussion of potential candidates; narrowing the number of candidates; interviews of candidates; and assist the Commission in framing penetrating questions for the candidates selected for an interview.
 - l. Manage the evaluation and selection process of final candidates.
 - m. Conduct in-depth reference and requisite background checks of final candidates.
 - n. As requested, provide salary and benefit comparisons for similar positions in transit and other public entities.
 - o. Assist and provide guidance to the Commission with the final selection and negotiations with the selected candidate as directed by the Commission.
 - p. Payment for services rendered upon completion of critical milestones.
 - q. The Executive Director search and selection process should be completed no later than December 1, 2019.

3. MINIMUM CONSULTANT QUALIFICATIONS

All proposers must meet the minimum qualifications:

- a. Have a minimum of 10 years of experience in public sector executive recruitment and placement.
- b. Maintain business insurance including professional liability, and errors and omissions insurance.

4. PROPOSAL REQUIREMENTS

Please submit your proposal no later than July 10, 2019. Please direct the proposal to:

Zack Wasserman.
Wendel, Rosen, Black & Dean, LLP
1111 Broadway, 24th Floor, Oakland, California 94607

Submittals may be two sided, but must be on standard letter-size paper (8.5"x11") and have a minimum font size of eleven points. A one or two page cover letter should be submitted, which shall include a point of contact for the firm. The proposal should be made on official letterhead and bear the name, title, and signature of a duly authorized officer of the proposing company. Submittals should address the requirements described in the Proposal Requirements section. Please submit your responses in the same order as listed in the Proposal Requirements to facilitate the ESC's review.

Proposals shall include the following four elements:

- a. Firm Qualifications, including:
 - i. A brief history and profile of the firm and the number of years in business.
 - ii. The firm's general philosophy and approach to finding top executives.
 - iii. The firm's qualifications and experience in identifying, recruiting, and successfully placing executive level employees in public sector positions similar to the Executive Director position at Alameda CTC, including experience with transportation funding and planning agencies.
 - iv. The firm's proposed strategy for finding an Executive Director for Alameda CTC.
 - v. Specific methodologies that will be used for the recruitment, including identifying and recruiting candidates not actively in the job market but who may be good candidates for the position.
 - vi. The firm's interpretation of the ideal candidate.
 - vii. Approach if an employment agreement cannot be successfully negotiated with the selected candidate.
 - viii. Provision for a guarantee or warranty.
- b. Qualifications of the staff assigned to the recruitment, including:
 - i. History with the firm and resume outlining qualifications and experience.
 - ii. Experience with executive search and selection for public agencies, specifically transit agencies.
 - iii. Include resumes for key personnel providing services and identify what tasks they will perform and their qualifications and experience.
- c. References:
 - i. Firms to provide information on the longevity of prior placements in similar positions.
 - ii. Firms to provide the names and contact information for three (3) direct client references who the firm directly worked with on a prior recruitment. References should be transportation/transit agencies or other similar public sector entities. The references must be available and

willing to respond to the ESC's questions concerning the firm's past performance.

- d. Costs Proposal:
 - i. Description of the cost structure proposed for the recruitment process, including fixed fees, hourly rates applicable for personnel expected to be utilized, out of pocket expenses, and other related costs. Provide an estimate of the total cost for this engagement, including travel expenses.

5. TENTATIVE SCHEDULE

| | |
|------------------------|--|
| June 18, 2019 | Release of RFP for Executive Search firm |
| July 10 | Responses due from Executive Search firms |
| July 17 | WRBD to conclude review of responses and narrow selection to 2-3 firms |
| Week of July 22 | Interview selected firms by ESC; ESC meets to confirm executive firm selection, schedule and search approach |
| August 1 | Search firm launches recruitment |
| _____ | Receipt of applications |
| Week of _____ | Recruitment firm provides list of top 4 – 6 applicants |
| Week of _____ | ESC meets and reviews candidates list |
| Week of _____ | Candidate interviews |
| December 1 | Executive Director appointment |

Executive Director Job Description

THE ORGANIZATION

Alameda CTC is a joint powers agency which was formed in June 2010 pursuant to the California Joint Exercise of Powers Act. The Joint Powers Agreement includes the County of Alameda, the 14 incorporated cities within Alameda County, the Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District. The agency is responsible for the administration of transportation sales tax funds in Alameda County in accordance with the voter approved transportation expenditure plans, including the 1986 Measure B sales tax, which sunset on March 31, 2002, and the 2000 Measure B and the 2014 Measure BB sales taxes. The agency is also responsible for implementing the congestion management program and the countywide transportation plan for Alameda County.

Alameda CTC is governed by a twenty-two member Commission made up of five members of the Alameda County Board of Supervisors, two members representing the City of Oakland, 13 members each representing one of the other 13 incorporated cities in Alameda County, one member representing the Bay Area Rapid Transit District and one member representing the Alameda-Contra Costa Transit District.

The mission of Alameda CTC is to plan, fund and deliver a broad spectrum of transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. This is accomplished through administration of the transportation sales taxes in Alameda County which were authorized in 2000 when the voters approved Measure B by 81.5 percent of the vote and again in 2014 when the voters approved Measure BB, which augments and extends the original Measure B, by 70.76 percent of the vote, and by serving as the Alameda County's congestion management agency. Alameda CTC delivers over \$300 million in transportation improvements and congestion management projects annually which create jobs, enhance mobility and enrich communities.

The Alameda CTC also coordinates transportation planning and programming activities within the County, as well as positions Alameda County jurisdictions and transit agencies to better compete for limited state and federal transportation dollars.

Alameda CTC is a legally separate and financially independent entity that is not a component unit of Alameda County or any other organization. While Alameda CTC is the managing agency for the Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA) which operates the Sunol Smart Carpool Lane on Interstate 680, the SSCLJPA has its own separate legal identity and governance and is not a component unit of Alameda CTC.

The FY 2019-20 operating budget is about \$243 million, with an overall annual budget of \$524 million and an authorized staff of 37 full time equivalent employees.

The Alameda CTC has the following functions and responsibilities:

- Administer the voter approved 1986 Measure B, the 2000 Measure B, and the 2014 Measure BB transportation sales tax programs in accordance with the respective enabling legislations and transportation expenditure plans' guidelines.
- Express Lanes and Tolling Operation and System Management. These lanes increase the efficiency of the region's transportation system for commuters, transit and freight by giving solo drivers the option to pay a toll for access into the carpool lanes when there is excess capacity.
- Implementation of the Commission-adopted Goods Movement Program
- Project Management Oversight of sales tax funded projects
- Project Management and Delivery of major and regionally significant transit and roadway improvement projects. Alameda CTC plans, funds and delivers capital projects and transportation programs that expand access and improve mobility within and beyond Alameda County. The agency is currently managing a multibillion-dollar portfolio of active capital projects and transportation improvements in various stages of delivery.
- Implementation of the Countywide Safe Routes to Schools Program. Alameda County SR2S works with students, parents and schools throughout Alameda County to bring engaging and informative bicycle and pedestrian programming to local communities within the County.
- Implementation of the Countywide Special Transportation for Seniors and Disabled program. The 2000 Measure B increased the percentage of net revenue for Special Transportation from 1.5 to 10.45 percent. These revenues fund operations for ADA-mandated services and city-based paratransit programs. The revenues also fund a discretionary grant program intended to reduce the differences in special transportation services available to individuals in different geographic areas of Alameda County.
- Implementation of the Affordable Student Transit Pass Program. Currently a pilot program, the Affordable Student Transit Pass Program provides a vital opportunity to assess student transportation needs in the county and to develop an approach to meet those needs through implementation of a sustainable pass program. The pilot will make it easier to travel to and from school and school-related programs, jobs and other activities, for Alameda County's middle and high school students
- Prepare, adopt, revise, amend, administer and implement the Congestion Management Program for Alameda County.
- Develop, adopt and update the Alameda Countywide Transportation Plan.

- Coordinate transportation planning, conduct transportation programming within Alameda County for all transportation funding programs, and coordinate with contiguous counties and other Bay Area counties.
- Coordinate Countywide input into: 1) the California Clean Air Act and Transportation Control Measures of the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District; 2) the California Transportation Commission (CTC) and Caltrans for funding programs; 3) MTC guidelines for County Transportation Plans; 4) MTC's Regional Transportation Plan; 5) MTC's Regional Transportation Improvement Program and the CTC's State Transportation Improvement Program; and 6) Sustainable Communities Strategic Plans for the cities in Alameda County and the region.
- Prepare, adopt, update and administer the federal surface transportation program, the federal congestion mitigation and air quality program, and other federal funding programs as appropriate, or any successor federal funding programs.
- Prepare, adopt, update and administer the Alameda County element of the State Transportation Improvement Program.
- Act as the Alameda County Program Manager for the regional Transportation Fund for Clean Air program.
- Prepare, adopt, update and administer all other new or existing regional and state transportation funding programs and programs regarding global warming and land use as appropriate and/or as delegated to Alameda CTC.
- Develop, construct, operate and maintain the Alameda County Express Lanes system.
- Design, acquire environmental clearance, and construct transportation and related projects.
- Administer the 2010 Measure F Vehicle Registration Fee program in accordance with the voter approved Full Text of Measure F.
- Levy and collect fees and charges, including administrative and operating costs, as provided in the Joint Powers Agreement or by law, against all entities to which the law applies, both signatory and non-signatory to the Agreement.
- Seek state and federal funding to pay for the cost of preparing, adopting, amending, administering and implementing the Congestion Management Plan, transportation projects and programs in Alameda County and other duties described.
- As appropriate, prepare a new Transportation Expenditure Plan for a potential new or extended or expanded sales tax to be submitted to the voters for approval.

- Other functions and responsibilities that are: 1) consistent with the purpose, objectives, functions and responsibilities; 2) imposed by state or federal law; or 3) added by amendments.

The Executive Director reports to a 22-member Commission representing Alameda County, the 13 incorporated cities located in the County, BART and AC Transit, and will serve under contract to the Commission.

THE POSITION

The Executive Director serves as the chief executive officer of the Commission, accountable to the Commission and responsible for enforcement of all Commission, local, state and federal codes, ordinances and regulations; the conduct of all financial activities; and the efficient and economical performance of the Commission's operations.

Receives administrative and general policy direction from the Commission. The work provides for a wide variety of independent decision-making, within all legal and general policy and regulatory guidelines. Exercises general direction and supervision over all Commission staff through subordinate levels of management and supervision.

Under policy direction, plans, organizes and provides administrative direction and oversight for all Commission functions and activities; provides policy guidance and program evaluation to the Commission and management staff; encourages and facilitates provision of services to Commission stakeholders; fosters cooperative working relationships with State and local intergovernmental and regulatory agencies, and various public and private groups; and performs related work as required.

Examples of essential functions include:

- Plans, organizes and administers all planning, programs, operations and services of the Commission, including administrative, engineering, environmental, transportation, inspection, construction services and congestion management; coordinates and evaluates the work of the Commission in accordance with applicable laws, codes and regulations, and adopted policies and objectives of the Commission.
- Directs and coordinates the development and implementation of goals, objectives and programs for the Commission; develops administrative policies, procedures and work standards to ensure that the goals and objectives are met and that programs provide mandated services in an effective, efficient and economical manner.
- Oversees the preparation of the annual budget for the Commission; authorizes directly or through staff, budget transfers, expenditures and purchases; provides information regarding the Agency's financial condition and needs to the Commission.

- Advises the Commission on issues, programs and financial status; prepares and recommends long- and short-term plans for Commission service provision and funding; and directs the development of specific proposals for action regarding current and future Commission needs.
- Represents the Commission in meetings with governmental agencies, community groups, and various business, professional, educational, regulatory and legislative organizations.
- Provides for the investigation and resolution of complaints regarding the administration and services provided by the Commission.
- Provides for contract services and agreements; ensures proper performance of obligations to the Commission; has responsibility for enforcement of all Commission, local, state and federal codes, ordinances and regulations.
- Oversees the selection, training, professional development, and work evaluation of Commission staff; oversees the implementation of effective employee relations programs; provides policy guidance and interpretation to staff; serves as the hearing officer for grievances and discipline hearings.
- Directs the preparation of and prepares a variety of correspondence, reports, policies, procedures and other written materials.
- Ensures that the Commission is kept informed of the Agency functions, activities and financial status, and of legal, social and economic issues affecting Agency activities.
- Monitors changes in laws, regulations and technology that may affect Commission operations; implements policy and procedural changes as required.
- Responds to the most complex, difficult and sensitive public inquiries and complaints and assists with resolutions and alternative recommendations.
- Performs other duties as assigned.

THE CANDIDATE

Education and Experience

- Any combination of training and experience that would provide the required knowledge, skills and abilities is qualifying. A typical way to obtain the required qualifications would be: 1) the equivalent of graduation from a four-year college or university, with major coursework in civil or transportation engineering, transportation planning, public or business administration, public policy, finance or a related field; and 2) ten years of

executive/senior management or administrative experience in a municipal or public agency setting.

- Desire five years or more of executive level transportation management experience in at least two of the following areas: transportation planning, programming, project delivery, or finance. This person should have extensive experience in federal, state, regional and local legislative processes, with demonstrated results in influencing staff decisions.
- The selected candidate should possess, or be able to obtain by time of appointment, a valid California Driver's License.
- Candidates from all geographic areas will be considered, although California experience would be preferred.

Knowledge, Skills and Abilities

The selected candidate should have excellent interpersonal and communication skills, as well as knowledge of:

- Federal, State of California, regional and local government transportation and general funding resources, policies and procedures.
- Financial management, including principles and practices of public agency budget development, administration and accountability; investments; debt financing and related areas.
- Sustainability and climate change legislation (SB 375 and AB 32) and implications for regional transportation agencies.
- Administrative principles and practices, including goal setting; program development; implementation; and evaluation and supervision of staff, either directly or through subordinate levels of supervision.
- Principles, practices and procedures of public administration, congestion management, and transportation systems planning and improvements.
- Functions, services and funding sources of a public agency.
- Applicable federal, state and local laws, rules, regulations, ordinances and organizational policies and procedures.
- Current social, political and economic trends affecting the provision of Commission programs, policies and activities.

- Modern office practices, methods, and computer equipment and applications related to the work.

In addition, he/she should be able to:

- Build consensus among disparate interests and partner with other agencies and the community in support of strategic initiatives and objectives.
- Communicate clearly, succinctly and effectively, both orally and in writing.
- Identify, recruit, retain and motivate effective and successful staff.
- Plan, administer, coordinate, review and evaluate the functions, activities and staff of the Commission.
- Work cooperatively with, provide highly complex and responsible staff support to, and implement the policies of the Commission.
- Develop and implement goals, objectives, policies, procedures, work standards and internal controls.
- Oversee all Commission financial activities, including administering investments, the development and implementation of the budget, and the control of all expenditures and purchases.
- Interpret, apply, explain and ensure compliance with applicable federal, state and local laws, rules, regulations, policies and procedures.
- Conduct effective negotiations and effectively represent the Commission in meetings with governmental agencies, community groups, and various business, professional, educational, regulatory, and legislative organizations, and the media.
- Direct the preparation of and prepare clear and concise reports, correspondence, policies, procedures and other written materials.
- Analyze problems, identify alternative solutions, project consequences of proposed actions, and implement recommendations in support of goals.
- Use sound independent judgment within broad legal, policy and procedural guidelines.

Management Style and Personal Traits

The individual selected for this position will need to recognize the value of the current staff; be a mentor; and fit in to the current organizational cultures and with the Commission. He/She

should be highly principled, ethical and trustworthy, and set the best example in all actions and words. In addition, this person should create an environment in which people excel, be a catalyst for change while helping others adapt, and demonstrate a strong desire to make a difference. Alameda CTC is seeking someone who is entrepreneurial, highly creative, considers new ideas, and is willing to embrace the unexpected and the resulting possibilities.

The new Executive Director should also be fiscally responsible, able to make tough decisions, hold people accountable for their performance, and be sensitive to cues concerning potential issues or problems. Finally, this person should be able to recognize when he/she is wrong and have the courage to admit it, as well as accept responsibility for his/her performance and the results.