Alameda County Technical Advisory Committee Meeting Agenda
Thursday, June 4, 2020, 1:30 p.m.

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

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

Committee Chair:	Tess Lengyel	Staff Liaison:	Gary Huisingh
		Clerk:	Vanessa Lee

Location Information:

Virtual Meeting Information:	**https://zoom.us/s/99133739498?pwd=bDJiczRDUkNySmpzS25hZzhhazBNdz09**
	Webinar ID: 991 3373 9498
	Password: 579266

For Public Access Dial-in Information:	**(669) 900-6833**
	Webinar ID: 991 3373 9498

To request accommodation or assistance to participate in this meeting, please contact Angie Ayers, at least 48 hours prior to the meeting date at: aayers@alamedactc.org

1.	Call to Order		

2.	Introductions/Roll Call		

3.	Public Comment		

4.	Consent Calendar		**Page/Action**

4.1. Approve the May 7, 2020 ACTAC Meeting Minutes   1   A

5. Planning / Programs / Monitoring

6. Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Thursday, July 9, 2020

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
June through July 2020

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Nick Pilch

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

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
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	June 25, 2020 July 23, 2020
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680)	July 13, 2020
9:30 a.m.	Multi-Modal Committee (MMC)	
10:30 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory Committee	June 29, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	July 9, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	July 13, 2020

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. Meetings subject to change.

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Alameda County Technical Advisory Committee
Fiscal Year 2019-2020

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

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

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Alameda County Technical Advisory
Committee Meeting Minutes
Thursday, May 7, 2020, 1:30 p.m.

4.1

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

1. **Call to Order**
   Gary Huisingh called the meeting to order. Mr. Huisingh stated that Vanessa Lee and Angie Ayers would be assisting with the remote procedural actions during the meeting, including managing questions. He noted that public comments should be submitted via email to Angie Ayers at aayers@alamedactc.org.

2. **Roll Call/Introductions**
   Introductions were conducted. All members were present with the exception of Kevin Connolly, Lt. Austin Danmeier, Anthony Fournier, Johnny Jaramillo, Matt Maloney, and John Xu.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   4.1. **Approval of March 5, 2020 ACTAC Meeting Minutes**
   Tony McCaulay made a motion to approve the consent calendar. Hans Larsen seconded the motion. The motion passed with the following votes:

Yes:	*Ayupan, Chiu, Evans, Ferrara, Fried, Huisingh, Imai, Izon, Javandel, Kelley, Khan, Larsen, Lee, Lizzarago, McCaulay, Ng, Novenario, Payne, Peterson, Thom, Victor*
No:	*None*
Abstain:	*None*
Absent:	*Danmeier, Connolly, Jaramillo, Maloney, Founier, Zu*

5. **Programs/Projects/Monitoring**
   5.1. **Approve Draft 2020 Comprehensive Investment Plan Update**
   John Nguyen recommended the Commission approve the the 2020 Comprehensive Investment Plan (CIP) Update, which includes incorporating: 1) $171.2M in previously approved programming actions occurring after the current 2020 CIP was approved (June 17, 2019); 2) $11.1M in new programming recommendations and allocation adjustments; 3) $6.5M in deprogramming from projects with revised project funding needs and unspent balances; and 4) Updated CIP programming guidelines, policies and procedures for the upcoming 2022 CIP programming cycle. The item also recommended authorizing the Executive Director or designee to execute Project Funding Agreements related to CIP allocation recommendations.

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Han Larsen asked about the revenue impact due to COVID-19. Mr. Huisingh stated that sale tax revenues are expected to be impacted by the Coronavirus pandemic but Alameda CTC has not received official sales tax receipts for March thru today. He informed the Committee that Alameda CTC has posted updated Direct Local Distribution (DLD) sales tax projection on the website for FY2020-21 for both Measure B and Measure BB. Ms. Lengyel noted that Alameda CTC will not see true impacts of the pandemic on sales tax revenues until late June 2020, because the state issues the sales tax revenues two months in arrears. She also stated that Alameda CTC will see a $40M reduction in the budget for next year, which will go to the Commission in May 2020. Ms. Lengyel stated that Angie Ayers will send a link to the committee to access information regarding the DLD's sales tax projection for the fiscal year.

Farid Javandel made a motion to approve this item. Fred Kelley seconded the motion. The motion passed with the following votes:

Yes:	*Chiu, Evans, Ferrara, Fried, Huisingh, Imai, Izon, Javandel, Kelley, Khan, Larsen, Lee, Lizzarago, McCaulay, Ng, Novenario, Payne, Peterson, Thom, Victor*
No:	*None*
Abstain:	*Ayupan*
Absent:	*Danmeier, Connolly, Jaramillo, Maloney, Founier, Zu*

5.2. **Update on COVID-19 Stimulus Efforts and Draft Project Advocacy List**
Carolyn Clevenger provided an update on potential COVID-19 stimulus efforts. In preparation for a potential federal stimulus bill, or similar efforts at the state level to support recovery, infrastructure investment and jobs, Alameda CTC staff has begun to identify investments that could be good candidates for advocacy. Ms. Clevenger noted that the initial list is included as Attachment A in the packet. This list was developed based on a review of Alameda CTC-sponsored projects, projects included in Alameda CTC's project list for advocacy for the FASTER Bay Area initiative, and a review of projects and programs submitted by all jurisdictions for the 2020 Countywide Transportation Plan. Staff is seeking input from ACTAC on additional projects or priority initiatives they are pursuing as part of COVID-19 recovery efforts. Ms. Clevenger requested that members of the committee that have specific questions or requests for revisions regarding specific projects email her at cclevenger@alamedactc.org the project name, description, cost, and anticipated construction start date. Staff will update the table and will provide the Commission with a full revised list in May 2020.

Donna Lee stated that BART is working on a list of projects and they will provide Ms. Clevenger with a list.

Ruben Izon stated that in 2009 and 2010 the project list that was developed for the American Recovery and Reinvestment Act had funds that were distributed through

formula. He asked if something similar can be done with the stimulus projects funds. Ms. Clevenger stated that there is huge uncertainty right now regarding what any stimulus might look like, if there is one, but that staff is open to looking at various options.

Cedric Novenario asked what is the deadline to provide comments/changes to the project list. Ms. Clevenger stated that if comments/updates are received by May 18th they will be incorporated in a revised list and presented to the full Commission at its May meeting.

Obaid Khan noted that freeway interchange projects were missing from the list. Ms. Clevenger stated that staff focused on projects that are close to shovel ready. Mr. Khan stated that he will send a request to include those projects.

Eve Ng asked whether projects in design phase could be included. Ms. Clevenger said that the initial conversation focused on funding for projects ready for construction but that more recent discussions included mention of all phases. As that becomes more clear the list can be updated accordingly.

Marilou Ayupan asked if there is state money available for transportation projects. Ms. Clevenger stated that at this point we do not know, but that the state has an estimated $54B deficit, and Alameda CTC has not heard anything specific regarding a state-level transportation stimulus.

This item is for information only.

5.3. **2020 Countywide Transportation Plan: Community-Based Transportation Plan Update**
Kate Lefkowitz provided an update on the Community-Based Transportation Plan (CBTP) effort that is part of the 2020 Countywide Transportation Plan (CTP). She noted that the update covers baseline conditions analysis and focused outreach conducted in Alameda County's low-income and minority communities, as defined by the Metropolitan Transportation Commission's (MTC) Communities of Concern (CoC). This informs the 2020 CTP and fulfills MTC requirements to update Alameda County's CBTPs. Ms. Lefkowitz stated that the CBTP report document will be finalized in early summer and released with the 2020 CTP. Staff are meeting with Commissioners in small Planning Area groups in May 2020 to discuss CTP and CBTP strategies and priority projects. Alameda CTC will monitor progress towards implementing CBTP recommendations, per MTC requirements, and update needs periodically in coordination with future CTP updates.

This item is for information only.

5.4. **Alameda County Federal Inactive Projects Update**

Jacki Taylor provided an update on the Federal Inactive List. She highlighted potential deobligation dates for inactive projects and encouraged ACTAC members to stay current with their federal invoicing.

This item is for information only.

6. **Members Report**

Hans Larsen noted that the City of Fremont completed a Bikeway Project along Walnut Avenue near the freeway BART station. He thanked Alameda CTC for funding this project. Mr. Larsen gave kudos to the Cities of Alameda and Oakland for their Slow Street Program. Mr. Larsen stated that the City of Fremont has launched a "Drive Slowly, Be Healthy" campaign which consists of comprehensive measures to manage traffic speeds for safety during the coronavirus pandemic and beyond.

Jason Imai commented about DLD's Timely Use of Funds. The City of Newark is making an effort to spend their funds on various projects. The City is concerned it could run into compliance and Timely Use of Funds Issues due to the current COVID-19 situation. Mr. Bhat stated that Alameda CTC will bring an interim policy update item to ACTAC in June 2020 on this topic.

Ruben Izon informed the committee that MTC is reducing their Transportation Development Act (TDA) Article 3 funding by 25 percent. He noted that the County of Alameda has rollover funds for many cities; thereby, the funds will not be reduced this year.

Obaid Khan announced this will be his last ACTAC meeting as he will be retiring from the City of Dublin. ACTAC members thanked Obaid for his valuable input and several years of service on ACTAC.

7. **Staff Report**

There were no staff reports.

8. **Adjournment**

The meeting adjourned at 3:30 p.m. The next meeting is scheduled for April 9, 2020.

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DATE:	May 28, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Vivek Bhat, Director of Programming and Project Controls Jacki Taylor, Senior Program Analyst
SUBJECT:	Alameda County Federal Inactive Projects

Recommendation

ACTAC members are requested review the current Caltrans inactive projects list (Attachment A), which identifies federal funding at risk for deobligation and the actions required by the project sponsor to preserve the funding. This item is for information only.

Summary

Federal regulations require local agencies receiving federal funds to regularly invoice against each federal obligation. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for the past six months. If Caltrans does not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation by the Federal Highway Administration (FHWA). ACTAC members are requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation. Local agencies are expected to regurlarly submit invoices and close out projects in a timely manner. Project sponsors with inactive projects identified in the attached report are to work with directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status and provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report.

Information regarding temporay changes to Caltrans standard invoicing procedures due to COVID-19 is included at the end of the staff report.

Background

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

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive

Obligations. The list is posted on the Caltrans website and updated weekly: https://dot.ca.gov/programs/local-assistance/projects/inactive-projects.

- Caltrans will notify local agencies the first time a project becomes inactive.

- If Caltrans does not receive an invoice within the following six months (12 months without invoicing), Caltrans will deobligate the unexpended balances. The deobligation process is further detailed in FHWA's Obligation Funds Management Guide, which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

It is the responsibility of local agencies to work in collaboration with their DLAE to ensure projects are removed from the inactive list and avoid deobligation.

Regional Requirements

The Metropolitain Transportation Commission (MTC) Regional Project Delivery Policy, MTC Resolution 3606, states that *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project recieves a reimbursement."* Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on future federal funds. MTC actively monitors inactive obligations and periodically contacts project sponsors for status updates.

COVID-19 Impacts

During the COVID-19 outbreak, Caltrans has temporarily exempted its requirement for wet signatures on invoice documents in order to process for payment. Until further notice, Districts will be accepting scanned copies of invoices. All Local Assistance Procedures Manual (LAPM) forms, including Exhibit 5-A Local Agency Invoice form can be found here.

Next Steps

ACTAC members are requested to ensure timely invoicing against each federal obligation and work directly with their Caltrans DLAE to resolve invoicing issues. Sponsors with inactive projects are requested to provide periodic status updates to Alameda CTC until the project is removed from the Caltrans report. Email status updates to Jacki Taylor, JTaylor@alamedactc.org.

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

Attachment:

A. Alameda County Federal Inactive Projects List, dated 5/11/20.

Alameda County Inactive Obligations
Updated by Caltrans 5/11/2020
Project Balances > $50,000

Updated on 05/11/2020

Project Number	Status	Agency Action Required	Project Prefix	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6480010	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	ATPL	Alameda County Transportation Commission	THE EAST BAY GREENWAY-OAKLAND-HAYWARD, CLASS I BIKE FACILITY	1/25/2020	1/25/2019	3/26/2015	1/25/2019	1/25/2019	$3,000,000	$2,656,000	$2,575,508	$80,492
5050046	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPCML	Hayward	MAIN STREET FROM MCKEEVER AVENUE TO D STREET REDUCE ROADWAY FROM 4 TO 2 LANES, CONSTRUCT BIKE LANES, WIDEN SIDEWALKS AND ADD COMPLETE	1/14/2020	1/14/2019	1/14/2019	1/0/1900	1/14/2019	$350,000	$175,000	$0	$175,000
5012141	Inactive	Invoice overdue. Contact DLAE.	HSIPL	Oakland	MARKET ST. BETWEEN 4TH AND 7TH ST. & 18TH TO 19TH ST. INTERSECTION AT MARKET ST AT 14TH, 16, AND 21ST STREET, SAN PABLO AVE AT 32TH, BROCKHURST,	5/6/2020	5/7/2019	10/21/2016	5/7/2019	12/20/2019	$2,685,282	$1,425,870	$183,600	$1,242,270
5012140	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	HSIPL	Oakland	SHATTUCK AVE AT 49TH ST, 51ST, 59TH, ALCATRAZ AVE; AND CLAREMONT AVE BETWEEN TELEGRAPH AVE AND CLIFTON ST. SIGN AND STRIPE ROAD DIET WITH	8/21/2019	8/21/2018	12/15/2016	8/21/2018	1/23/2020	$1,363,072	$1,221,072	$180,900	$1,040,172
5012028	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPLZ	Oakland	23RD AVE BR 33C0148, CAMPUS DR BR 33C0238 & COLISEUM WAY BR 33C0253 SEISMIC RETROFIT	5/23/2020	5/24/2019	9/1/1996	5/24/2019	5/24/2019	$3,312,953	$2,897,545	$2,245,843	$651,702
5012103	Inactive	Invoice under review by Caltrans. Monitor for progress.	BHLO	Oakland	ADELINE STREET BRIDGE OVER UPRR AMTRAK, BRIDGE# 33C0028 SEISMIC RETROFIT	6/12/2020	6/13/2019	5/4/2011	6/13/2019	6/13/2019	$712,000	$630,334	$386,742	$243,592
5041048	Inactive	Invoice overdue. Contact DLAE.	STPL	San Leandro	IN SAN LEANDRO: WASHINGTON AVENUE FROM WEST JUANA AVENUE TO CASTRO STREET RECONSTRUCT ROADWAY	5/28/2020	5/29/2019	5/29/2019		5/29/2019	$83,000	$73,000	$0	$73,000
5041046	Inactive	Invoice overdue. Contact DLAE.	HSIPL	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF EAST 14 TH STREET (SR 185) AND JOAQUIN AVE. UPGRADE TRAFFIC SIGNALS, INSTALL PED. SIGNAL PHASING,	6/12/2020	6/13/2019	10/13/2017	6/13/2019	6/13/2019	$66,500	$59,850	$4,670	$55,180
32L0520	Future	Invoice under review by Caltrans. Monitor for progress.	ER	Alameda County	CROW CANYON ROAD MM 6.08 & 6.21. UNINCORPORATED ALAMEDA COUNTY. . PRELIMINARY ENGINEERING DESIGN.	9/16/2020	9/17/2019	7/4/2018	9/17/2019	9/17/2019	$106,200	$94,000	$22,006	$71,994
5057043	Future	Final invoice under review by Caltrans. Monitor for progress.	ATPL	Berkeley	NEAR LECONTE ELEMENTARY SCHOOL ALONG SHATTUCK AVE, AT WARD, STUART AND RUSSELL STREETS AND MERGE TO ADELINE STREET CONSTRUCT BULB-OUTS,	7/15/2020	7/16/2019	9/14/2016	7/16/2019	7/16/2019	$510,567	$452,004	$326,701	$125,303

Updated on 05/11/2020

Project Number	Status	Agency Action Required	Project Prefix	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5014040	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	3/7/2018	3/7/2017	3/22/2013	3/7/2017	3/7/2017	$319,633	$282,885	$253,486	$29,399
6204105	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	HPLUL	Caltrans	I-580 LIVERMORE; GREENVILLE RD TO ISABEL AVE, CONSTRUCT W/B HOV LANE	2/20/2020	2/20/2019	7/10/2012	2/20/2019	2/20/2019	$73,055,000	$6,187,759	$6,187,484	$275
5012136	Inactive	Invoice overdue. Contact DLAE.	ATPL	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: (1) 35TH AVE.@ WISCONSIN ST, (2) PLEASANT ST @ BOSTON AVE, (3) SCHOOL ST.@ BOSTON AVE,(4)	5/6/2020	5/7/2019	7/27/2016	5/7/2019	5/7/2019	$1,466,091	$1,236,000	$1,187,860	$48,140
5012126	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	HSIPL	Oakland	SEVEN BLOCK AREA OF GRAND AVE. FROM PARK VIEW TO EUCLID UPGRADE CROSSWALKS: SIGNING, STRIPING, PED SIGNALS	1/25/2020	1/25/2019	8/27/2014	1/25/2019	1/25/2019	$1,046,847	$636,756	$596,754	$40,002
5012118	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	HSIPL	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	11/30/2019	11/30/2018	10/22/2013	11/30/2018	11/30/2018	$827,745	$656,900	$621,091	$35,809
5014043	Future	Final invoice under review by Caltrans. Monitor for progress.	ATPLNI	Alameda	JEAN SWEENEY OPEN SPACE: RAIL TO TRAIL CONVERSION OF THE FORMER ALAMEDA BELTLINE. CROSS ALAMEDA TRAIL - EDUCATION AND OUTREACH TO SCHOOL,	9/9/2020	9/10/2019	4/17/2017	9/10/2019	9/10/2019	$141,000	$123,000	$98,907	$24,093
5012131	Future	Invoice under review by Caltrans. Monitor for progress.	ATPL	Oakland	MACARTHUR BLVD FROM HIGH ST TO RICHARDS ST. INSTALLATION OF BIKE LANES (CLASS I/II), TRAFFIC AND INTERSECTION RECONFIGURATION FOR PED/BIKE SAFETY	8/14/2020	8/15/2019	4/6/2017	8/15/2019	8/15/2019	$4,999,047	$3,598,000	$3,558,000	$40,000
5041049	Future	Invoice ASAP to avoid inactivity.	HSIPL	San Leandro	THE INTERSECTION OF WICKS BLVD AND MANOR BLVD. INSTALL SOUTHBOUND AND NORTHBOUND LEFT-TURN SIGNALS; UPGRADE SIGNAL HEADS AND SIGNAL	9/5/2020	9/6/2019	9/6/2019		9/6/2019	$41,500	$37,350	$0	$37,350

Color Key

Project is inactive for more than 12 months and is carried over from last quarter inactive project list.
Invoice / Final invoice is under review
Project is in final voucher process. District can contact Final voucher unit to verify and get an update.
Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
Invoice Overdue. Agency needs to provide justification to DLAE.

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DATE:	May 28, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Vivek Bhat, Director of Programming and Project Controls John Nguyen, Principal Transportation Planner
SUBJECT:	Approve FY 2018-19 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report and Interim Policy Updates

Recommendation

It is recommended that the Commission approve the Fiscal Year 2018-19 Measure B, Measure BB, and Vehicle Registration Fee Program Compliance Report and Interim Policy Updates.

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 FY18-19 reporting period. The City of Union City remains the only DLD recipient that has not submitted reports to Alameda CTC due a citywide virus hindering Union City's ability to access the data last Fall 2019. Union City is currently resolving their data accessibility issues and intends to submit their reports this Fall 2020. Alameda CTC will review the reports at that juncture and will report back to the Commission if there are any findings of non-compliance.

Additionally, Alameda CTC periodically reviews the DLD policies and implementation guidelines to ensure the DLD program is implemented in accordance with the Transportation Expenditure Plans and current transportation needs in Alameda County. With the Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, Alameda CTC recommends a one-year extension of the current timely use of funds policy requirements, and modifying the Seniors and People with Disabilities DLD implementation guidelines to allow for the cost eligibility for Meals on Wheel Delivery programs for the FY 20-21 period.

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 Fiscal Year 2018-19 (FY18-19), Alameda CTC has distributed over $1.4B in combined DLD funds to eligible recipients 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 FY18-19, Alameda CTC distributed approximately $180.2 million in total DLD funds for the respective programs identified in the table below.

Total FY18-19 Fund Distributions By Program ($ in Millions)

DLD Program	Measure B	Measure BB	VRF	Total
Local Transportation (Local Streets)	$ 34.8	$ 31.7	$7.6	$ 74.1
Transit	$ 33.0	$ 34.2	$ -	$ 67.2
Paratransit	$ 14.1	$ 14.2	$ -	$ 28.3
Bicycle and Pedestrian	$ 5.8	$ 4.8	$ -	$ 10.6
Total DLD Funds	**$ 87.7**	**$ 84.9**	**$7.6**	**$180.2**

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 FY18-19, which covers July 1, 2018 to June 30, 2019. 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, and service effectiveness.

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- 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 FY18-19 reporting year, except for the City of Union City, DLD recipients submitted the required compliance reports and audited financial statements by the December 31, 2019 deadline. The City of Union City was unable to submit the required reports due to a citywide virus hindering the City's ability to access the data last Fall 2019. The City is currently resolving their data accessibility issues and intends to submit their reports this Fall 2020. Alameda CTC will review the reports at that juncture, and will report back to the Commission if there are compliance issues.

For the remaining reports, 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 Union City, Alameda CTC has determined that DLD recipients are in-compliance with the financial reporting and expenditure requirements, and DLD policies for expenditures incurred during FY18-19. The DLD recipients' individual reports are available for review online at: https://www.alamedactc.org/funding/reporting-and-grant-forms/.

FY18-19 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.

- Fund Balances: DLD recipients' collective FY18-19 ending fund balance by funding program totals $109.5 ($49.5M in Measure B, $50.1M in Measure BB, and $9.9M in VRF) as shown in Attachment A. The balance has increased by approximately $13M from the past fiscal year. However, DLD recipients have reported $54.4M of the fund balance is currently encumbered to active projects and contracts to demonstrate their commitment to use their DLD funds (refer to Attachment B).

- 15% Measure BB LSR Requirement: 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 30 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment C).

- Pavement Condition Index: 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.

- Transit On-time Performance: For transit performance, Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Generally, transit operators are within a percent of their agency's goal. The Altamont Corridor Express noted a declined in its on-time performance in the fiscal year due to implementation of new positive train control technologies. The transit on-time performance summary is included in Attachment E.

- Seniors and People with Disabilities Performance: 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. The recipients' programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. A review of the paratransit ADA mandated services performance summary is included in Attachment E.

Interim Policy Updates Recommended Due to Coronavirus Impact

The Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, has altered the current state of sale tax and VRF program revenues, available local staff resources, and reshaped the near-term transportation needs. Alameda CTC is currently waiting for current program distribution receipts from the State to conduct a thorough revenue analysis, however, it is expected there will be a significant decline in Measure B, Measure BB, and VRF program revenues throughout the last quarter of fiscal year 2019-20 and into the next fiscal year as a result of the COVID-19 impact on the economy. Notwithstanding, transit agencies are expected to receive 40% less funds (from $8.3 to $5.0M) through the State Transit Assistance (STA) program in the upcoming fiscal year, potentially impacting service operations and performance. Alameda CTC is cognizant of the changes in funding and transportation priorities, and is committed to supporting DLD recipients in their program delivery while still maintaining strict oversight per the respective Transportation Expenditure Plans. In consideration of the COVID-19 impact, staff recommends updating its DLD program policies pertaining to timely use of funds and cost eligibly for the Meals on Wheels Program as described below.

<u>Timely Use of Funds</u>: Staff recommends a one-year extension of the current timely use of funds policy requirements to provide DLD recipients additional time to draw down their fund balances. Under the current policy, Alameda CTC monitors 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. At this juncture, all recipients are currently in compliance with this policy and have thru fiscal year 2019-20 to draw down their fund balances to an acceptable level per the policy.

However, with the unknown long-term impacts of COVID-19 on program revenues, and recipients' reprioritizing resources in a more conservative manner, staff recommends a one-year extension, allowing the drawn down to be reviewed at the end of fiscal year 2020-21. This provides recipients additional time to strategize their program expenditures. Alameda CTC will continue to review potential modifications to Timely Use of Funds Policy to ensure the policy is feasible and effective at achieving the intended goal of encouraging the expeditious use of DLD funds.

<u>Meals on Wheels Program Cost Eligibilities</u>: The current Implementation Guidelines for the Seniors and People with Disabilities program limits eligible use of DLD funds for the Meals on Wheels Program to the Cities of Alameda, Emeryville, Fremont, Hayward, and Newark, whose programs were established prior to 2012 with Measure B funds. The Meals on Wheels program provides meals directly to seniors and people with disabilities who are unable to use transportation services. At the time, the Implementation Guidelines restricted the DLD eligibilities from other cities to encourage the use of DLD funds towards other transportation services and priority programs developing across the county.

With the emergence of COVID-19, and required distancing among individuals to minimize the spread and associated health risks, meal delivery programs are a critical service for seniors and people with disabilities who are "sheltering" in their homes. Staff recommends relieving the eligibility limitation for fiscal Year 2020-21, and allow all DLD recipients the option to use their DLD funds to support Meals on Wheels Program operations that have become a service priority for seniors within Alameda County.

The recommended interim policy updates and changes are only for FY 20-21. If the circumstances require revisiting either of these policies beyond FY-20-21, staff will bring forward a new recommendation prior to the start of FY 21-22.

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

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

(As of the end of Fiscal Year 2018-19)

Jurisdiction:	Measure B	Measure BB	VRF	Total
AC Transit	$5,488,298	$6,071,409		$11,559,707
BART	$0	$0		$0
LAVTA	$0	$0		$0
WETA	$2,320,771	$1,630,133		$3,950,905
ACE	$1,314,588	$5,000		$1,319,588
Alameda County	$2,745,267	$4,254,511	$265,856	$7,265,634
City of Alameda	$1,725,191	$1,010,492	$657,910	$3,393,592
City of Albany	$1,482,191	$1,863,669	$192,237	$3,538,097
City of Berkeley	$4,541,388	$8,819,093	$1,021,658	$14,382,139
City of Dublin	$859,604	$511,495	$247,223	$1,618,322
City of Emeryville	$107,996	$230,930	$48,342	$387,268
City of Fremont	$3,126,397	$3,857,056	$789,440	$7,772,893
City of Hayward	$5,984,908	$6,946,837	$585,747	$13,517,492
City of Livermore	$3,355,842	$3,004,013	$618,767	$6,978,622
City of Newark	$937,258	$726,494	$346,556	$2,010,308
City of Oakland	$8,979,781	$3,192,403	$1,703,352	$13,875,537
City of Piedmont	$136,758	$250,966	$39,255	$426,979
City of Pleasanton	$1,633,211	$2,228,051	$658,687	$4,519,949
City of San Leandro	$1,486,903	$2,830,655	$1,110,362	$5,427,920
City of Union City	$3,289,927	$2,620,345	$1,168,881	$7,079,153
Total	**$49,516,279**	**$50,053,551**	**$9,899,351**	**$109,469,182**

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2018-19 Audited Financial Statements. City of Union City balances reflects starting balances and revenues for FY18-19 based on prior reports and Alameda CTC's distribution records.

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Measure B/Measure BB/Vehicle Registration Fee
Direct Local Distribution Encumberances and Balances
(as of the end of Fiscal Year 2018-19)

Jurisdiction:	Total Balance	Total Encumberance	Total Remaining (Bal. - Encumbered)	% Remaining Balance
AC Transit	$11,559,707	$11,559,707	$0	0%
BART	$0	$0	$0	0%
LAVTA	$0	$0	$0	0%
WETA	$3,950,905	$2,436,631	$1,514,274	38%
ACE	$1,319,588	$1,319,588	$0	0%
Alameda County	$7,265,634	$5,918,369	$1,347,265	19%
City of Alameda	$3,393,592	$2,074,837	$1,318,755	39%
City of Albany	$3,538,097	$1,582,682	$1,955,415	55%
City of Berkeley	$14,382,139	$5,174,450	$9,207,689	64%
City of Dublin	$1,618,322	$1,598,592	$19,730	1%
City of Emeryville	$387,268	$31,598	$355,670	92%
City of Fremont	$7,772,893	$1,191,126	$6,581,767	85%
City of Hayward	$13,517,492	$2,402,213	$11,115,279	82%
City of Livermore	$6,978,622	$4,694,605	$2,284,017	33%
City of Newark	$2,010,308	$1,194,245	$816,063	41%
City of Oakland	$13,875,537	$5,128,229	$8,747,308	63%
City of Piedmont	$426,979	$423,196	$3,783	1%
City of Pleasanton	$4,519,949	$4,026,504	$493,445	11%
City of San Leandro	$5,427,920	$3,599,952	$1,827,968	34%
City of Union City	$7,079,153	$0	$7,079,153	100%
Total	$109,024,105	$54,356,524	$54,667,582	50%

Notes:

1. Encumberances into active contracts and projects are as reported by Measure B/BB/VRF Direct Local Distribution Recipients, and are subject to change since the time of data submittal.
2. City of Union City has yet to submit a report for encumberances.

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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	$7,447,777	$6,517,715	88%	Yes
City of Alameda	$7,522,464	$5,207,181	69%	Yes
City of Albany	$177,072	$163,875	93%	Yes
City of Berkeley	$4,973,092	$1,560,743	31%	Yes
City of Dublin	$1,630,541	$514,414	32%	Yes
City of Emeryville	$1,052,392	$242,497	23%	Yes
City of Fremont	$8,032,436	$3,085,951	38%	Yes
City of Hayward	$6,519,047	$1,367,398	21%	Yes
City of Livermore	$1,795,925	$412,961	23%	Yes
City of Newark	$1,591,585	$713,356	45%	Yes
City of Oakland	$45,741,331	$6,691,267	15%	Yes
City of Piedmont	$1,482,612	$289,062	19%	Yes
City of Pleasanton	$2,034,657	$459,914	23%	Yes
City of San Leandro	$3,717,687	$852,679	23%	Yes
City of Union City	$1,647,858	$258,488	16%	Yes
Total	**$95,366,477**	**$28,337,500**	**30%**	**Yes**

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.

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DLD Performance Summary
Fiscal Year 2018-19 Performance Monitoring

Table 1: Pavement Condition Index

LSR Metric: Alameda
CTC's performance

Jurisdiction:	PCI Score	PCI Score > 60?
Alameda County	71	Yes
City of Alameda	70	Yes
City of Albany	57	No
City of Berkeley	60	Yes
City of Dublin	85	Yes
City of Emeryville	77	Yes
City of Fremont	72	Yes
City of Hayward	70	Yes
City of Livermore	78	Yes
City of Newark	76	Yes
City of Oakland	54	No
City of Piedmont	67	Yes
City of Pleasanton	79	Yes
City of San Leandro	58	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%	71%	-1%	No
ACE	95%	81%	-14%	No
BART	91%	90%	-1%	No
LAVTA	85%	84%	-1%	Yes
Union City Transit	90%	TBD	TBD	TBD

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			FY 18/19		
	Number of One-way Trips	MB/BB Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)	Number of One-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
AC Transit	502,755	$22.92	531,840	$23.18	$48.65	511,357	$26.07	$57.86
BART	225,876	$17.73	238,942	$18.13	$50.28	229,740	$20.45	$58.07
LAVTA	50,433	$9.18	50,967	$9.77	$36.50	46,108	$12.19	$39.44
Union City	21,375	$24.48	18,028	$28.57	$50.72	TBD	TBD	TBD
Total	800,439	$20.63	839,777	$21.04	$48.42	787,205	$23.61	$56.84

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DATE:	May 28, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Saravana Suthanthira, Principal Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	2020 Countywide Transportation Plan: New Mobility Framework Update

Recommendation

This item provides the Commission with an update on the New Mobility Framework, which will be a part of the 2020 Countywide Transportation Plan (CTP). This update covers the overall approach, key elements of the framework, and next steps. This item is for information only.

Summary

The transportation landscape has been transformed by new mobility technologies and services and the pace of that change continues to accelerate. In 2019, Alameda CTC launched an effort to establish a technology framework and action plan—the New Mobility Framework (Framework). The Framework is intended to support Alameda CTC and local jurisdictions implement new mobility technologies and services in a way that capitalizes on opportunities and strategically manages risk, and encourage information sharing across the county. To guide this effort, Alameda CTC formed a Technology Working Group (TWG), with representatives from local jurisdictions and transit agencies with experience working on new and advanced technologies and projects. The Framework identifies overarching Goals, a suite of Smart Strategies, and specific Actions within several new mobility Technology Categories. Staff will present an overview of the Framework, which will be the technology component of the 2020 CTP.

Background

As transportation technology evolves rapidly it impacts access and overall mobility for everyone, both positively and negatively. Alameda CTC initiated the Framework development as a proactive plan for Alameda County to have a framework to leverage any potential benefits from new mobility technologies and services while strategically managing and protecting the public infrastructure and the public from any associated risks. The Framework has been developed with a clear

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acknowledgement of the rapid and continuing change throughout the transportation industry and an understanding that the Framework needs to be revisited and updated periodically.

Concurrently, Alameda CTC is engaged in development of the 2020 CTP, which will be completed in late 2020. In looking forward to 2050, new mobility technologies and services are a key topic that warrant a concentrated effort to explore opportunities and challenges. The Framework will provide a foundation for agency policy, advocacy and funding decisions as Alameda CTC and partner agencies, as well as the private sector, advance new mobility technologies and services.

The Framework is the culmination of a variety of agency efforts. Alameda CTC began discussions around new mobility at the May 2019 Commission Retreat, with a presentation on new technologies. In October 2019, staff shared the current understanding of the use and effects of Shared Mobility and Transportation Networking Companies (TNCs) at ACTAC and PPLC. Around that time, Alameda CTC formed the TWG to guide the overall development of the Framework and provide a forum for information exchange. The TWG consists of members from local jurisdictions within each Planning Area of Alameda County, as well as AC Transit and LAVTA, that are implementing technology initiatives. The TWG's main role is to support the Framework by sharing expertise on new mobility initiatives, local implementation issues, priorities and constraints, and conceptualize regional and national best practices in a local context.

New Mobility Framework

The Framework is intended to support Alameda CTC and local jurisdictions as they implement new mobility technologies and services to capitalize on opportunities and strategically manage risk, and encourage information sharing across the county. The Framework identifies goals based on countywide planning efforts and defines a set of broader strategies to meet these goals, as well as specific actions to facilitate implementation of new mobility technologies and services in Alameda County by Alameda CTC and member agencies. As a supplementary outcome, the Framework will also include a Technology Toolbox for the member agencies and a guidance on public and private partnerships.

The Framework identified nine New Mobility Goals. The Goals support the 2020 CTP goals, but focus on how they relate to new mobility technologies and services. Table A details the New Mobility Framework Goals and how they relate to the 2020 CTP goals.

Table A – New Mobility Goals, Goal Statement and Related CTP Goals

New Mobility Goal	Goal Statement	Related CTP Goal
Multimodal and High-occupancy	Complement public transit and shared trips, and support active transportation, by providing convenient travel options while considering the urban, suburban and rural contexts of Alameda County.	Accessible, Affordable and Equitable High Quality and Modern Infrastructure
Safety	Improve traveler safety and reduce conflicts between modes.	Safe, Healthy and Sustainable
Environment	Support system and environmental sustainability, promote convenient non-auto modes, and reduce vehicle miles traveled.	Safe, Healthy and Sustainable
Equity and Accessibility	Be easily and equitably accessible to all travelers, including disadvantaged populations.	Accessible, Affordable and Equitable
Service Quality	Support and complement convenient and reliable public transit options and offer high quality travel options.	High Quality and Modern Infrastructure
Cost-efficiency	Promote a positive fiscal impact on infrastructure investments and delivery of publicly-provided transportation services	Economic Vitality
Connectivity	Improve connections across jurisdictions, offer seamless connectivity through improved modal transfers, and better connect and integrate land use, housing, jobs and transportation.	Accessible, Affordable and Equitable
Economy	Support vibrant communities and engage in fair labor practices.	Economic Vitality
Data Sharing and Security	Engage and collaborate to share all relevant data to improve the transportation system and agency efficiency, and protect the traveling public and infrastructure from cyber security threats.	New mobility technologies and services specific goal

Technology Categories

The above Goals point to a number of desired outcomes, described by the goal statements. These outcomes are often cross-cutting and serve multiple Goals. In order to better understand the nature of impacts of the new mobility technologies and services and help identify an approach to meet the Goals, the Framework identifies five primary areas or categories of transportation technology, widely used throughout the industry:

- Connected: The ability to communicate information real-time between mobility modes, infrastructure, users, and any other component critical to the movement of people and goods.
- Electric: Transportation that uses stored or transmitted electricity to power a vehicle instead of traditional internal combustion engines (ICE), usually by means of batteries, ultra-capacitors, or hydrogen fuel cells.
- Shared: Transportation services and resources that are shared among users, either concurrently or one after another.
- Autonomous: Vehicle automation for the purpose of transporting people and goods that can navigate and operate without assistance from a human driver or operator.
- Data (cross cutting category): Information generated by the vehicle, infrastructure, or user that can be used for decision-making, analysis, or operation of transportation.

Smart Strategies

A number of specific Smart Strategies were developed for each Goal in the context of the Technology Categories. These Strategies are broad approaches—aligning with the overall CTP work—to address the anticipated opportunities and risks posed by the new mobility technologies and services for each Technology Category to meet the intent of the Goals. These Smart Strategies include and build upon the technology-related strategies identified in the 2020 CTP effort that have been presented to the Commission in May as part of the planning area meetings.

Attachment A contains the full list of Smart Strategies for each Goal including a list of risks and opportunities related to the respective Goal and the Technology Categories. Table B shows an example Smart Strategy for each Goal. Actions (in terms of polices, programs, projects or pilots) related to the Smart Strategies will be developed this summer.

Table B – New Mobility Goals and Example Smart Strategies

Goal	Example Smart Strategy
Multimodal and High-occupancy	Use advances in technology to improve the effectiveness, affordability, and ease of access to transit
Safety	Ensure new mobility services and technologies are safe for travelers and all other users of the right of way
Environment	Promote the electrification of the vehicle fleet
Equity and Accessibility	Guarantee access to all publically-available mobility options
Service Quality	Use new mobility and associated technologies to provide better level of service, experience, and reduced cost for transit passengers
Cost-efficiency	Maximize utility of existing infrastructure

Connectivity	Facilitate communication, agreements, and partnership between agencies and jurisdictions operating within the county
Economy	Promote agility and flexibility in the management, use, and benefits of new technologies
Data Sharing and Security	Establish the function and role of the Alameda CTC related to data sharing and security that will provide the most benefit to member jurisdictions and agencies.

Next Steps

The draft Smart Strategies will be updated to incorporate comments from partner jurisdictions and the Commission. Over the summer, staff will work with the TWG to develop a set of recommended actions. The final Framework, including recommended actions, will be completed in Summer of 2020 as shown in Attachment B and will be presented to the Commission in early Fall.

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

Attachments:

A. New Mobility Framework – Draft Strategies Memorandum including Goals, Principles and Smart Strategies
B. New Mobility Framework Development Schedule

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Alameda County

New Mobility Framework

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Draft Goals and Smart Strategies

2020

Alameda County Transportation Commission

Overview

Alameda CTC, with input from the Transportation Working Group (TWG), based on various Planning efforts including the County-wide Transportation Plan, identified nine goals for New Mobility services and technologies in the spring of 2019:

- » Multimodal and High-occupancy
- » Safety
- » Environment
- » Equity and Accessibility
- » Service Quality
- » Cost-efficiency
- » Connectivity
- » Economy
- » Data Sharing and Security

These goals point towards a number of desired outcomes in the context of New Mobility services and technologies. These outcomes are often cross-cutting and serve multiple goals. As we move to identify ways to get to these outcomes, it is evident that New Mobility services and technologies create opportunities for a more convenient, efficient, and safe transportation network. However, they also create risks with the potential to further exacerbate inequalities, fracture the network, create congestion, and new security threats, if not implemented in a thoughtful manner, guided by effective strategies. Alameda CTC and the TWG began to identify these opportunities and risks previously. The Project Team developed a set of Technology Categories in the context of the broad spectrum of transportation technology areas:

- » Connected
- » Shared
- » Electric
- » Autonomous
- » Data

The idea is that the anticipated opportunities and risks posed by the New Mobility services and technologies for each goal and technology category will automatically lend itself to identify a set of approaches or high level strategies that Alameda CTC need to consider to move Alameda County towards the desired mobility outcomes. These strategies form the heart of the New Mobility Framework for Alameda County and for the 2020 CTP. These strategies, in coordination with the TWG, will later help identifying a number of specific supportive actions: pilots, programs, and projects which Alameda CTC can undertake or support.

New Mobility Goal:

Multimodal and high occupancy

New Mobility services and technologies must complement public transit and support active transportation and provide convenient travel options while taking into account the urban, suburban, and rural parts of Alameda County. They must also consider effects on traffic congestion, mode choice, and transit reliability.

Overview

New and emerging modes and technologies hold enormous potential for increasing mobility options for travelers. While some of the policy areas (connected, electric, shared, autonomous, and data) will offer substantial benefit, others may offer both benefits and risks for the desired outcomes as described in the goal. For example, automation could offer numerous choices for mobility, even offering a better level of service for transit passengers. But these modes could also out-compete transit in terms of availability and come at the cost of increased congestion and equity issues throughout the County.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Complement public transit** -New mobility modes and technologies should be used to support public transit options, including physically connecting travelers to transit, as well as information and data connecting travelers to transit.

» **Support active transportation** - Communications technology can support active transportation options, such as shared dockless modes.

» **Create convenient travel options** - Utilize new mobility and technologies to inform travelers of public and private mobility options and their associated benefits and drawbacks.

» **Support context-relevant mobility (rural, suburban, urban)** - Ensure mobility options are accessible to Alameda's population, but coordinated to fit the context.

» **Minimize congestion** - Utilize technologies to reduce congestion and ensure new modes and technologies do not add to congestion.

» **Increase mode choice** - Embrace new mobility options and more ways to connect to travelers

» **Promote reliable transit** - Transit that is efficient, consistent, dependable, on-schedule, and competitive with other modes.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Provide reliable, high capacity transit on major corridors:** Move people along key corridors, utilizing the latest in new technologies to improve the service.

2. **Use new mobility to better connect travelers to transit:** Whether connecting physically or through information, new mobility services and technologies should be used to close the gap between travelers and transit.

3. **Promote a full mobility ecosystem throughout the County and its diverse geographies and populations:** Every member of the Alameda County community should have options when it comes to mobility, regardless of who they are and where they live.

4. **Use advances in technology to improve the effectiveness, affordability, and ease of access to transit:** Transit should serve as the backbone of the transportation system, and new mobility services and technologies should be used to extend service and access at a lower cost to travelers and agencies.

New Mobility Goal:

Safety

New Mobility services and technologies must improve traveler safety and reduce conflicts between modes.

Overview

Many of the trends in transportation technology have been applied to increase safety for travelers on roadways, including Intelligent Transportation Systems (ITS) technologies that can better manage traffic and detect pedestrians to reduce conflicts. Advances in communications technologies have likewise provided a backbone for enhanced safety features in vehicles that can communicate with infrastructure and other vehicles.

At the same time, new modes that are enabled by advanced technology represent both opportunities and risks. As new modes come to market, it is unclear how they will operate within existing infrastructure, creating an issue for conflicts with other system users, including drivers, pedestrians, and other emerging modes.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Improved traveler safety** - Safety is a top priority, and advances in new and emerging technologies should all work to promote safe travel for all modes throughout the county.

» **Reduced conflicts between modes -** Many new technologies and modes are competing for existing right-of-way and conflicts between users should be minimized.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Ensure new mobility services and technologies are safe for travelers and all other users of the right of way:** Mobility of one mode should not come at the expense of the safety of the passenger or any other traveler on the road.

2. **Develop and promote right of way orientations that can accommodate safe deployment of new and emerging modes, services and technologies:** When new modes are introduced into public rights of way, communities will need a guide for how and where they should operate to ensure safety of all travelers and modes.

3. **Develop a coordinated county-wide approach to Intelligent Transportation System (ITS) implementation to increase safety and ensure coordinated management of the transportation system:** A set of technology applications intended to increase safety, capacity, and effective management of key corridors and arterials within the county.

4. **Ensure the transportation system supports resiliency:** This accounts for the resiliency of the transportation system itself in regards to challenges and threats, but also supports the reliable movement of people and goods in times of crisis.

Environment

Support system and environmental sustainability, promote convenient non-auto modes, and reduce vehicle miles traveled.

Overview

The historic reliance on single-occupant automobiles has resulted in significant climate and public health impacts. In California, 47% of total carbon emissions comes from the transportation sector, including passenger vehicle and truck emissions. Technology holds enormous promise for addressing carbon emissions, whether through the electrification of the transportation fleet, by creating better access to high-capacity and shared modes through increased connectivity, or through personal mobility modes that use far less energy to operate. But these changes won't happen in a vacuum, and governments can play a role in directing the trends in new mobility and technology to deliver the best possible outcomes for community members.

Alameda County is home to the primary production facility of the world's largest electric car manufacturer, Tesla. Electrified mobility is already part of the region's economy, and will likely be a part of the region's future identity. Considering the scale of the shipping and freight in the county, significant opportunity exists to electrify substantial portions of the goods movement system. Alameda County has an opportunity to build off its strengths and become a national leader in the electrification of our transportation system.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Environmentally sustainable** - Reducing carbon emissions is a key environmental imperative, and reducing carbon from our transportation system will be a substantial step toward that goal.

» **Support convenient non-auto modes -** Moving travelers to cleaner, smaller, shared, and more convenient modes than privately-owned automobiles.

» **Reduce VMT -** This principle is strongly aligned with the goal of multimodal and high-capacity transportation, and any automobile trip that can be diverted to shared, electric, or active mobility will be beneficial.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Promote the electrification of the vehicle fleet:** A movement away from carbon-based transportation options and toward electrification that can utilize renewable power sources.

2. **Support Infrastructure for Near-Zero and Zero-Emission Truck Technology:** The electrification of freight and movement of goods will be an area of immense opportunity to positively impact air quality in the county.

3. **Encourage behavior that reduces pollution** - Prioritize best practices of local deliveries, truck behavior, routing, and vehicle idling.

4. **Discourage dead-heading, SOV trips, and other behavior detrimental to the transportation system:** Regulating adverse behavior enabled by new technologies will be easier before those modes are widely available. This will create a framework for addressing and mitigating changes before they happen.

5. **Use technology to promote alternative forms of transportation and services:** Moving people in other ways than cars, including Transportation Demand Management (TDM) strategies, carsharing, and new non-auto modes that can satisfy travel demand.

Equity and Accessibility

New Mobility services and technologies must be easily and equitably accessible to all travelers, including disadvantaged populations.

Overview

Ensuring that new mobility services and technologies are serving every member of Alameda County equitably is critical for ensuring equitable access to mobility. The development and deployment of new mobility services and technology must consider and address the needs of disabled passengers, disadvantaged populations, and disadvantaged geographies.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Easy for travelers to use** - A low barrier of entry for travelers to access mobility. New mobility services and technologies need to have a straightforward interface, easy to understand service model, and equally serve disadvantaged communities within the greater mobility ecosystem.

» **Accessible to all travelers -** Every person within Alameda County should have access to reliable and affordable transportation.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Guarantee access to all publicly-available mobility options:** This would ensure that all travelers have access to new mobility services and technologies, regardless of location, class, or disability.

Service Quality

New Mobility services and technologies must support and complement convenient and reliable public transit options and offer high quality travel options.

Overview

As new modes continue to evolve, and new approaches to mobility become adopted, transit can move large volume of people equitably and in an efficient manner. Although some new mobility modes may compete with transit, there is opportunity to use those same approaches to better connect travelers to transit, and to offer other options and approaches to efficiently move people throughout the county.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Support and complement convenient and reliable public transit options** - Transit should remain the backbone of a high-quality transportation system, and new mobility technologies will serve to improve the effectiveness, reliability, and access to transit.

» **Offer high quality travel options -** With new technologies have come new modes, many of which have no dedicated space within the right-of-way.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Explore innovative transit service and fare options:** New technologies are bringing new capabilities that can improve the transit riding experience and improve transit reliability and efficiency.

2. **Expand First and Last Mile Options & Improve Access to Major Transit Hubs:** New mobility and associated technologies to be used to support transit and move people from transit stops to their origin/destination.

3. **Use new mobility and associated technologies to provide better level of service, experience, and reduced cost for transit passengers:** Leverage the benefits brought by innovations in new mobility to increase the effectiveness and level of service of transit.

Cost Efficiency

New Mobility services and technologies must promote a positive fiscal impact on infrastructure investments and delivery of publicly-provided transportation services.

Overview

Transportation infrastructure is costly, and new technologies hold the promise to reduce cost and increase efficiency of that infrastructure. For example, technology can be used to better utilize existing infrastructure by increasing capacity through technology instead of pavement expansion. Or by supporting transit by employing new mobility and technologies to increase service to passengers and better connect travelers to transit options.

As new investments are made, risks can be reduced by investing in systems that are modular, easily upgradeable, and compatible with other systems throughout the county and region. Infrastructure must also be coordinated across the county, but also the greater Bay Area Region to enable data sharing and comprehensive management and operations of the transportation system.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Promote positive fiscal impact on infrastructure** - Leverage technology to decrease capital costs, increase system capacity and efficiency, while reducing maintenance costs.

» **Positive fiscal impact on delivery of public transportation -** Public transportation can absorb many of the benefits of new mobility and technologies, and effort should be made to maximize the effectiveness of transit while reducing costs to operators and riders.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Maximize utility of existing infrastructure:** New mobility services and technologies should use existing infrastructure where possible, and work to maximize the efficiency and capacity of that infrastructure.

2. **Identify and address the risks associated with new and existing infrastructure brought by advances in new mobility and technology:** Limit the implementation of costly technologies that may not have a long useful life, and identify potential areas where existing capital investments may be at risk of obsolescence due to new mobility.

3. **Coordinate the rollout of advanced communications infrastructure throughout member jurisdictions, agencies, and providers:** Best practices for advanced communications technologies that minimize the risk of obsolescence, promote connectivity between jurisdictions and agencies, and operate to allow seamless communications infrastructure across the region.

Connectivity

New Mobility services and technologies must improve connections across jurisdictions, offer seamless connectivity through improved modal transfers, and better connect and integrate both land use, housing, jobs, and transportation. They must be consistent with a common county-wide approach, and support shared regional communication infrastructure.

Overview

Connecting people, connecting places, and connecting information are all components of this goal. Understanding that new mobility services and technologies offer greater opportunity to connect communities, both physically and digitally, governments and agencies should be coordinating efforts to enable the greatest benefit to their communities.

The concept of a holistic mobility ecosystem should be a driver for collaboration among County agencies and communities, and integrated within the regional system. Within this mobility ecosystem, travelers would have access to mobility-related data to make informed decisions on their best options for a particular trip. The ability to move throughout the county and across modes in a seamless manner will take a heavy amount of coordination to connect mobility elements throughout the community both digitally and physically.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Improve connectivity between and across jurisdictions** - Connectivity in the form of connecting travelers, connecting services, and connecting data across jurisdictions will increase mobility and access for communities across Alameda County

» **Seamless connectivity across modes -** The ability to plan, request, ticket, and pay for trips across multiple modes, and for those modes to physically connect to each other would be enormously beneficial for the traveling public. The incorporation of new mobility modes, services, and technologies are all part of the technology ecosystem that can enable this functionality.

» **Connect housing and jobs -** Understanding where people live, where they work, how they commute, and offering options to reduce their travel time, cost, and convenience.

» **Promote a integrated approach -** Creating a holistic approach to mobility will require coordination of policy, infrastructure, technology, and service-offerings across the agencies and jurisdictions in Alameda County and throughout the region.

» **Support a shared regional communications infrastructure -** Technology infrastructure across the county should be compatible between jurisdictions, agencies and the greater region, allowing real-time sharing of transportation data.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Promote a frictionless mobility across modes and geographies:** Make it as easy as possible to plan, compare, book, and pay for travel throughout the County.

2. **Promote consistent county-wide communication infrastructure inputs and outcomes across communities:** Systems should be compatible, allowing consistent and usable data across jurisdictional boundaries.

3. **Facilitate communications, agreements, and partnerships between agencies and jurisdictions operating within the County:** Continue collaboration among governments and agencies to promote the best possible outcomes for community members.

New Mobility Goal:

Economy

New Mobility services and technologies must support vibrant communities and engage in fair labor practices.

Overview

The technologies and services emerging today offer the potential to reshape economies across regions, with the promise of less cost, greater access, and better safety. Our economies depend on the efficient movement of people and goods, and ensuring that emerging mobility options continue to improve the transportation system should lead to greater opportunities for community members and more dynamic, prosperous, and vibrant communities across the County.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Promote vibrant communities** - Advances in new mobility must support the communities that use them, and work to enhance the safety, prosperity, and equity of community members.

» **Promote fair labor practices -** New approaches to transportation should not result in worse standards for workers, and labor fairness needs to be a key component of new mobility systems.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Establish a hierarchy of travel modes with the individual as the basic component:** The intent is to move people and goods efficiently.

2. **Promote agility and flexibility in the management, use, and benefits of new technologies:** As technologies continue to evolve and advance, be flexible in the regulation and implementation, allowing the ability to easily pilot and scale when opportunities arise.

3. **Promote local innovation and economic development:** The Bay Area is a hotbed of technology and innovation, and local efforts to increase mobility effectiveness and choices should be supported.

4. **Protect mobility-related labor across Alameda County:** New mobility services and technologies should promote fair labor practices among operators.

Data Sharing and Security

New mobility providers, cities, transit and other agencies, and Alameda CTC must engage and collaborate with each other and the community to share all relevant data to improve the transportation system and agency efficiency. They should also protect traveling public and infrastructure from cyber security threats.

Overview

The generation and use of data is becoming a central component of our transportation system. Enabled by advances in sensors, communications technologies, and big data analysis, data holds the promise of robust information readily available to make informed decisions for both travelers and governments regarding mobility. Data permeates many of the other goals for new mobility, such as safety, cost efficiency, service quality, cost efficiency, connectivity, and multi-modal and high capacity, each with a strong reliance on real-time information.

The effectiveness and extent of benefits will depend highly on the ability to share data between member jurisdictions and operators, and protect that data and the privacy of users against outside attackers.

Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

» **Data sharing between operators and governments/agencies** - Strong cooperation and sharing between entities in the County can lead to better overall outcome for everyone involved. Data sharing should be a key component of building a stronger system in Alameda County.

» **Use data to improve transportation system and agency efficiency -** New and emerging data and collection methods is an additional resource that can offer better insights for policy makers and travelers to make informed decisions.

» **Protect public and infrastructure against cyber threats -** Protecting public privacy, data, and infrastructure requires both limiting the personally identifiable information collected on individual travelers, but also continuous improvement to the County's infrastructure to protect against cyber threats.

Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Establish the function and role of the Alameda CTC related to data sharing and security that will provide the most benefit to member jurisdictions and agencies:** Clearly define what role Alameda CTC will have regarding data and security.

2. **Promote open access to critical data from vehicles operating on public streets:** Governments should have access to valuable travel data to continually optimize the transportation system.

3. **Promote transparency of the collection and use of traveler data:** The public should be aware what data local governments and agencies are collecting.

4. **Continuously upgrade and protect against risks and mitigate impacts when cyber attacks do happen:** This will be a continuous process to make sure infrastructure is protected and data is kept safe.

5. **Establish minimum standards for the collection, transfer, and storage of data:** Reinforce the safety of traveler data.

Appendix

Potential opportunities and risks for goals
and associated technology categories

Table: Multimodal and High Occupancy

Table is intended to connect components of the goal statement with
risks and opportunities associated with the technology categories.

Legend

Opp/Risk	Technology Category	
✓ : Opportunity	C: Connected	A: Autonomous
X : Risk	E: Electric	D: Data
	S: Shared	

		Opp/Risk	Opportunities and Risks associated with the Goal and Technology Category	C	E	S	A	D
Elements of Goal Statement	Complement public transit	✓	Better first mile/last mile connectivity with public transit	■				
		✓	Better and real-time information encourages travelers find and use transit and active transportation modes	■				
		✓	Transit boarding and ticketing is made faster and more reliable	■				
		X	Driving alone becomes more convenient leading to increased congestion and safety issues				■	
		X	New modes (AV/MaaS/TNC) could compete with public transit				■	
	Support active transportation	✓	Technology-enabled options, such as bikeshare	■		■		
		X	Competition from new, similar modes, such as e-scooters				■	
	Create convenient travel options	✓	Technology-enabled choices and payment options	■				
		✓	More modal options available with automated, electrified, and connected mobility				■	
		X	Convenience of modes may come at the expense of other goals (ie., private AV/MaaS)				■	
	Relevant to the context	X	Some modes may not be applicable throughout every context				■	
	Minimize congestion	✓	Smaller modes, such as e-scooters, could displace SOV trips in some cases				■	
		X	AV/MaaS/TNC could increase congestion and even create induced demand if prices decrease				■	
	Increase mode choice	✓	Technology-enabled planning and payment	■				
		X	ROW allocations that do not account for new and emerging modes				■	■
	Promote reliable transit	✓	Potential for autonomous transit options.				■	
		✓	Technology-enabled real-time transit status	■				
		X	Potential lower ridership due to AV/MaaS/TNC could deteriorate transit operations and reliability				■	

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Table: Safety

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk
✔ : Opportunity
X : Risk

Technology Category
C: Connected   A: Autonomous
E: Electric   D: Data
S: Shared

Elements of Goal Statement		Opp/ Risk	Opportunities and Risks associated with the Goal and Technology Category	Tech. Category				
				C	E	S	A	D
	Improved traveler safety	✔	Automated vehicles reduce crashes that occur due to human error				■	
		✔	Robust data availability allows better detection on near-misses	■				■
		✔	New and emerging technologies developed to improve safety and management of ROW	■				
		X	More pick-ups and drop-offs create more conflict at the curb				■	
		X	Injury collisions become more severe as perceived safety leads to riskier behavior				■	
		X	Active transportation options such as scooter share also likely impacts bike/pedestrian safety without proper policy guidance.				■	
	Reduced conflict between modes	✔	Traffic controls help reduce mode conflict	■			■	
		X	Existing infrastructure is not necessarily oriented to accommodate a proliferation of modes and service models brought by tech advances				■	

Table: Environment

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk
✔ : Opportunity
X : Risk

Technology Category
C: Connected   A: Autonomous
E: Electric   D: Data
S: Shared

		Opp/Risk	Opportunities and Risks associated with the Goal and Technology Category	C	E	S	A	D
Elements of Goal Statement	Environmentally sustainable	✔	Cleaner, electrified vehicles create less pollution		■			
		✔	Electrified mobility options to offset carbon-based options		■			
		X	VMT increases due to increased convenience options		■			■
		X	Potential environmental issues with battery manufacturing and disposal		■			
		X	Uneven presence of charging infrastructure		■			
		X	Insufficient supporting infrastructure for power distribution and charging		■			
		X	Transportation system reliant upon unreliable power grid		■			
	Support convenient non-auto modes	✔	Technology-enabled trip planning, ticketing, payment, specifically for transit and personal mobility options	■				
		✔	Electrification of the transit fleet		■			
		✔	Expanded data collection allows better data collection on near-misses					■
		X	Lower-cost AV/MaaS/TNC could move people toward auto-based modes		■			
	Reduce VMT	✔	Vehicle occupancy increases		■	■		
		X	Occupancy declines because of empty vehicles				■	
		X	New modes to offset SOV trips			■		
		X	AV/MaaS/TNC may increase dead-heading, and create potential induced demand due to lower costs				■	

Table: Equity and Accessibility

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk	Technology Category
✓ : Opportunity	C: Connected A: Autonomous
X : Risk	E: Electric D: Data
	S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Easy for travelers to use	✓	Digital communications for planning, ticketing, payment	■		■		■
		X	Uneven distribution across geographies and communities in County	■				■
		X	Universal design may not be present in through third-party services and modes			■		
	Accessible to all travelers	✓	People who don't own a car have more mobility choices	■		■		
		✓	Existing options become more affordable	■		■		
		✓	Service hours extended: mobility options expanded for people with disabilities and populations under-served by public transit	■		■		
		X	Services focus on more affluent customers			■		
		X	Unbanked population may have less access to smart-phone application based mobility and data options.	■				
		X	Access to essential services, jobs, etc reduced for vulnerable populations	■				■
		X	Roads, transit, parking inequitably priced	■				
		X	Potential limited service areas for third-party operators	■		■		
		X	Third party operators may pull service once established as an option	■		■		

Table: Service Quality

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk
✓ : Opportunity
X : Risk

Technology Category
C: Connected   A: Autonomous
E: Electric   D: Data
S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Support and complement convenient and reliable public transit options	O	New mobility used for better first mile/last mile connectivity	■	■	■	■	
		O	Communications and data used to better connect travelers to transit	■				■
		R	New mobility could compete directly with transit			■	■	
		R	Proliferation of new mobility modes could add congestion, negatively impacting transit efficiency and reliability			■	■	
	Offer high quality travel options	O	Improve operation and efficiency of transit through technology approaches	■		■	■	■
		R	Competition with transit			■	■	

Table: Cost Efficiency

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk
✓ : Opportunity
X : Risk

Technology Category
C: Connected   A: Autonomous
E: Electric   D: Data
S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal	Promote positive fiscal impact on infrastructure	✓	Better utilization of existing infrastructure	■		■		■
		✓	Data collection more efficient	■				■
		✓	Project delivery more efficient	■				
		X	Project delivery costs out-pace benefits of technology					
		X	Orphaned infrastructure due to technology changes	■				
	Fiscal impact on public transportation	✓	Costs fall, enabling more projects and greater benefits				■	
		X	Perceived/promised benefits never realized				■	

Table: Connectivity

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk
✓ : Opportunity
X : Risk

Technology Category
C: Connected   A: Autonomous
E: Electric   D: Data
S: Shared

<table>
<tr><td rowspan="2"></td><td rowspan="2"></td><td>Opp/</td><td rowspan="2">Opportunities and Risks associated with the Goal</td><td colspan="5">Policy Area</td></tr>
<tr><td>Risk</td><td>C</td><td>E</td><td>S</td><td>A</td><td>D</td></tr>
<tr><td rowspan="10">Elements of Goal Statement</td><td rowspan="4">Improve connectivity between and across jurisdictions</td><td>✓</td><td>Seamless service across jurisdictions</td><td>■</td><td></td><td></td><td></td><td></td></tr>
<tr><td>✓</td><td>Ability for travelers to compare all available mobility options and their</td><td>■</td><td></td><td></td><td></td><td></td></tr>
<tr><td>X</td><td>Uneven service quality between jurisdictions</td><td>■</td><td></td><td></td><td></td><td></td></tr>
<tr><td>X</td><td>Incompatible equipment across the jurisdictions preventing effective communication between the transportation systems.</td><td>■</td><td></td><td></td><td></td><td></td></tr>
<tr><td rowspan="2">Seamless connectivity across modes</td><td>✓</td><td>Connected technologies improve or maximizes the efficiency of the system</td><td>■</td><td></td><td></td><td></td><td></td></tr>
<tr><td>X</td><td>Private services reluctant to cede control of their platform and services</td><td>■</td><td></td><td></td><td></td><td></td></tr>
<tr><td rowspan="2">Connect housing and jobs</td><td>✓</td><td>Better connected land use/TDM efforts</td><td>■</td><td></td><td></td><td></td><td></td></tr>
<tr><td>✓</td><td>Better understand transportation demand with additional data</td><td>■</td><td></td><td></td><td>■</td></tr>
<tr><td rowspan="2">Promote a county-wide approach</td><td>✓</td><td>Address mobility and transportation comprehensively throughout the County</td><td>■</td><td></td><td>■</td><td></td><td></td></tr>
<tr><td>✓</td><td>Greater ease of use for passengers when transportation options are consolidated</td><td>■</td><td></td><td>■</td><td></td><td></td></tr>
<tr><td></td><td rowspan="3">Support a shared regional communications infrastructure</td><td>✓</td><td>Consistency in data and equipment across jurisdictions</td><td>■</td><td></td><td></td><td></td><td>■</td></tr>
<tr><td></td><td>✓</td><td>More support, better base of knowledge and available equipment when infrastructure is established regionally</td><td>■</td><td></td><td></td><td></td><td>■</td></tr>
<tr><td></td><td>X</td><td>Jurisdictions may be reluctant to abandon already-installed infrastructure</td><td>■</td><td></td><td></td><td></td><td></td></tr>
</table>

Table: Economy

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

Opp/Risk	Technology Category
✓ : Opportunity	C: Connected A: Autonomous
X : Risk	E: Electric D: Data
	S: Shared

<table>
<tr><th rowspan="2"></th><th rowspan="2"></th><th>Opp/</th><th rowspan="2">Opportunities and Risks associated with the Goal</th><th colspan="5">Policy Area</th></tr>
<tr><th>Risk</th><th>C</th><th>E</th><th>S</th><th>A</th><th>D</th></tr>
<tr><td rowspan="8" style="writing-mode:vertical-lr">Elements of Goal Statement</td><td rowspan="4">Promote vibrant communities</td><td>✓</td><td>Improved mobility options opens doors to creating a vibrant economic future</td><td>■</td><td>■</td><td>■</td><td></td><td></td></tr>
<tr><td>✓</td><td>New job opportunities and training</td><td>■</td><td>■</td><td>■</td><td>■</td><td>■</td></tr>
<tr><td>✓</td><td>New partnerships and collaboration between all types of stakeholders – public, private and non-profit.</td><td>■</td><td></td><td></td><td></td><td></td></tr>
<tr><td>X</td><td>Lack of skilled labor force to meet the new job type/skill</td><td>■</td><td>■</td><td>■</td><td>■</td><td></td></tr>
<tr><td rowspan="3">Promote fair labor practices</td><td>X</td><td>Likely Labor issues as in ride-hail services that public agency has limited control over</td><td>■</td><td>■</td><td>■</td><td></td><td></td></tr>
<tr><td>X</td><td>Potential negative impact to transit impacting their performance and fair-box recovery.</td><td></td><td></td><td>■</td><td></td><td></td></tr>
<tr><td>X</td><td>Impact due to Autonomous Industry is still unclear.</td><td></td><td></td><td></td><td>■</td><td></td></tr>
</table>

Table: Data Sharing and Security

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

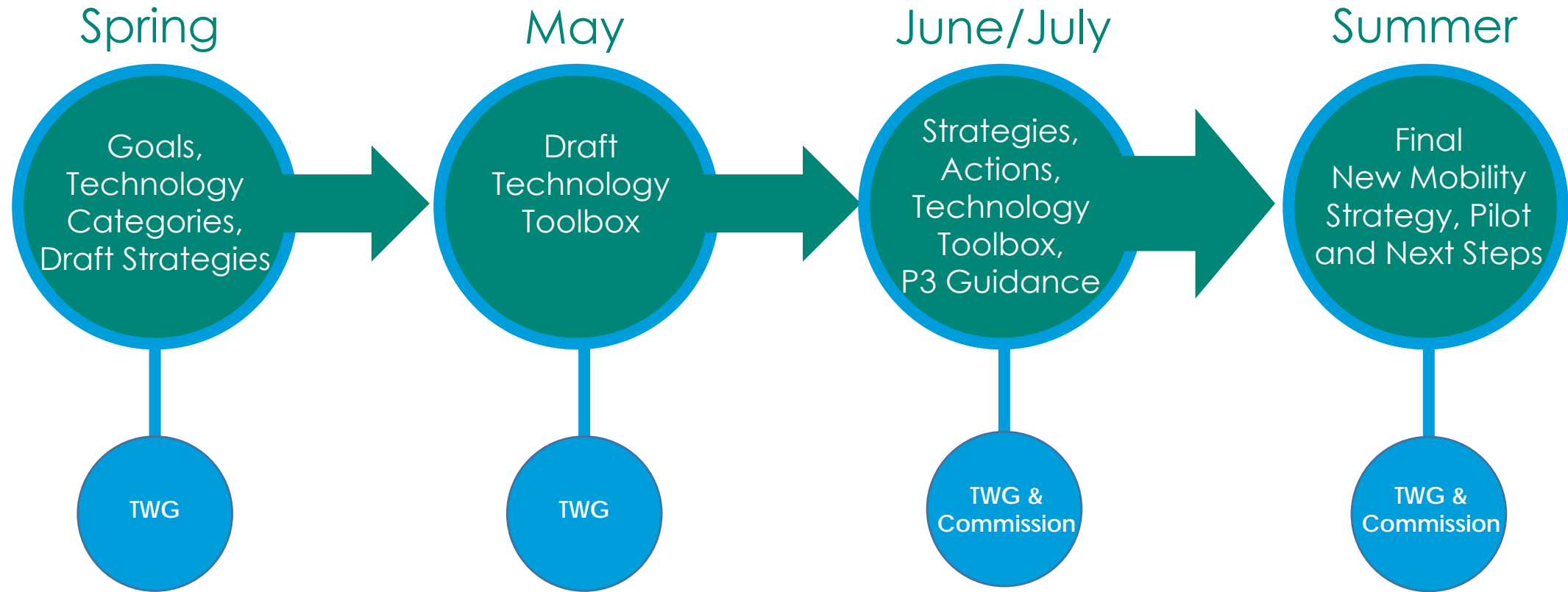**Opp/Risk**
✓ : Opportunity
X : Risk

Technology Category
C: Connected   A: Autonomous
E: Electric   D: Data
S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Data sharing between operators and governments/ agencies	✓	Data shared across jurisdictions for efficiency					■
		✓	Collecting transportation data becomes more efficient	■				■
		X	Resources wasted in duplicative efforts in multiple jurisdictions					■
		X	Poor communication between jurisdictions creates new barriers					■
		X	Missed opportunities					■
		X	Limited access to proprietary data					■
		X	No transparency in public access/ownership of data					■
	Use data to improve transportation system and agency efficiency	✓	More informed planning and decision making					■
		✓	Better prices (transit, rideshare, bikeshare, roadways, parking, etc.)					■
		✓	Enables feedback loops					■
		✓	Data-based decision-making and insights					■
		✓	Real-time system conditions	■				■
		X	Private companies withhold data from public agencies and resist oversight					■
		X	Ineffective pricing creates both overcrowding/congestion and reduces demand					■
		X	Too much data/inability to draw conclusions					■
	Protect public and infrastructure against cyber threats	X	Infrastructure becomes more vulnerable to cyberattacks					■

New Mobility Framework 2020 Development Schedule

Spring

Goals, Technology Categories, Draft Strategies

TWG

May

Draft Technology Toolbox

TWG

June/July

Strategies, Actions, Technology Toolbox, P3 Guidance

TWG & Commission

Summer

Final New Mobility Strategy, Pilot and Next Steps

TWG & Commission

ALAMEDA
County Transportation Commission

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DATE:	May 28, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Saravana Suthanthira, Principal Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	SB 743 Update: Land Use Analysis Program Processes

Recommendation

This item provides the Alameda County Technical Advisory Committee (ACTAC) with an update on changes to Alameda CTC's implementation of the Congestion Management Program's (CMP) Land Use Analysis Program (LUAP) element in response to Senate Bill 743 (SB 743) implementation, which takes effect on July 1, 2020. This item is for information only.

Summary

As the Congestion Management Agency (CMA) for Alameda County, Alameda CTC is required to develop and implement a CMP. CMP legislation requires congestion management agencies, such as Alameda CTC, to implement a Land Use Analysis Program (shown in Attachment A) to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. CMP legislation also requires that those impacts are assessed using a delay-based metric, Level of Service (LOS), and that it is included as part of the California Environmental Quality Act (CEQA) document.

In December 2018, the CEQA guidelines related to transportation impact analysis were amended to implement the requirements of SB 743, which changed the metric used to determine the significance of project impacts from LOS to vehicle miles travelled (VMT). This was done to support state environmental goals for greenhouse gas reduction and to promote infill development. Use of the VMT metric for CEQA transportation impact analysis becomes mandatory on July 1, 2020 and is in conflict with the current requirements of CMP legislation.

Prior attempts to amend the CMP legislation to streamline and align it with SB 743 requirements were unsuccessful, and there is no pending legislation to resolve this conflict. Since all jurisdictions must switch to VMT by July 1st, 2020, Alameda County jurisdictions requested Alameda CTC to identify ways to address the conflicting

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requirements of the CMP and SB 743 for CEQA documents. <u>As LOS analysis is no longer a requirement of CEQA, the CMP impacts analysis under LUAP can be provided to Alameda CTC as either an addendum to the CEQA document or separately from the CEQA documentation, but issued at the same time as the CEQA document.</u>

Compliance with the provisions of the LUAP is necessary for jurisdictions to receive gas tax subventions. Land development projects are subject to LUAP review only if they generate at least 100 p.m. peak-hour trips relative to existing conditions. Typically, CEQA projects which are able to apply for a Notice of Exemption, Negative Declaration, or Mitigated Negative Declaration, do not require analysis pursuant to the LUAP.

Next Steps

Alameda CTC will update relevant pages of the current 2019 CMP LUAP element, shown in Attachment B, and post the revised document to the Alameda CTC website.

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

Attachments:

    A. [2019 CMP Land Use Analysis Program](#) *(hyperlinked)*
    B. Land Use Analysis Program Revisions

Types of impacts and impact assessment methodologies

Project sponsors should consider impacts to all modes as described below. Appendix J provides full information on impact types and impact assessment methodologies.

- **Autos:** Vehicle delay using the HCM2010 methodology (or HCM2000 methodology, if required for consistency with local requirements) and consistency with adopted plans (Note: Automobile delay cannot be deemed a significant environmental impact under current CEQA guidelines. The required LOS analysis, which can be limited to the MTS roadway network, may be included in an EIR appendix or a separate document provided to Alameda CTC);

- **Transit:** Effects of vehicle traffic on mixed-flow transit, transit capacity, transit access/egress, need for future transit service, consistency with adopted plans, and Circulation Element needs;

- **Bicycles:** Effects of vehicle traffic on bicyclists conditions, site development, and roadway improvements, and consistency with adopted plans;

- **Pedestrians:** Effects of vehicle traffic on pedestrian conditions, site development, and roadway improvements, and consistency with adopted plans; and

- **Other impacts and opportunities:** Noise impacts for projects near state highway facilities and opportunities to clear access improvements for transit oriented development projects.

Thresholds of significance

Alameda CTC has not adopted thresholds of significance for CMP land use analysis purposes.[17] Project sponsors should use professional judgment to 1) define a threshold that is appropriate for the project context; and 2) use this threshold to determine if segments are impacted.

Mitigation measures

Roles of Alameda CTC vs. local jurisdictions

The CMP statute requires that a Land Use Analysis Program assess the costs of mitigating impacts to the regional transportation system from local land use decisions. This authority must be balanced with the responsibility that local governments hold in the development review process under CEQA. Local governments have lead agency responsibility for preparing EIRs including transportation impact analysis. In addition, the decision of whether to implement a mitigation measure or to adopt a statement of overriding considerations is a local decision.

Alameda CTC's role is to provide comments through the EIR process on the adequacy of analysis. Alameda CTC has authority under the CMP statute to require disclosure of impacts and mitigation measures, and to require local agencies to establish a program for securing funding to mitigate transportation impacts of land use decisions. The CMP statute does not grant Alameda CTC authority to require implementation of a mitigation measure.

Adequacy of mitigation measures

Inadequate and/or underfunded transportation mitigation measures may have significant implications for the regional transportation system. Either might result in failure to meet LOS standards, triggering potential non-conformance and the need for a deficiency plan. Furthermore, an environmental document may rely on state or federal funding of mitigation measures. Such funding may not be consistent with Alameda CTC's project funding priorities.

Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:

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[17] Note that the LOS E threshold used to determine deficiency as part of the LOS monitoring CMP element does not apply to the Land Use Analysis Program. This threshold is used for biennial monitoring, not to determine whether impacts will be caused over the long term by an individual land use action.

- Sufficient to sustain CMP ~~roadway and~~ transit service standards, and/or reduce VMT below the applicable level of significance;

- Fully funded; and

- Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan, and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

Types of mitigations

A project can propose mitigation measures of several types to address CMP impacts, including but not limited to:

- **Transportation network changes** including changes to roadway geometry (e.g., adding lanes, adding turn pockets, adding mid-block crossings) and intersection control (e.g., adding stop control or signalizing an intersection). Since automobile delay can no longer be deemed a significant environmental impact due to SB 743, these types of changes are unlikely to be imposed as CEQA mitigation measures, but may still be included as part of a required deficiency plan.

- **Transportation demand management measures and programs** including amenities, information, incentives, and disincentives designed to influence demand for peak-hour auto trip-making. The TDM element of the Alameda County CMP contains a menu of TDM programs (see Appendix G) with research-based expected ranges of trip reduction benefits that project analysts may use to estimate the effectiveness of TDM mitigation measures.

- **In lieu mitigations** including implementing a part of an Areawide Deficiency Plan or paying into a Transportation Impact Fee program.

In the case of smaller projects, local governments may wish to require project proponents to enter an agreement to provide a "fair share" portion for mitigating a cumulative impact. This addresses the legislative requirement that the CMP must be able to estimate costs associated with mitigating transportation impacts.

Multimodal tradeoffs

In certain settings, mitigation measures or project features designed to resolve an impact to one mode may cause undesirable secondary impacts to other modes. These secondary impacts may be contrary to adopted policy objectives. A typical example is adding a turn pocket at an intersection, to address an auto circulation impact in a downtown or infill development area, which may increase crossing distances and exposure to vehicles for cyclists, pedestrians, and transit riders.

Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes of the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM2010 multimodal level of service methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

Review of Land Use Projections[18]

Alameda CTC has responsibility for developing a database of housing and job growth projections utilized in the Alameda Countywide Travel Demand Model (more detail on the countywide model is available in

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[18] The review of housing and job projections was referred to as Tier 2 review in previous versions of the Alameda CTC CMP. This nomenclature has been eliminated to avoid confusion with the tiers of the CMP arterial network.

DATE:	May 28, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Cathleen Sullivan, Director of Planning Kristen Villanueva, Senior Transportation Planner
SUBJECT:	2020 Countywide Transportation Plan: Project List Update and Commission Discussions

Recommendation

This item is to provide the Alameda County Technical Advisory Committee (ACTAC) with an update on the 10-year priorities for the 2020 Countywide Transportation Plan (CTP) incorporating feedback received in April and May meetings with partner agency staff and Commissioners. This item is for information only.

Summary

As part of on-going development of the CTP, staff led a series of remote planning area discussions with partner agency staff, Commissioners, and their alternates during April and May. These remote meetings included detailed discussion of needs assessment findings and draft recommendations, in the forms of priority projects and strategies over the next 10 years for each planning area. Initial draft priorities were presented at meetings in April with partner agency staff. Alameda CTC staff subsequently had follow-up calls, as needed, with agency staff before presenting revised materials to small group meetings of Commissioners for each planning area in May.

Overall, there was general support for the needs assessment findings for each planning area, requests for a handful of modifications to the draft list of 10-year priorities to reinforce and clarify local priorities, and suggestions for further refinement of priority strategies for the county.

On June 4, staff will present high-level updates to the list to ACTAC and will be emailing out the revised list to ACTAC members by June 5. **Staff is requesting final comments on the revised draft 10-year priorities by June 17.** Staff will present recommendations on strategies and final draft 10-year priorities to ACTAC, the Planning, Policy and Legislative Committee (PPLC) and Multimodal Committee (MMC) and the Commission in July. Additional public engagement, modified given the shelter in place orders, will occur later this summer.

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Background

Alameda CTC staff have been working on the current update to the CTP since the middle of 2019 with several CTP items brought to ACTAC, PPLC and the Commission through March 2020. April marked the transition from technical plan development to detailed partner agency and Commission engagement around priority projects and strategies ensuring CTP recommendations reflect county and local priorities as well as address the most pressing needs facing cities and communities. Staff will present draft final CTP recommendations to the Commission in July, which will initiate the final phase of public outreach on the Draft Plan with CTP adoption in late 2020.

As a reminder, the CTP includes a needs assessment by mode and for Communities of Concern (COC), discussion of 10-year priorities, strategies to complement projects and fill gaps in the project list, as well as a 30-year list of projects and projects and programs that support the long-term vision.

A key input item to the CTP is the equity and needs assessment of the Community-based Transportation Plan (CBTP), which has been a parallel effort to the CTP. The CBTP was conducted as a countywide effort with the primary objective of understanding needs in the county's COCs as articulated through direct engagement in COCs and detailed review of recent planning efforts in those areas. In fall 2019 and early winter 2020, over 400 surveys were collected in COCs and have been summarized into high level findings that were [presented to ACTAC last month](). These findings have helped inform priority projects and strategies and will be integrated in to the CTP document later this year.

During April and May, staff led remote planning area discussions with partner agency staff, Commissioners, and their alternates. These remote meetings included detailed discussion of needs assessment findings and draft recommendations, in the forms of priority projects and strategies, and with a focus on the next 10 years, for each planning area. Overall, there was general support for the needs assessment findings for each planning area, requests for a handful of modifications to the draft list of 10-year priorities to reinforce and clarify local priorities, and suggestions for further refinement of the highest priority strategies for the county.

Next Steps for 2020 CTP

Staff are now working on incorporating feedback received to date in advance of presenting draft final CTP recommendations in July to ACTAC, PPLC/MMC and the Commission. To support this timeline, **please send any final comments on the revised draft 10-year priorities to Kristen Villanueva ([kvillanueva@alamedactc.org]()) and Cathleen Sullivan ([csullivan@alamedactc.org]()) by June 17.**

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

DATE:	May 28, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Vivek Bhat, Director of Programming and Project Controls Jacki Taylor, Senior Program Analyst
SUBJECT:	Alameda County Three-Year Project Initiation Document (PID) Work Plan

Recommendation

This item is to provide the Alameda County Technical Advisory Committee with information on the development of the FY 2020-21Alameda County Three-Year Project Initiation Document (PID) Work Plan. This item is for information only.

Summary

Each fiscal year, the Alameda CTC is to provide Caltrans with an updated Three-Year PID Work Plan for Alameda County. The proposed draft update for FY 2020-21 (Attachment A) covers FYs 2020-21, 2021-22 and 2022-23 and reflects comments received from ACTAC members as of May 22, 2020. Final comments are requested by Friday, June 19, 2020.

Background

A Project Study Report/Project Initiation Document (PSR/PID) is a document that details the scope, cost, and schedule of a proposed project and is required to be approved by Caltrans before any major or high complexity project can be programmed and constructed on the State Highway System. A completed PSR/PID is also required for a Local agency-sponsored project to be eligible for State Transportation Improvement Program (STIP) funding. Caltrans may act as the lead agency for the PSR/PID or provide quality assurance or oversight services for projects wherein local agencies act as the lead agency.

Per Caltrans Non-SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three-year Work Plan, which Caltrans generally approves annually by July 1st. Local agencies that plan to initiate a PSR/PID document need to have the project included in the Caltrans-approved PID Work Plan, execute a cooperative agreement with Caltrans and reimburse Caltrans for their oversight services. The only exception to this requirement is if a local agency's project is to be entirely

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funded with state resources. More guidance from Caltrans about when a PID is required can be found [here](#).

For FY 2020-21, the Three-year PID Work Plan for Alameda County will cover FYs 2020-21, 2021-22 and 2022-23. In early May ACTAC members were requested to provide comments on an initial Draft FY 2020-21 Three-year PID Work Plan, which carried over all projects from the prior, FY 2019-20 version of the Plan. All comments received by Friday, May 22nd are reflected in Attachment A.

Following the June ACTAC meeting, the attached version will be distributed to ACTAC members with a request to provide any final comments by Friday, June 19th. As with the initial draft, any changes made to the Excel file are to be highlighted with a different colored font. Key areas of focus for your review, include:

- Review and confirm that your agency is correctly shown in the Sponsor and/or Implementing Agency fields for the listed proposed PSR/PID projects.
- For any projects with PSR/PIDs that have been completed or do not require Caltrans review, indicate the completed or cancelled status in the provided "Notes" column.
- For your confirmed projects, review and update all of the requested information, including the project description, referenced RTP ID, PSR/PID begin/end date, Capital/ Support costs, etc.
- For PSR/PID initiation dates, the reviewed/confirmed initiation dates will inform the FY the projects will be listed under in the updated PID Work Plan (i.e., in FY 2020-21, 2021-22 or 2021-23). If FY changes are needed, rather than moving any rows in the file, to highlight a change, cross out the current initiation date and enter the updated FY in the "Notes" column.
- For new projects that will require Caltrans PSR/PID review during the 3-year period, add these at end of the file in the blank rows provided.

Any final comments are to be sent to Jacki Taylor, JTaylor@alamedactc.org.

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

Attachment:

A. Alameda County Draft FY 2020-21 Three-Year PID Work Plan

DRAFT Alameda County Three-Year PID Work Plan (FYs 2020-21, 2021-22 and 2022-23)

Index (June Draft)	Index (Initial May Draft)	"SHA" or "R" (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/ QA/ IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Description	Location	RTP Project Number	PID Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost ($M)	Support Cost ($M)	Type of PID	Project Sponsor	Implementing Agency	Sponsor Status Updates/Notes (Indicate whether a change in FY is requested, whether project is to be removed from PID list, etc.)
PROPOSED FY 2020/21 WORK PLAN (includes Prior Years)																				
1	1	R	N	TBD	IQA	123	0.0	7.3	Multi-Modal Corridor Improvements	Long-term multimodal corridor improvement project on San Pablo Avenue through Alameda and Contra Costa County	Along San Pablo Avenue from Oakland through Alameda County and, in partnership with Contra Costa County, extending up to approximately Hilltop Mall.	17-10-0003	09/2020	03/2022	TBD	TBD	PSR-PDS	ACTC	ACTC/ Jurisdictions	
2	2	R	N	04-2695	IQA	262	0.0	1.1	Improve traffic operations	Improvements to SR 262 (Mission Blvd.) and along I-880 and I-680 in the vicinity of the SR 262 Interchanges	SR 262 between I-680 and I-880, along I-880 between Fremont Blvd and Dixon Landing Road, and I-680 between Auto Mall Parkway and Scott Creek Road	230110	05/2018	04/2021	1195.0	226.0	PSR-PDS	Fremont	ACTC	
3	3	R	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	I-880 Interchanges (Winton Avenue and A Street)	Hayward	240037	07/2018	Completed 10/6/2019	89.0	25.0	PSR-PDS	Hayward	ACTC	Remove from list - PSR-PDS approved October 2019.
4	4	R	N	TBD	IQA	186 and 238	Var	Var	Multi-Modal Corridor Improvements	Multi-modal corridor study to identify develop an implementable multimodal improvement plan for the E14th and Mission Blvd corridor.	Along E14th and Mission Blvd from I680/Mission Blvd interchange to San Leandro BART	TBD	11/2020	04/2022	TBD	TBD	TBD	ACTC	ACTC/ jurisdictions	
5	5	R	Y	04-2689	IQA	61	6.2	7.0	Central Avenue Safety Improvements	Reduces lanes from four to three, and includes a center lane, bike lanes, and various pedestrian safety countermeasures.	Central Avenue between Main Street/Pacific Avenue and Sherman Street/Encinal Avenue	240347	07/2017	Completed April 2020	12.3	0.2	PEER	City of Alameda	City of Alameda	Remove from list - PID completed April 2020.
6	6	R	N	TBD	IQA	84	6.9	10.8	Relinquish from Caltrans to Fremont per MOU	Improve to a state of good repair and upgrade to a "complete street"	In Fremont, along Thornton Av (880 to Fremont), Fremont Bl (Thornton to Peralta), Peralta Bl (Fremont to Mowry), and Mowry Av (Peralta to SR 262/Mission)	TBD	07/2016	08/2019	11.3	1.7	PSSR	Fremont	Fremont	
7	8	R	N	TBD	IQA	680	15.5	14.8	Improve traffic operations	I/C Reconfiguration	Sunol Boulevard I/C in Pleasanton	17-01-0044	05/2018	Completed 1/28/2020	25.0	2.5	PSR-PDS	Pleasanton	Pleasanton	Remove from list: PSR-PDS completed Jan 2020.
8	9	R	N	04-2680	IQA	680			Improve traffic operations	Stoneridge Drive Interchange	Stoneridge Drive @ the I-680 NB ramp	17-01-0042	01/2018	11/2019	2.9	0.8	PEER	Pleasanton	Pleasanton	
9	10	R	N	TBD	IQA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strobridge/Castro Valley I/C	Strobridge/Castro Valley	TBD	11/2018	07/2020	20.0	2.0	PSR-PDS	Alameda County PWA	Alameda County PWA	
10	11	R	N	TBD	IQA	80	Var	Var	Improve traffic operations	Conversion of HOV lanes to Express Lanes	SFOBB approach on I-80, I-880 & I-580; SFOBB Direct Connector in Oakland to SR-4; SR-4 to Carquinez Bridge Toll Plaza	230656 230657 240741	07/2018	12/2019	70.2	19.7	PSR-PDS	ACTC MTC CCTA	ACTC MTC CCTA	
11	12	R	N	TBD	IQA	880	20.3	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro	230088 240741	07/2019	06/2020	325.0	80.0	PSR-PDS	ACTC MTC	ACTC MTC	

*Note: Projects are **NOT** listed in order of priority.*

DRAFT Alameda County Three-Year PID Work Plan (FYs 2020-21, 2021-22 and 2022-23)

Index (June Draft)	Index (Initial May Draft)	"SHA" or "R" (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/ QA/ IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Description	Location	RTP Project Number	PID Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost ($M)	Support Cost ($M)	Type of PID	Project Sponsor	Implementing Agency	Sponsor Status Updates/Notes (Indicate whether a change in FY is requested, whether project is to be removed from PID list, etc.)
PROPOSED FY 2020/21 WORK PLAN (includes Prior Years), continued																				
12	13	R	N	TBD	IQA	880	TBD	TBD	Bike Ped	New Bike/Ped Overcrossing, linking Warm Springs BART, Business Center, and Bay Trail	Between Fremont Blvd South I/C and Warren Ave I/C	TBD	07/2018	09/2019	32.0	9.0	PSR-PDS	Fremont	Fremont	
13	14	TBD	N	TBD	TBD	84	TBD	TBD	Bike/Ped Safety Improvements	New bike/ped trail through Niles Canyon	Niles Canyon Road		07/2020	06/2021	TBD	TBD	PSR-PDS	Alameda County	Alameda County	
14	15	TBD	N	TBD	TBD	880	TBD	TBD	Multimodal safety and efficiency	Interchange modernization with transit priority and safe bike/ped access	I-880/ Decoto Road Interchange		07/2020	06/2021	TBD	TBD	PSR-PDS	Fremont	Fremont/ ACTC/ Caltrans	
15	16	TBD	N	TBD	TBD	680	TBD	TBD	Multimodal safety and efficiency	Interchange modernization with safe bike/ped access	I-680/ Mission Blvd (North) Interchange		07/2020	06/2021	TBD	TBD	PSR-PDS	Fremont	Fremont/ ACTC/ Caltrans	
16	17	TBD	N	TBD	TBD	680	TBD	TBD	Multimodal safety and efficiency	Interchange modernization with safe bike/ped access	I-680/ Washington Blvd Interchange		07/2020	06/2021	TBD	TBD	PSR-PDS	Fremont	Fremont/ ACTC/ Caltrans	
17	18	TBD	N	TBD	TBD	680	TBD	TBD	Multimodal safety and efficiency	Interchange modernization with safe bike/ped access	I-680/ Auto Mall Parkway Interchange		07/2020	06/2021	TBD	TBD	PSR-PDS	Fremont	Fremont/ ACTC/ Caltrans	
18	19	TBD	N	TBD	TBD	880	TBD	TBD	Bike/Ped Improvements	New bike/ped overcrossing bridge and trail, linking Warm Springs BART area to Pacific Commons commercial district	I-880 between Fremont Blvd (South) and Auto Mall Parkway		07/2020	06/2021	45.5	TBD	PSR-PDS	Fremont	Fremont	
19	20	TBD	N	TBD	TBD	680	TBD	TBD	Bike/Ped Improvements	New bike/ped overcrossing bridge to connect with Sabercat trail, linking Irvington BART area to Ohlone College area	I-680 between Washington Blvd and Auto Mall Parkway		07/2020	06/2021	55.8	TBD	PSR-PDS	Fremont	Fremont	
20	25	R	N	TBD	IQA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	04/2019	06/2021	27.5	5.0	PSR-PDS	Livermore	Livermore	
21	27	R	N	TBD	IQA	580	18.8	18.8	Improve traffic operations	I/C reconfiguration upgrade	Fallon Road / El Charo Road I/C @ I-580	17-01-0038	12/2020	12/2021	32.0	4.0	PSR-PDS	ACTC/ Dublin/ Pleasanton/ Livermore	ACTC/ Dublin	*Cost updated*
PROPOSED FY 2021/22 WORK PLAN																				
22	28	R	N	TBD	IQA	580	16.7	16.7	Improve traffic operations	I/C reconfiguration upgrade	Hacienda Drive I/C @ I-580	17-01-0038	12/2021	12/2022	36.0	4.0	PSR-PDS	ACTC/ Dublin/ Pleasanton	ACTC/ Dublin	*Schedule & cost updated*
23	7	R	N	TBD	IQA	880	26.4	26.6	Bike/Ped Improvements	Study a bike/ped facility crossing over 880 on 66th Ave/Zhone Way, with potential realignments of access ramps to 880.	66th Avenue/Zhone Way between San Leandro St and Oakport St	17010-0011	TBD	1 year	10.0	2.0	PSR-PDS	Oakland	Caltrans/ Oakland	

*Note: Projects are **NOT** listed in order of priority.*

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PROPOSED FY 2021/22 WORK PLAN, continued																				
24		R	N	TBD	IQA	123	0.0	1.9	Multi-Modal Corridor Improvements	Multi-modal pilot project on the San Pablo Avenue corridor in Oakland and Emeryville (could be a subset of index project 1)	Along San Pablo Avenue from Oakland through Emeryville to the Berkeley-Oakland border.	17-10-0003	07/2021	05/2022	TBD	TBD	PSR-PR	ACTC	ACTC/ Jurisdictions	New PSR added.
25	29	R	N	TBD	IQA	980	TBD	TBD	Improve function of I-980 and surface streets for all modes	Study potential reconfigurations of I-980 , including an at grade boulevard option	I-980 between I-880 and I-580	TBD	TBD	TBD	TBD	TBD	PSR-PDS	Oakland	Caltrans/ Oakland	
26	21	R	N	TBD	IQA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street on- and off-ramps and I-80 Westbound on-ramp to improve transit access.	Emeryville	230108	TBD	TBD	3.0	1.0	PSR-PDS	Emeryville	Emeryville/ Caltrans	
27	22	R	N	TBD	IQA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093	TBD	TBD	45.0	7.0	PSR-PDS	Hayward	Hayward	
28	23			TBD		Route 84			Improve transit connection	Project adds a freeway median bus transit station with vertical circulation connection to new Capitol Corridor train station and existing park and ride lot. Serves Dumbarton Express bus and private shuttles.	Located at border of Fremont and Newark near Ardenwood Park and Ride Lot.		TBD	TBD	TBD	TBD	TBD	Capitol Corridor JPB	TBD	
29	24	R	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City	TBD	TBD	TBD	20.0	5.0	PSR-PDS	Hayward/ ACTC	ACTC/ Caltrans	
30	26	R	N	TBD	IQA	580	Var	Var	Improve traffic operations	I-580 Freeway Corridor Management System	Various	TBD	TBD	TBD	TBD	TBD	PSR-PDS	ACTC	ACTC	
PROPOSED FY 2022/23 WORK PLAN																				
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*Note: Projects are **NOT** listed in order of priority.*

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