



Alameda County Technical Advisory Committee Meeting Agenda Thursday, April 8, 2021, 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 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, or as specified by the Chair.

Committee Chair: Tess Lengyel

Staff Liaison: [Gary Huisinigh](#)

Clerk: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/94919793089?pwd=REpzS1RldnNEdzAvNEJhNk5ySFpDdz09>
Webinar ID: 949 1979 3089
Passcode: 409437

For Public Access (669) 900-6833
Dial-in Information: Webinar ID: 949 1979 3089
Passcode: 409437

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

Meeting Agenda

1. Call to Order

2. Introductions/Roll Call

3. Public Comment

4. Consent Calendar		Page/Action
4.1.	Approve the March 4, 2021 ACTAC Meeting Minutes	1 A
4.2.	Alameda County Federal Inactive Projects Update	5 I
5. Planning / Programs / Monitoring		
5.1.	Approve the State Transit Assistance (STA) County Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23	9 A
5.2.	Approve Measure B, Measure BB and Vehicle Registration Fee Programs Update and Interim Policy Updates	19 A
5.3.	SB 743 Implementation: Alameda County Vehicle Miles Traveled Reduction Estimator Tool Update	31 I
6. Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Thursday, May 6, 2021

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (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 April 2021 through May 2021

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

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

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezy Ashcraft

City of Albany

Councilmember Rochelle Nason

City of Berkeley

Councilmember Lori Droste

City of Dublin

Mayor Melissa Hernandez

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor Bob Woerner

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Councilmember Jen Cavanaugh

City of Pleasanton

Mayor Karla Brown

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	April 22, 2021 May 27, 2021
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	May 10, 2021
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

9:30 a.m.	Paratransit Program Plan Review Subcommittees	April 26-27, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	May 6, 2021
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	May 27, 2021

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

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

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Alameda County Technical Advisory Committee Meeting Minutes Thursday, March 4, 2021, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Call to Order

Gary Huisingsh called the meeting to order. Mr. Huisingsh provided instructions to the Committee regarding technology procedures including instructions on administering public comments during the meeting.

2. Roll Call

Roll call was conducted and all members were with the exception of Kevin Connolly, Lt. Austin Danmeier, Anthony Fournier, Johnny Jaramillo, Matt Maloney, Radiah Victor, and John Xu.

Rochelle Wheeler attended as an alternate for Gail Payne.

Jennifer Yeamans attended as an alternate for Tony McCaulay.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of February 4, 2021 ACTAC Meeting Minutes

4.2. Alameda County Federal Inactive Projects Update

Donna Lee made a motion to approve the consent calendar. Farid Javandel seconded the motion. The motion passed with the following roll call votes:

Yes: Ameri, Ayupan, Bhatia, Evans, Fried, Huisingsh, Imai, Izon, Javandel, Larsen, Lee, Lui, Marquises, Nair, Ng, Novenario, Raphael, Ripperda, Wheeler, Yeamans

No: None

Abstain: None

Absent: Connolly, Danmeier, Fournier, Jaramillo, Maloney, Victor, Xu

5. Programs/Projects/Monitoring

5.1. Approve Programming Strategy for Metropolitan Transportation Commission's Call for Project Nominations for the Safe and Seamless Mobility Quick-Strike Program

Gary Huisingsh, Deputy Executive Director, stated that the Metropolitan Transportation Commission (MTC) released a call for project nominations and Guidelines for the Safe and Seamless Mobility Quick-Strike Program, a one-time, competitive grant program within its One Bay Area Grant program (OBAG 2) framework. He noted that there is approximately \$10 Million that may be available to Alameda CTC to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the

COVID-19 environment. Mr. Huisingh introduced Vivek Bhat to provide an overview of this item.

Vivek Bhat recommended that the Commission approve the following programming strategy for nominating projects for the Metropolitan Transportation Commission (MTC) Safe and Seamless Quick-Strike Program:

- Authorize staff to nominate projects from the pool of applications received for the Alameda CTC's 2022 Comprehensive Investment Plan (2022 CIP) that align with the guidelines and requirements of MTC's Safe and Seamless Quick-Strike Program; and
- Authorize staff to nominate projects from the regionally significant and countywide projects and programs identified in the staff report that aligns with the guidelines and requirements of MTC's Safe and Seamless Quick-Strike Program.

A public comment was made by Dave Campbell of Bike Eastbay stating that he supports the staff recommendation for the Safe and Seamless Quick Strike Program, except for including the I-80/Gilman Interchange as an eligible project. He noted that he supports the new bicycle pedestrian bridge component of the I-80/Gilman Project to be included in this item.

Pratyush Bhatia asked how will the funding be allocated between the regionally significant projects and the CIP allocation. Mr. Bhat stated that all projects submitted for the 2022 CIP are being evaluated for federal funding eligibility. Alameda CTC can only submit projects to MTC that are eligible for the Quick Strike federal program funds.

Pratyush Bhatia asked if funding that hasn't been requested from another category, such as transit, may be shifted to a different category like the bicycle and pedestrian capital project category. Mr. Bhat stated that Alameda CTC doesn't have the flexibility of moving funds from one category to another. The goal is to fund most of the projects that were submitted to the agency.

Rochelle Wheeler asked will the projects potentially submitted from the CIP Application be willing to receive federal funds or would they have the ability to swap those funds for local funds. Mr. Bhat stated that at this time, Alameda CTC analysis is going to be on projects that are ready to accept federal funds.

Rochelle Wheeler commented that it would be helpful to have some of the remaining funds be used to support cities with new transportation needs around opening schools after the pandemic.

Dave Ripperda shared other potential funding opportunities from the California Transportation Commission for the Gilman Interchange project.

Jason Imai asked will Alameda CTC disseminate the list of recommended projects that are being submitted to MTC to ACTAC, and will staff confirm with the jurisdictions that their projects are on the list. Mr. Bhat stated that staff is currently evaluating the projects that were submitted via the CIP applications and the goal is to have a list of projects around late March/April timeframe.

Farid Javandel made a motion to approve this item. Pratyush Bhatia seconded the motion. The motion passed with the following roll call votes:

Yes: Ameri, Ayupan, Bhatia, Evans, Fried, Huisingh, Imai, Izon, Javandel, Larsen, Lee, Lui, Marquises, Nair, Ng, Novenario, Raphael, Ripperda, Wheeler, Yeamans

No: None

Abstain: None

Absent: Connolly, Danmeier, Fournier, Jaramillo, Maloney, Victor, Xu

5.2. Local Business Contract Equity Program Updates and Information for Alameda CTC Project Sponsors

Seung Cho, Director of Procurement and Information Technology, provided a brief update of the Alameda CTC Local Business Contract Equity (LBCE) Program. Mr. Cho stated that Alameda CTC established LBCE Program to create economic growth and jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage Local Business Enterprise, Small Local Business Enterprise, and Very Small Local Business Enterprise firms located in Alameda County.

Mr. Cho introduced Dr. Laura Luster, Vice President of Luster National, Inc., to provide Alameda CTC Project Sponsors with clear, updated information regarding the LBCE Program requirements and procedures. She noted that this information will enhance Project Sponsors' understanding of the Program, their roles and responsibilities, program procedures and requirements, and Alameda CTC's expectations, resulting in improved LBCE program operations, increased compliance with program requirements and augmented ability to deliver contracting opportunities to local, small local, and very small local Alameda County firms. Dr. Luster introduced Sheldon Jefferson, Certification Program Coordinator for Luster National, to review the certification process of the LBCE Program. Mr. Cho concluded the presentation and stated that Alameda CTC has established resources to provide technical assistance to help project sponsors in implementing a successful program.

5.3. COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Update

John Nguyen requested ACTAC members to provide updates on their Rapid Response Bicycle and Pedestrian Grant Program (RRGP). Mr. Nguyen stated that on July 23, 2020, the Commission approved the release of the Measure B COVID-19 RRGP to support local jurisdiction efforts to implement quick-build transportation measures to serve the present need for greater bicycle and

pedestrian access through local community areas and businesses districts in light of social distancing guidelines. On November 19, 2021, the Commission approved the COVID-19 RRGp and allocated \$904,000 of Measure B Bicycle and Pedestrian Discretionary funds to thirteen quick-build projects, and the project sponsors committed to implementing their proposed improvements by March 31, 2021. The following cities provided updates on their program: Alameda, Berkeley, County of Alameda, Dublin, Fremont, and San Leandro.

A public comment was made by Dave Campbell of Bike Eastbay. He thanked Alameda CTC staff for the success of the RRGp program and requested staff to have an annual quick build program. He also suggested continuing with the feedback loop that was started with the RRGp program at this meeting.

6. Members Report

Cindy Horvath informed the Committee that this is her last ACTAC meeting and she will be retiring from Alameda County at the end of March. She thanked the Committee for the years of collaboration.

Ruben Izon thanked Ms. Horvath for her years of service and wished her the best in her new endeavors.

Donna Lee wished Ms. Horvath the best with her retirement. Ms. Lee requested staff to provide the members with the current roster of ACTAC members.

7. Staff Report

Gary Huisinigh informed the Committee that Alameda CTC is applying for the Infra Grant, which will be applied to the GoPort 7th Street Grade Separation East Project. He noted that the application will be augmented with community enhancements according to the infra grant requirements.

Hans Larsen stated that the City of Fremont is applying for the Infra Grant that will be applied to a Downtown Fremont Safe and Complete Streets project, which is focused on three major arterials that are part of the national highway system.

8. Adjournment

The meeting adjourned at 3:00 p.m. The next meeting is scheduled for April 8, 2021.



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 5, 2021

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 Update

Recommendation

It is recommended that ACTAC members review the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk for deobligation due to delayed invoicing and to review the actions required by the project sponsor to keep the funding obligation active and in compliance with Caltrans requirements. This is an information item.

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 regularly submit invoices and close out projects in a timely manner. To reduce the occurrence of inactive projects, local agencies are encouraged to implement quarterly invoicing. Project sponsors with inactive projects are to work directly with Caltrans Local Assistance to clear the inactive invoicing status, submit inactive justification forms, and provide periodic status updates to Alameda CTC programming staff until projects are removed from the Caltrans 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>. If the inactive list indicates a written justification is due to Caltrans, the justification form is available at this same link.

- 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 Metropolitan 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 receives 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. MTC encourages Local Agencies to invoice more frequently than the 6-month minimum and preferably on a quarterly basis.

Invoice Submittal

Due to COVID-19, 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. 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 Local Assistance 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 report. Email updates to Jacki Taylor, JTaylor@alamedactc.org.

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

Attachment:

- A. Alameda County Federal Inactive Projects List, dated 3/25/21.

Alameda County Inactive Obligations

Updated by Caltrans 3/25/2021

Project Balances > \$50,000

Updated on 03/25/2021

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	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6480007	Inactive	Invoice overdue. Contact DLAE.	STPL	Alameda County Transportation Commission	ALAMEDA COUNTY - COUNTYWIDE, COMMUNITY -BASED TRANSPORTATION PLAN UPDATES	06/02/2021	06/02/2020	10/29/2013	06/02/2020	06/02/2020	7	\$593,750	\$475,000	\$387,613	\$87,387
6480010	Inactive	Final invoice under review by Caltrans. Monitor for progress.	ATPL	Alameda County Transportation Commission	THE EAST BAY GREENWAY-OAKLAND-HAYWARD, CLASS I BIKE FACILITY	01/25/2020	01/25/2019	03/26/2015	01/25/2019	01/25/2019	24	\$3,000,000	\$2,656,000	\$2,575,508	\$80,492
5050047	Inactive	Invoice overdue. Contact DLAE.	STPL	Hayward	WANTON AVE. - HESPERIAN BLVD TO SANTA CLARA ST. REHAB PAVEMENT, UPGRADE CURB RAMPS AND STREETLIGHTS.	06/23/2021	06/23/2020	06/23/2020		06/23/2020	7	\$101,200	\$88,000	\$0	\$88,000
5050041	Inactive	Final Voucher Removed from Inventory	STPL	Hayward	INDUSTRIAL BLVD. - CLAWITER RD. TO 659 FT. SOUTH OF DEPOT RD. PAVEMENT REHABILITATION	04/10/2020	04/11/2019	01/23/2014	04/11/2019	04/11/2019	21	\$1,538,563	\$1,335,000	\$1,266,235	\$68,765
5012141	Inactive	Invoice returned to agency. 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, AND 34TH ST. STRIPE AND SIGN BIKE	05/06/2020	05/07/2019	10/21/2016	05/07/2019	12/20/2019	20	\$2,685,282	\$1,425,870	\$183,600	\$1,242,270
5012142	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	TELEGRAPH AVENUE BETWEEN 29TH AND 45TH ST. STRIPING AND SIGN ROAD DIET WITH BUFFERED BIKE LANE, SIGNAL MODIFICATION, SIDEWALK ENHANCEMENTS	07/23/2020	07/24/2019	10/14/2016	07/24/2019	10/17/2019	18	\$2,212,347	\$1,344,510	\$199,260	\$1,145,250
5012028	Inactive	Invoice returned to agency. Contact DLAE.	STPLZ	Oakland	23RD AVE BR 33C0148, CAMPUS DR BR 33C0238 & COLISEUM WAY BR 33C0253 SEISMIC RETROFIT	05/14/2021	05/14/2020	09/01/1996	05/14/2020	01/07/2021	8	\$3,312,953	\$2,897,545	\$2,278,206	\$619,339
5012134	Inactive	Invoice overdue. Contact DLAE.	STPL	Oakland	7TH STREET FROM WOOD ST TO PERALTA ST. ROAD DIET, BICYCLE LANES, SIDEWALK ENHANCEMENT, AND PEDESTRIAN AMENITIES	04/09/2021	04/09/2020	04/06/2017	04/09/2020	04/09/2020	9	\$3,744,000	\$3,288,000	\$3,222,240	\$65,760
5012127	Inactive	Final invoice under review by Caltrans. Monitor for progress.	CML	Oakland	ON PERALTA ST FROM 7TH ST TO 10TH ST AND FROM 32ND ST TO HAVEN STREET. STRIPPING FROM 7TH ST TO WEST	02/26/2020	02/26/2019	02/16/2016	02/26/2019	02/26/2019	23	\$3,943,753	\$3,098,415	\$3,036,697	\$61,718
5101031	Inactive	Invoice returned to agency. Contact DLAE.	STPL	Pleasanton	CHABOT DRIVE, WILLOW ROAD, GILBRALTAR DRIVE, HACIENDA DRIVE, STONERIDGE DRIVE AND OWENS DRIVE PAVEMENT REHABILITATION AND BIKE/PED	03/19/2021	03/19/2020	03/19/2020		08/11/2020	10	\$2,639,852	\$1,095,000	\$0	\$1,095,000
5041045	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	HSIPL	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF DAVIS ST AND CARPENTIER ST. INSTALL PEDESTRIAN ACTIVATED HAWK SIGNAL, ACCESSIBLE PEDESTRIAN SIGNAL EQUIPMENT, IMPROVE	11/27/2019	11/27/2018	04/21/2017	11/27/2018	10/17/2019	26	\$292,655	\$254,405	\$37,655	\$216,750
5933143	Future	Invoice under review by Caltrans. Monitor for progress.	ATPL	Alameda County	IN CASTRO VALLEY: ON ANITA AVENUE BETWEEN CASTRO VALLEY BLVD. AND SOMERSET AVENUE CONSTRUCT SIDE WALKS,CURBS, GUTTERS, DRIVEWAYS, PEDESTRIAN RAMPS AND IMPROVE DRAINAGE	08/20/2021	08/20/2020	02/15/2018	08/20/2020	08/20/2020	5	\$310,000	\$250,000	\$194,156	\$55,844
5012123	Future	Invoice returned to agency. Contact DLAE.	STPL	Oakland	LAKESIDE DR. FROM MADISON ST. TO HARRISON, HARRISON ST FROM 19TH AVE TO GRAND AVE. THE INTERSECTION OF 19TH ST ADN ALICE ST. AND 20TH ST BETWEEN LAKESIDE DR. AND HARRISON	08/20/2021	08/20/2020	02/09/2016	08/20/2020	08/20/2020	5	\$12,643,334	\$9,200,000	\$8,586,493	\$613,507

Alameda County Inactive Obligations

Updated by Caltrans 3/25/2021

Project Balances < \$50,000

Updated on 03/25/2021

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	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5014043	Inactive	Invoice overdue. Contact DLAE.	ATPLNI	Alameda	JEAN SWEENEY OPEN SPACE: RAIL TO TRAIL CONVERSION OF THE FORMER ALAMEDA BELTLINE. CROSS ALAMEDA TRAIL - EDUCATION AND OUTREACH TO SCHOOL, PEDESTRIANS AND	6/18/2021	06/18/2020	04/17/2017	06/18/2020	06/18/2020	7	\$141,000	\$123,000	\$105,048	\$17,952
5012131	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	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	08/15/2019	04/06/2017	08/15/2019	08/15/2019	17	\$4,999,047	\$3,598,000	\$3,558,000	\$40,000
6000060	Inactive	Final invoice under review by Caltrans. Monitor for progress.	STPLZ	San Francisco Bay Area Rapid Transit District	A LINE: STATIONS: FRUITVALE AND COLISEUM SEISMIC RETROFIT	5/28/2021	05/28/2020	04/15/2015	05/28/2020	05/28/2020	8	\$18,737,500	\$3,016,056	\$2,969,120	\$46,936
5012139	Future	Invoice ASAP to avoid inactivity.	HSIPL	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: 10TH/OAK, 10TH/JACKSON, 10TH/HARRISON, 11TH/JACKSON, 11TH/HARRISON, 12TH/FRANKLIN, 12TH PED. SIGNAL, 13TH/FRANKLIN, 17TH/FRANKLIN,	9/11/2021	09/11/2020	10/14/2016	09/11/2020	09/11/2020	4	\$466,888	\$420,199	\$398,648	\$21,551
5012128	Future	Final Voucher Complete - Sent to Fed Reimb	CML	Oakland	MARTIN LUTHER KING WAY FROM 32ND ST TO 35 TH ST. AND STRIPING FR. WEST GRAND TO 40TH ST. STREET SCAPE IMPROVEMENT, SIDEWALK REPAIR,CURBS AND GUTTER, ADA RAMPS, PEDESTRIAN	9/15/2021	09/15/2020	02/16/2016	09/15/2020	09/15/2020	4	\$3,015,722	\$2,352,857	\$2,341,791	\$11,066
5101029	Future	Invoice ASAP to avoid inactivity.	BPMP	Pleasanton	CITY OF PLEASANTON: 5 BRIDGES, 33C0454, 33C0099, 33C0453, 33C0461, AND 33C0462. BRIDGE PREVENTIVE MAINTENANCE	9/11/2021	09/11/2020	12/19/2015	09/11/2020	09/11/2020	4	\$1,575,426	\$134,532	\$131,090	\$3,442



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 5, 2021

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve the State Transit Assistance (STA) County Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23

Recommendation

It is recommended the Commission approve Resolution 21-008 (Attachment A), regarding the Alameda County State Transit Assistance (STA) Block Grant Program and funding distribution formula for Fiscal Years (FYs) 2021-22 and 2022-23.

Summary

STA is the State's flexible transit funding program which may be used for capital or operating purposes and is an important source of transit funding. Traditionally, MTC has directed its share of STA to transit operators through various discretionary and formula-based programs. Starting in FY 2018-19 MTC changed the way it distributes a portion of its STA funding, directing it to the region's County Transportation Agencies through a new STA County Block Grant Program (Program). The county-level programs, identifying the total Program funding by operator, are due annually to MTC by May 1st. For FYs 2021-22 and 2022-23, staff is recommending a continuation of the same program structure approved since 2018-19, with an update to the Means-based/Lifeline Transportation category to update the funding distribution by operator percentages. The updates reflect the latest estimated participation by operator for the Affordable Student Transit Pass Program and updated survey data from MTC. The overall formula distribution of the FY 2021-22 STA Block Grant fund estimate for all Program categories is detailed in Attachment B.

Background

The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while

the Population-Based program distributes funds to the State's regional transportation planning agencies, including MTC, based on their share of California's population.

On February 28, 2018, MTC approved Resolution 4321 which established a new policy for the distribution of STA Population-Based funds in the nine-county Bay Area region. Under MTC Resolution 4321, County Transportation Agencies are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program: small and north county operator minimum shares, mobility management program requirements, MTC approval for STA fund exchanges, coordinated claim process, submission deadline, performance measures, and annual reporting requirements.

Additionally, through SB1, the level of STA funding generated was raised by an increase in the diesel sales tax rate of 3.5 percent. These funds augmented the existing STA program and comprise roughly 50% of the total STA funding now directed by MTC to the STA County Block Grant Program.

Alameda County's STA Block Grant Program

Now in its fourth year, MTC's STA County Block Grant Program allows each county to determine how best to invest in transit operating needs, including paratransit and lifeline transit services. Each county's share of the STA County Block Grant Program is based on a county's total share of each of the three program categories in MTC's original STA Resolution 3837 formula: Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program. Alameda County's total share of MTC's fund estimate for the STA County Block Grant Program is 17.68%. The STA revenue estimates can vary widely from the actual revenue received, so MTC requires the County Block Grant Programs to identify a total percentage of funding by operator.

In April 2018, the Commission approved directing the annual STA Block Grant funds to three distinct STA Block Grant program categories, Small Operator Guarantee (24%), Regional Paratransit/ Mobility Management (25%) and Means-based/Lifeline Transportation (51%). For the Small Operator Guarantee and Regional Paratransit/Mobility Management categories, the approved funding distribution by operator remained consistent with the level of funding these operators received previously under the corresponding categories of MTC's prior STA program. For the Lifeline/Means-based category, half of the funds were directed towards the Alameda County Affordable Student Transit Pass Program (STPP), and half are directed by formula to transit operators for Lifeline projects serving MTC-defined Communities of Concern (COCs) or other disadvantaged communities. In summary:

- Small Operator Guarantee (24% of total program)
 - MTC's STA County Block Grant program requires the continuation of the small operator guarantee and sets the minimum for Alameda County at 24% of total funds, consistent with MTC's prior program,
- Regional Paratransit/Mobility Management (25% of total program),
 - Alameda County's program continues provision of STA funds for ADA-mandated service consistent with MTC's prior program.
- Lifeline/Mean-based Program (51% of total program); which is further divided into two sub-categories, as follows:
 - 50% to Affordable Student Transit Pass Program (STPP) (25.5% of total program)
 - Distribution is based on operators' estimated share of ASTPP program participation.
 - The STA funds are intended to augment the Measure BB funding identified in the MBB Expenditure Plan for this program, extending the life of the program.
 - 50% to Lifeline Transportation Program (LTP) (25.5% of total program)
 - Distribution is based on share of low-income ridership.
 - Operators to use funds for Lifeline transit service and capital projects serving communities of concern and other disadvantaged communities.

Funding Distribution for FYs 2021-22 and 2022-23

For FYs 2021-22 and 2022-23, no changes are proposed to the Program's established categories or to the percentage of total funding distributed to each category. Within the Means-based/Lifeline category (51% of funds), an update is proposed to the Lifeline Transportation sub-category, which distributes funding based on by an operator's share of the county's low-income ridership, as identified by MTC onboard rider surveys. MTC has released new survey data since the last time the STA block grant distribution formula was adopted in 2019 and the percentage of funds by operator has been updated accordingly. The update received this year includes data from surveys completed during 2016-2018.

Per MTC's initial FY 2021-22 STA Fund Estimate, adopted February 2021, Alameda County's estimated new revenue for the STA Block Grant is \$ 6,630,338. This estimate may change depending on the actual STA revenue generated. Attachment B applies the distribution formula to the FY 2021-22 STA Block Grant estimated revenue and identifies each transit operators total share of STA Block Grant funding. For FY 2022-23 revenue, the proposed distribution formula will be applied to the estimated Program revenue once MTC releases its FY 2022-23 STA Fund Estimate, anticipated February 2022.

Alameda CTC is to report changes in operators' shares to MTC by May 1st of each year. The prior STA Block Grant Program distribution formula was approved for a two-year period and it's proposed that updates to the distribution formula continue on a two-year cycle and where possible be coordinated with the adoption of the biennial Comprehensive Investment Plan (CIP), when programming schedules align.

Next Steps

An approved STA Block Grant resolution establishing the distribution percentages by operator for FYs 2021-22 and 2022-23 is due to MTC by May 1, 2021. Transit operators will have additional time in late spring/early summer to submit the required FY 2021-22 STA funding claims to MTC and identify projects for each program category. Alameda CTC will continue to coordinate with transit operators and MTC to fulfill the required program reporting.

Fiscal Impact: There is no fiscal impact associated with the requested action. Transit operators will work directly with MTC to access the identified STA funding.

Attachments:

- A. Alameda CTC Resolution 21-008, Alameda County STA Block Grant Program
- B. Alameda County STA Block Grant Program Distribution Formula Detail

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Executive Director

Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 21-008

Approval of the Distribution Formula for Alameda County's STA County Block Grant Program Fiscal Years 2021-22 and 2022-23

WHEREAS, Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Authority (RTPA) for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a new policy framework for the distribution and use of State Transit Assistance (STA) Population-Based (Public Utilities Code § 99313) funds in the MTC region (MTC Resolution No. 4321); and

WHEREAS, MTC Resolution 4321 reserves 70 percent of MTC's STA Population-Based funding for a new transit-focused, OBAG-style STA County Block Grant Program that is to be administered by the region's Congestion Management Agencies (CMAs); and

WHEREAS, MTC Resolution 4321 established the percentage of the funds reserved for the STA County Block Grant Program that each CMA is to receive and identified 17.68 percent as Alameda County's share of funding; and

WHEREAS, MTC requires each CMA to submit annually by May 1st, a proposed distribution of STA County Block Grant Program funding to STA-eligible transit operators in the county, as a percentage of the county's total STA share; and

WHEREAS, MTC annually adopts the region's Fund Estimate for STA Population-Based (Public Utilities Code § 99313) funds, which estimates the total funding available for the STA County Block Grant Program.

WHEREAS, Alameda CTC's 2014 Transportation Expenditure Plan includes funding for an Affordable Student Transit Pass Program (ASTPP). Alameda CTC is responsible for seeking and securing funding to expand the program. STA County Block Grant funds for the ASTPP will supplement and not displace any Measure BB funds. Funding for the ASTPP will not be backfilled with STA funds and transit operators are not responsible for funding additional needs of the ASTPP.

WHEREAS, in April 2018, the Alameda CTC adopted Resolution 18-004, establishing Alameda County's STA Block Grant Program with a distribution formula which annually directs 24% of the funds to Small Operators, 25% to Regional Paratransit, 51% to Lifeline/Mean-based category, as follows: 50% (i.e., 25.5% of total funds) each to Lifeline projects and the Affordable Student Transit Pass Program.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will continue to administer Alameda County's STA County Block Grant Program in accordance with MTC Resolution 4321.

BE IT FURTHER RESOLVED, the Alameda CTC approves the Distribution Formula for Alameda County's STA County Block Grant Program, for FYs 2021-22 and 2022-23, as detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, April 22, 2021 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

EXHIBIT A

Alameda County STA Block Grant Program - Funding Distribution		
<u>Program Category</u>	<u>% of STA Program</u>	<u>% of Category</u>
Small Operator Guarantee	24%	100%
LAVTA		74%
Union City Transit		26%
Regional Paratransit / Mobility Management	25%	100%
AC Transit (For East Bay Paratransit Service)		91%
LAVTA		5%
Union City Transit		4%
Lifeline / Means-based Program	51%	100%
Affordable Student Transit Pass Program:	25.5%	50% of Category, as follows:
AC Transit		88%
BART (not currently participating in the ASTPP)		0%
LAVTA		8%
Union City Transit		4%
Lifeline Transportation Program:	25.5%	50% of Category, as follows:
AC Transit		59%
BART		38%
LAVTA		2%
Union City Transit		1%
Total STA Funding Distribution	100%	

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STA County Block Grant Funding Distribution for Alameda County

PROPOSED Funding Distribution Formula for FYs 2021-22 & 2022-23, April 2021

Alameda County Share of FY 2021-22 STA Fund Estimate ¹

\$ 6,630,338

Program Categories and Operators	% of Total Program	\$ by Category & Operator	% of Category
Small Operator Guarantee²	24%	\$ 1,591,281	100%
LAVTA		\$ 1,177,548	74%
Union City Transit		\$ 413,733	26%
Regional Paratransit / Mobility Management²	25%	\$ 1,657,585	100%
AC Transit (For East Bay Paratransit Service)		\$ 1,511,717	91%
LAVTA		\$ 87,852	5%
Union City Transit		\$ 58,015	4%
Lifeline/Mean-based Program (50% reserved for STPP; 50% to Lifeline Program)	51%	\$ 3,381,472	100%
Affordable Student Transit Pass Program (STPP)^{3,4}	25.5%	\$ 1,690,736	50%
AC Transit		\$ 1,487,848	88%
BART (not currently participating in STPP)		\$ -	0%
LAVTA		\$ 135,259	8%
Union City Transit		\$ 67,629	4%
Lifeline Program^{5,6}	25.5%	\$ 1,690,736	50%
AC Transit		\$ 997,534	59%
BART		\$ 642,480	38%
LAVTA		\$ 33,815	2%
Union City Transit		\$ 16,907	1%
Total STA Fund Distribution	100%	\$ 6,630,338	

Proposed Total by Operator, FYs 2021-22 & 2022-23		
Transit Agency	\$ FY 2021-22 ¹	% Total
AC Transit	\$ 3,997,099	60.29%
BART	\$ 642,480	9.69%
LAVTA	\$ 1,434,474	21.64%
UC Transit	\$ 556,285	8.39%
Total	\$ 6,630,338	100%

Notes:

- Source: STA County Block Grant Program FY 2021-22 Estimated New Revenue, MTC Draft FY 2021-22 Fund Estimate, Resolution 4450, released February 2021. Alameda County's share is 17.68%.
- Small Operator shares per MTC Resolution 4450; Regional Paratransit shares by operator are consistent with MTC's prior STA distribution formula for these funds.
- Sets aside 50% of the Lifeline/Mean-based program category for the Affordable Student Transit Pass Program (STPP).
- Formula Distribution to Operators for STPP is based on estimated STPP participation for 2021-22.
- Sets aside 50% of the Lifeline/Mean-based program category for the Lifeline Program.
- Formula Distribution to Operators for Lifeline is based on operators' share of low income ridership; Source: MTC compiled survey data, 2016-2018.

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 5, 2021

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve Measure B, Measure BB and Vehicle Registration Fee Programs Update and Interim Policy Updates

Recommendation

It is recommended that the Commission approve the Measure B, Measure BB, and Vehicle Registration Fee Programs and Interim Policy Updates.

Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 Vehicle Registration Fee (VRF) Program. The programs generate over \$320 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Grant funded Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

This is a DLD and discretionary programs status update that includes a discussion on the DLD program historical revenues, funding equity distribution methodologies, and staff recommendations to modify DLD policies and implementation guidelines to respond to the Coronavirus (COVID-19) impacts on Alameda County's transportation needs. Alameda CTC staff recommends a one-year extension to the DLD timely use of funds policy requirements, and temporary modification to the Seniors and People with Disabilities (Paratransit) implementation guidelines to expand expenditure eligibilities on essential transportation services.

Background

Direct Local Distributions (DLD) Programs Update

The Measure B and Measure BB sales tax, and Vehicle Registration Fee (VRF) Programs provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are distributed to the local cities, transit agencies, and the county as "Direct Local Distributions" (DLD) to be used for locally identified and prioritized transportation improvements.

From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs through the end of Fiscal Year (FY) 2019-20, Alameda CTC distributed approximately \$1.6 billion in DLD funds to local recipients. Alameda CTC estimates an additional \$157 million in DLD funds for FY 2020-21 (Attachment A – Historical Direct Local Distributions by Fund Program).

The DLD funds are distributed to eligible jurisdictions per a prescribed formula in the respective voter approved Transportation Expenditure Plans. DLD recipients include the fourteen incorporated cities in Alameda County, County of Alameda, and five transit agencies (Alameda-Contra Costa Transportation Authority, Bay Area Rapid Transit District, Livermore Amador Valley Transportation Authority, San Francisco Water Emergency Transportation Authority, and the San Joaquin Regional Rail Commission).

Measure B/BB DLDs are flexible funding sources that allow Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects.

Alameda CTC requires DLD recipients to submit separate annual Audited Financial Statements and Program Compliance Reports that summarize the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements to monitor program compliance. The reports for the FY 2019-20 reporting period (July 1, 2019 through June 30, 2020) were due at the end of December 2020 and are currently under review by Alameda CTC staff and the Independent Watchdog Committee (for Measure B/BB programs). In June 2021, the Commission will receive a full Annual Program Compliance Summary Report that includes the summary of recipient expenditures and accomplishments.

Measure BB DLD Equity Analysis

The 2014 Measure BB Transportation Expenditure Plan (2014 TEP) requires Alameda CTC to perform a periodic geographic equity analysis to ensure Measure BB funds are distributed in accordance with TEP requirements. The Measure BB DLD program represents 53.55% of the annual net revenues generated from the sales tax program.

Per the 2014 TEP, the DLD funding formula is to be consistent with the 2000 Measure B Transportation Expenditure Plan distribution formula methodology for each DLD program as follows:

1. Transit Program: TEP identified percentages to each transit agency.
2. Local Streets/Roads: Jurisdiction's (50%) population and (50%) lane miles share within their respective planning area.
3. Bicycle/Pedestrian: Jurisdiction's population share of the total population.
4. Paratransit: TEP identified percentages to AC Transit and BART, and city shares based on the jurisdiction's eligible age population share within their respective planning area.

The DLD distribution formula parameters takes into consideration the diverse population spread within Alameda County, and each program formula parameter is derived based on commonly used industry formula factors.

The Measure BB DLD programs represents the majority of entire 2014 TEP investments, and serves to maintain the overall 2014 TEP distributions to all jurisdictions by planning area population. Alameda CTC will continue to distribute Measure BB DLD program funds based on the TEP formulas, to maintain the distribution balance and to provide DLD recipients the immediate ability to address their local community's transportation needs.

Interim DLD Policy Updates Recommended Due to Coronavirus Impact

The COVID-19 pandemic has altered the sales tax and VRF program revenues, available local staff resources, and reshaped near-term transportation needs. In response, on June 25, 2020 the Commission approved interim policy changes to DLD program requirements that granted an extension to the DLD Timely Use of Funds requirements and expanded expenditure eligibilities for the Seniors and People with Disabilities (Paratransit) Program through June 30, 2021. In consideration of the continuing COVID-19 impact in Alameda County and the need for essential transportation services, staff recommends extending the previously approved provisions, and expanding the Paratransit DLD program use of funds eligibilities, as described in detail below.

- Timely Use of Funds: 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 FY 2016-17. DLD recipients originally had to meet this policy with FY 2019-20 ending balances until the Commission granted an additional year (FY 2020-21) last June due to the COVID-19 impacts.

At this juncture, all recipients are currently in compliance with this policy, however, given the past year of recipients reprioritizing resources during the COVID-19 environment, staff recommends a second one-year extension. This would provide recipients the opportunity to strategize expenditures to meet the policy requirements with FY 2021-22 ending balances. 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.

- Meal Delivery Program Cost Eligibilities: Staff recommends a continued one-year extension of meal delivery program eligibility under the Seniors and People with Disabilities (Paratransit) Program Implementation Guidelines for FY 2021-22. Last June, the Commission approved an interim change to the Implementation Guidelines to allow any DLD Paratransit fund recipient the option to use their DLD funds for transportation costs related to meal delivery program operations for FY 2020-21. Previously, the Implementation Guidelines limited eligibility to DLD recipients with previously established programs.

This extension will allow all DLD recipients the option to use their DLD Paratransit funds for transportation costs related to meal delivery program operations, which have become a critical service priority for seniors and people with disabilities within Alameda County.

- Same-Day Transportation Services and Specialized Accessible Van Service Cost Eligibilities: Staff recommends an additional interim change to the Seniors and People with Disabilities (Paratransit) Program's Implementation Guidelines to reduce the minimum age eligibility requirement from 70 to 60 years old for Same-Day Transportation Services and Specialized Accessible Van Service for trips to receive the COVID-19 vaccine for all programs. Some programs had grandfathered clauses allowing the 60-year age requirement. This change would allow this eligibility across all city-based programs. This change expands the transportation service options to COVID-19 vaccination sites for a larger at-risk age group and population who may be experiencing mobility limitations due to age and disability during COVID. DLD use of fund eligibility for this age group and transportation services are recommended with an effective date of March 1, 2021 through June 30, 2022 to coincide with recent rollouts of the vaccination program.

Staff will bring forward additional recommendations to modify or extend these policies beyond FY 2021-22 as required.

Discretionary Programs

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. Discretionary funds are awarded to Project Sponsors on a competitive basis. Successful applicants are required to enter into project funding agreements with Alameda CTC and funds are paid on a reimbursement basis upon successful completion of the agreed upon scope of work.

To streamline the programming and allocation of discretionary program funds, Alameda CTC consolidated the programming of all Alameda CTC administered funds into one single process and document known as the Comprehensive Investment Plan (CIP). A CIP covers a five-year programming horizon with the first two-years of funding allocated and available for immediate use by the Project Sponsors. Alameda CTC's programming and allocation process considers project sponsor's readiness, leveraging of external funds, project needs, performance, and equity across Alameda's CTC administered funds.

Since the last Commission approved CIP in May 2020, the Alameda CTC released several funding opportunities that will be consolidate and recommended for inclusion to the 2022 CIP expected this May 2021. This includes:

1. Measure B Bicycle/Pedestrian COVID-19 Rapid Response Grant Program
On November 19, 2020, the Commission approved \$904,000 In Measure B Bicycle/Pedestrian Countywide Discretionary funds to support thirteen (13) transportation access improvements projects to business and community areas. Recipients are required to complete the quick-build projects by the end of March 31, 2021.
2. 2022 CIP Measure B, VRF, TFCA Call for Projects
On December 7, 2020, Alameda CTC released the 2022 CIP call for projects with a total programming capacity of \$26M consisting of \$23M from Measure B and VRF funds, and \$3M from the Transportation for Clean Air Program. Available funding will be prioritized towards bicycle/pedestrian and transit improvements that can be implemented and/or demonstrate construction readiness within the first two years of the 2022 CIP (FY 2021-22 and 2022-23).

On February 1, 2021, Alameda CTC received thirty-five (35) applications requested approximately \$38M for range of bicycle/pedestrian and transit improvements (Attachment B – 2022 CIP Application Summary). Alameda CTC staff is currently reviewing and evaluating the applications.
3. Safe Routes to School Mini-Grant Program
On February 4, 2021, Alameda CTC released a non-competitive, formula-based call for projects for the Alameda CTC's Safe Routes to Schools (SR2S) Mini-Grant Program. The program includes \$1.7M in Measure B/Congestion

Management Agency Transportation Improvement Program (CMATIP) funds for the implementation of recommended improvements from School Site Assessments. The aim is to enhance the travel conditions for pedestrians, cyclists, and transit riders traveling to and from school in Alameda County. Alameda CTC received eleven (11) applications requesting approximately \$1.5M, which are currently under review to confirm program eligibility (Attachment C – SR2S Mini-Grant Application Summary).

In May 2021, Alameda CTC will present the 2022 CIP to the Commission which will include the consolidation of approved programming actions since the last CIP update, and additional programming recommendations from the 2022 CIP and SR2S funding opportunities. No action is required at this time related to the discretionary programs update.

Fiscal Impact: There is no fiscal impact from the requested actions.

Attachments:

- A. Historical Direct Local Distributions by Fund Program
- B. 2022 CIP Application Summary
- C. SR2S Mini-Grant Application Summary

Measure B/Measure BB/Vehicle Registration Fee

Fiscal Year	Historical Direct Local Distributions ¹			Total
	Measure B	Measure BB		
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18	\$81,030,004	\$78,118,871	\$7,429,111	\$166,577,986
FY 18/19	\$87,708,370	\$84,886,228	\$7,601,315	\$180,195,912
FY 19/20	\$81,490,405	\$78,839,935	\$7,394,401	\$167,724,741
FY 20/21 ²	\$76,052,893	\$73,796,184	\$6,840,000	\$156,689,077
Total	\$1,248,841,232	\$471,140,990	\$73,113,878	\$1,793,096,099

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2020-2021.

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2022 Comprehensive Investment Plan Application Submittals (2/1/21)**Sort by Sponsor**

No.	Organization Name	Application Title	Amount Requested	Total Project Cost
1	Alameda County Public Works Agency	Anita Avenue Streetscape Improvements	\$ 2,000,000	\$ 5,550,000
2	Alameda County Public Works Agency	East Lewelling Blvd Streetscape Improvements Phase II	\$ 1,950,000	\$ 9,233,000
3	Alameda County Public Works Agency	Mission Boulevard Phase III Corridor Improvements	\$ 1,950,000	\$ 30,943,000
4	Alameda-Contra Costa Transit District	Oakland Traffic Management Center	\$ 375,000	\$ 500,000
5	Alameda-Contra Costa Transit District	Quick Builds	\$ 954,000	\$ 1,272,000
6	Alameda-Contra Costa Transit District	Tempo Quick Build Transit Lane Delineation	\$ 300,000	\$ 400,000
7	City of Alameda	Cross Alameda Trail Gap-Closing Connectors	\$ 292,000	\$ 450,000
8	City of Albany	Lower Codornices Creek Restoration Project Phase IV	\$ 825,084	\$ 1,445,603
9	City of Berkeley	Adeline Street Transportation Improvements	\$ 495,000	\$ 660,000
10	City of Berkeley	Ohlone Greenway Modernization & Safety	\$ 1,271,000	\$ 1,696,000
11	City of Berkeley	Telegraph Avenue Multimodal Corridor	\$ 290,000	\$ 460,000
12	City of Dublin	Downtown Dublin Streetscape Plan Implementation	\$ 267,040	\$ 356,054
13	City of Dublin	Safe Routes to School Improvements Dublin	\$ 2,000,000	\$ 5,311,228
14	City of Dublin	Tassajara Rd Widening from N. Dublin Ranch Drive to City Limit	\$ 1,995,040	\$ 8,216,000
15	City of Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	\$ 2,000,000	\$ 16,803,000
16	City of Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	\$ 2,000,000	\$ 21,635,086
17	City of Emeryville	Village Greens and Greenways Program Shared Doyle Street (Phase 3)	\$ 385,000	\$ 385,000
18	City of Fremont	East Bay Greenway Trail Study (City of Fremont)	\$ 100,000	\$ 200,000
19	City of Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	\$ 1,415,000	\$ 2,124,000
20	City of Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$ 1,271,000	\$ 1,865,000
21	City of Livermore	First and Scott Street Crossing Improvements	\$ 292,500	\$ 390,000
22	City of Livermore	Robertson Park/Concannon and Epton/Concannon Crossing Improvements	\$ 322,500	\$ 430,000
23	City of Newark	Cherry Street Class IV Separated Bikeways	\$ 453,000	\$ 755,000
24	City of Oakland	14th Street Complete Streets Project	\$ 1,000,000	\$ 14,031,998
25	City of Oakland	East Bay Greenway Segment II	\$ 1,000,000	\$ 5,740,000
26	City of Oakland	West Oakland Transit Improvements	\$ 1,924,000	\$ 2,697,000
27	City of Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	\$ 867,000	\$ 1,156,000
28	City of San Leandro	Class IV Protected Bike Lanes on Hesperian Boulevard and on Fairmont Drive	\$ 1,479,000	\$ 1,983,000
29	City of San Leandro	LINKS Shuttle	\$ 1,180,000	\$ 4,232,000
30	City of San Leandro	MacArthur Boulevard Roundabout, Streetscape, and Park & Ride	\$ 1,500,000	\$ 3,613,000
31	City of Union City - Union City Transit	Union City Electric Bus Infrastructure	\$ 1,500,000	\$ 2,000,000
32	Livermore Amador Valley Transit Authority	Atlantis O&M Facility Bridging Documents	\$ 541,000	\$ 902,000
33	Livermore Amador Valley Transit Authority	Passenger Facilities Enhancements	\$ 2,000,000	\$ 2,918,000
34	San Joaquin Regional Rail Commission	Newark-Albrae Siding Connection Project	\$ 2,000,000	\$ 9,800,000
35	University of California, Berkeley	Ultra Light Rail Freight and Transit Feasibility Study	\$ 100,000	\$ 200,000

TOTAL	\$ 38,294,164	\$ 160,352,969
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Alameda County Transportation Commission

Safe Routes to School Mini-Grant Program

Application Summary

No.	Project Sponsor	Project Title	Formula Amount	SR2S Funds Requested	Local Match	Total Project Cost
1	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	\$ 136,000	\$ 136,000	\$ 589,000	\$ 725,000
2	Alameda	Implement 8 School Safety Assessments in Alameda	\$ 84,000	\$ 84,000	\$ 266,000	\$ 350,000
3	Albany	<i>Sponsor did not submit an application due to project not ready.</i>	\$ 27,000	\$ -	\$ -	\$ -
4	Berkeley	Washington Elementary – Bancroft Way Project	\$ 74,000	\$ 74,000	\$ 74,000	\$ 148,000
5	Dublin	Safe Routes to School - Crosswalk Improvements Project	\$ 94,000	\$ 94,000	\$ 121,000	\$ 215,000
6	Emeryville	<i>Sponsor did not submit an application due to project not ready.</i>	\$ 15,000	\$ -	\$ -	\$ -
7	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	\$ 267,000	\$ 267,000	\$ 1,081,000	\$ 1,348,000
8	Hayward	Cesar Chavez Middle School – Safe Routes to School	\$ 175,000	\$ 161,210	\$ 161,210	\$ 322,420
9	Livermore	Lawrence Elementary School Safe Routes to School Improvements	\$ 103,000	\$ 101,000	\$ 101,000	\$ 202,000
10	Newark	Newark Safe Routes to School Improvements	\$ 43,000	\$ 43,000	\$ 43,000	\$ 86,000
11	Oakland	Lincoln Elementary Safe Routes to School	\$ 386,000	\$ 385,000	\$ 400,000	\$ 785,000
12	Pleasanton	<i>Sponsor did not submit an application due to project not ready.</i>	\$ 112,000	\$ -	\$ -	\$ -
13	Piedmont	Oakland Avenue Pedestrian Enhancement Project	\$ 19,000	\$ 19,000	\$ 380,000	\$ 399,000
14	San Leandro	<i>Sponsor did not submit an application due to project not ready.</i>	\$ 84,000	\$ -	\$ -	\$ -
15	Union City	Enhancements of Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	\$ 81,000	\$ 81,000	\$ 98,000	\$ 179,000

\$ 1,700,000	\$ 1,445,210	\$ 3,314,210	\$ 4,759,420
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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 5, 2021

TO: Alameda County Technical Advisory Committee

FROM: Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: SB 743 Implementation: Alameda County Vehicle Miles Traveled Reduction Estimator Tool Update

Recommendation

This item is to provide Alameda County Technical Advisory Committee (ACTAC) an update and feedback on the Alameda County Vehicle-Miles Traveled (VMT) Reduction Estimator Tool (Alameda County VMT Tool) currently under development. This item is for information only.

Summary

In spring 2020, Alameda CTC initiated development of the Alameda County VMT Tool, which is modeled after the San Diego Association of Governments VMT Reduction Calculator Tool (SANDAG Tool), as a resource to assist our member agencies with the implementation of the requirements of SB 743. The first phase of tool development was completed in the fall of 2020 with the determination of the strategies and geographic place types to be included in the Alameda County VMT Tool. In January 2021, as part of the second phase of this work, the project team continued refining the SANDAG Tool for use in Alameda County by incorporating updates to strategy effectiveness based on an update to a handbook from the California Air Pollution Control Officers Association (CAPCOA) and conducting a geographic sensitivity analysis that will define place types to be included in the Alameda County VMT Tool.

A detailed description of these updates is provided in Attachments A and B of this memo. Progress on the VMT Tool was presented to the Alameda County SB 743 Working Group (Working Group) in February 2021. The project team is now soliciting comments from ACTAC members at the April 2021 meeting. All comments are requested by April 16, 2021.

Background

As discussed at the October 2020 meeting of ACTAC, Alameda CTC is supporting member agencies as they implement SB 743 requirements through development of an Alameda

County VMT Reduction Estimator Tool. Guiding development of this tool is an Alameda CTC-led SB 743 Working Group that includes agency staff from Alameda County jurisdictions of Berkeley, Emeryville, Oakland, San Leandro, Hayward, Fremont, Dublin, Livermore, and Pleasanton; and agency staff from Caltrans, AC Transit, and the Port of Oakland that have either conducted work on SB 743 requirements or have some experience evaluating projects under CEQA.

At the October 8, 2020 ACTAC meeting, staff provided an update on initial development of the Alameda County VMT Tool, which is a modification of the tool originally developed for SANDAG. This first phase included an in-depth analysis of the 22 strategies used in the SANDAG Tool, considerations for their application in Alameda County and expansion of geographic sensitivity by potentially adding more place types to the Alameda County Tool than what is in the SANDAG tool.

ACTAC and the Working Group recommended the addition of six strategies to the SANDAG set, bringing the total number of strategies for the tool to 28. The six additional strategies that would be added to the Alameda VMT Tool are:

- Implement Subsidized or Discounted Transit Program (Project-scale strategy)
- Provide Neighborhood Traffic Calming Measures (Community-scale strategy)
- Integrate Affordable and Below Market Rate Housing (Community-scale strategy)
- Increase Development Density (Project-scale strategy)
- Limit Parking Supply (Project-scale strategy)
- Provide Bike Parking (Project-scale strategy) with additional credit given to projects that include on-site facilities such as lockers, showers, etc.

In January 2021, the project team started developing the tool itself. To support this, Fehr & Peers prepared a detailed memo of two important steps in the tool development process:

- Identification of the range of VMT reduction that could be associated with each reduction strategy based on the 2021 updates to the CAPCOA handbook
- The designation of geographic place types within Alameda County that will inform the range of VMT reduction applicable for every area of the county

These are described fully in Attachments A and B and were presented to the SB 743 Working Group in February 2021. Attachment C includes a high level summary of the comments received at this meeting and during the comment period with initial responses from the project team. These will be discussed in more detail at the April meeting of ACTAC.

Next Steps

The project team is requesting ACTAC feedback on the information included in the Attachments. Comments can be provided at the April meeting and submitted to staff by April 16, 2021 to aandrino-chavez@alamedactc.org.

After this comment period, the project team will modify the coding in the SANDAG Tool to reflect the adjustments discussed in Attachments A and B for the Alameda County Tool and present an update to the Working Group in May. Concurrently, the team will conduct sensitivity testing of the Alameda County Tool on four land use development projects and the final draft version of the tool will be presented at the June ACTAC meeting. It is anticipated that this tool will be ready for use by the end of June 2021.

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

Attachments:

- A. Alameda County VMT Reduction Calculator Tool Memo – Strategies and Place types
- B. VMT Reduction Strategies for Alameda County Tool and Place Type Maps
- C. Summary of High-Level Comments from February 2021 SB 743 Working Group and Initial Responses

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Memorandum

Date: February 23, 2021
To: Aleida Andrino-Chavez, Alameda County Transportation Commission
From: Julie Morgan and Drew Levitt, Fehr & Peers
Subject: **Alameda VMT Reduction Calculator Tool: Strategies and Place Types**

SF20-1105

Introduction

To support member agencies as they implement Senate Bill 743 requirements, the Alameda County Transportation Commission, with the help of Fehr & Peers, is developing a vehicle miles traveled (VMT) reduction calculator tool for use across Alameda County. This tool will be an adjusted version of the VMT reduction calculator tool produced by the San Diego Association of Governments (SANDAG) in 2019 (the “SANDAG tool”).

After an initial review of the SANDAG tool and gathering input from the SB 743 Working Group about how they would like the Alameda version of the tool to function, we are now moving ahead with the first step of phase II of this project, which includes adjusting and customizing the SANDAG tool for use in Alameda County. This memo documents two important steps in the tool development process:

- the identification of the range of VMT reduction that could be associated with each reduction strategy, and
- the designation of geographic place types within Alameda County.

VMT Reduction Strategies

The SANDAG tool contains 10 project-scale strategies and 12 community-scale strategies that are supported by research indicating that application of those strategies can contribute to VMT reductions. During the first phase of this project and based on input from Alameda CTC staff and the SB 743 Working Group, it was decided to maintain the strategies currently in the SANDAG tool and to add six new strategies that the Working Group felt were important in Alameda County.



The primary source of data about the effectiveness of the VMT reduction strategies is the handbook called *Quantifying Greenhouse Gas Mitigation Strategies* from the California Air Pollution Control Officers Association (CAPCOA), published in 2010. That handbook has just been comprehensively updated with a review of all the research literature that is now available on the topic of VMT reduction effects; the data is now available for use, and the updated handbook is expected to be published later this year. The changes reflected in the CAPCOA 2021 handbook are generally based on: 1) setting a standard of evidence more stringent than that used in the 2010 handbook so as to provide more substantial evidence for CEQA compliance purposes; 2) clarifying locations and project types for which a measure is valid; 3) review of new literature not included in the CAPCOA 2010 handbook; and 4) sensitivity testing of methods using reasonable inputs, resulting in a more dynamic/sensitive methodology than the reduction ranges presented in CAPCOA 2010. To the extent that more recent research is now available, we will reflect the latest research on VMT reductions for each strategy included in the Alameda VMT tool.

The attached table summarizes all of the VMT reduction strategies that will be included in the Alameda tool, along with the maximum percentage VMT reduction associated with each strategy. In most instances, the maximum VMT reduction is now being drawn from the CAPCOA 2021 handbook. There are a few instances in which a strategy is not contained in the CAPCOA 2021 handbook. Typically, strategies removed from the CAPCOA 2021 handbook were those where re-examination of the available literature failed to show reliable quantifiable VMT or vehicle trip reduction effects from those measures; often, this was because the 2010 handbook relied on only a single case study. If a strategy for the Alameda tool is not included in the CAPCOA 2021 handbook, the maximum VMT reduction for that strategy has been either maintained as-is from the SANDAG tool (if the strategy is currently in the SANDAG tool) or has been taken from the older CAPCOA 2010 handbook. The user should recognize that these strategies are supported by older or scarcer research than the other strategies, and thus might want to treat these strategies with caution.

It is important to keep in mind that the percentages shown in this table are the maximum reductions, which can only be achieved under relatively ideal circumstances. When the tool is applied to a real-world development project, the percentage reductions will be calculated based on the characteristics of that project and will likely be substantially lower than the maximums shown here. In addition, recall that the percentages are not additive; when multiple strategies are applied to an individual project, the effect of each successive strategy will be dampened to account for synergistic effects.

Place Types

Several of the VMT reduction strategies have different magnitudes of effectiveness depending on the *place type* (a generalized expression of land use intensity) in which they are applied. Therefore, each transportation analysis zone (TAZ) in Alameda County must be designated as



belonging to one of the three place type categories that are used in the SANDAG tool, which include:

- Urban
- Suburban Center
- Low-Density Suburb

There are some parts of Alameda County that are very rural, where the development that does exist is extremely dispersed. In most cases, these areas are not anticipated to experience much urbanization in the future. However, if a development project does occur in one of these areas, it would not be appropriate to use the VMT calculator tool to estimate the effects of TDM strategies at that site, because the available TDM effectiveness research does not address rural settings. Instead, the applicant would need to develop their own evidence about their project's trip generation characteristics and the likely effects of any TDM strategies they would apply. Therefore, we are defining a fourth place type category to designate those areas where the land use intensity is too low to support the application of the VMT tool.

Each TAZ's place type was defined by assigning the TAZ a score from 0 to 15 points, corresponding to three indicators of land use intensity:

1. Total service population density: population plus employment, divided by land area (0 to 7 points)
2. Jobs-housing balance: employment divided by [population plus employment] (0 to 3 points)
3. Auto mode share: vehicle trips divided by total trips (0 to 5 points)

A local smoothing effect was applied in which a TAZ's scores were permitted to increase (but not to decrease) if their immediate neighbors' scores were higher. We then selected thresholds to divide the 1,580 Alameda County TAZs into four groups:

- Urban (>12 points)
- Suburban center (8-12 points)
- Low-density suburb (3-8 points)
- Land use intensity too low for application of VMT tool (0-3 points)

The attached maps display the results of the place type designations, both for the county as a whole and zoomed in for each planning area. The legend displays the categories as defined above, along with the number of TAZs that fall within each category.



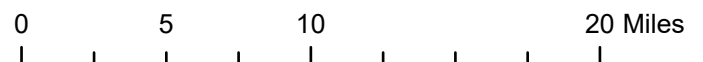
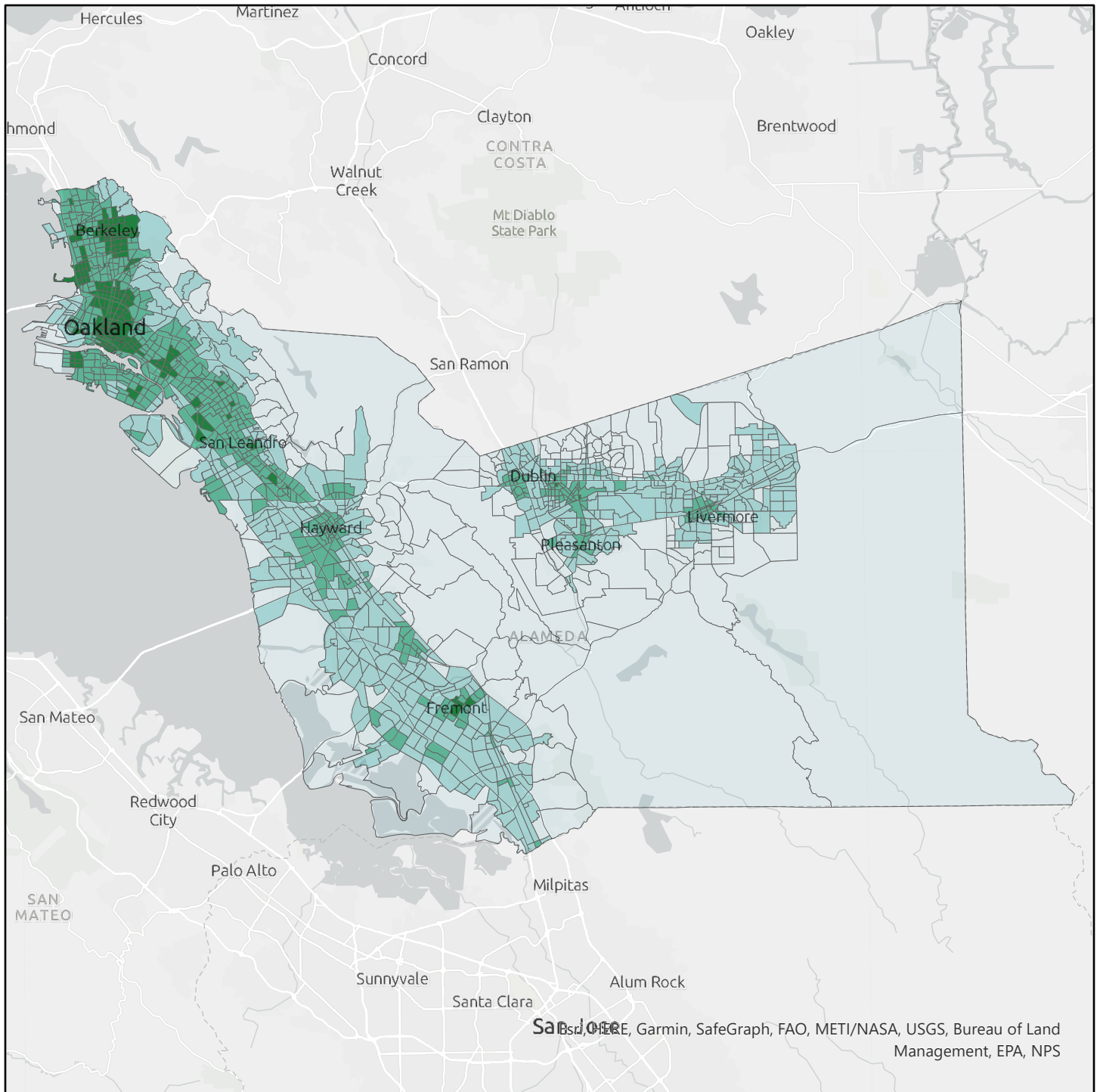
Next Steps

These items will be reviewed with Alameda CTC staff and the SB 743 Working Group to get their input. Subsequently, we will begin modifying the code of the SANDAG tool to reflect these adjustments.

VMT REDUCTION STRATEGIES FOR ALAMEDA VMT CALCULATOR TOOL

Scale	SANDAG ID	Strategy	Maximum Reduction in SANDAG Tool	Revised Maximum Reduction	Source for Revised Max Reduction	Change from SANDAG Tool	Notes
Project	1A	Voluntary Employer Commute Program	6.2%	4.0%	CAPCOA 2021	-2.2%	
Project	1B	Mandatory Employer Commute Program	26.0%	26.0%	CAPCOA 2021	0.0%	
Project	1C	Employer Carpool Program	8.0%	8.0%	CAPCOA 2021	0.0%	
Project	1D	Employer Transit Pass Subsidy	10.9%	see below	see below	see below	Replace with "Implement Subsidized or Discounted Transit Program" so as to apply to both employees and residents
Project	[new]	Implement Subsidized or Discounted Transit Program	-	5.5%	CAPCOA 2021	-5.4%	Replaces "Employer Transit Pass Subsidy"
Project	1E	Employer Vanpool Program	7.1%	10.4%	CAPCOA 2021	+3.3%	
Project	1F	Employer Telework Program	44.0%	44.0%	SANDAG Tool	0.0%	
Project	2A	Transit Oriented Development	14.0%	31.0%	CAPCOA 2021	+17.0%	
Project	2B	Mixed Use Development	30.0%	see below	see below	see below	Remove due to overlap with new "Increase Residential Density" and "Increase Employment Density" strategies
Project	[new]	Increase Residential Density	-	30.0%	CAPCOA 2021	0.0%	Replaces "Mixed Use Development"
Project	[new]	Increase Employment Density	-	30.0%	CAPCOA 2021	0.0%	Replaces "Mixed Use Development"
Project	3A	Parking Pricing	7.5%	20.0%	CAPCOA 2021	+12.5%	
Project	3B	Parking Cash Out	12.0%	12.0%	CAPCOA 2021	0.0%	
Project	[new]	Limit Parking Supply	-	13.7%	CAPCOA 2021	-	
Project	[new]	Provide Bike Parking	-	4.4%	CAPCOA 2021	-	
Community	4A	Street Connectivity Improvement	6.0%	14.0%	CAPCOA 2021	+8.0%	
Community	4B	Pedestrian Facility Improvement	1.4%	3.4%	CAPCOA 2021	+2.0%	
Community	4C	Bikeway Network Expansion	5.0%	0.5%	CAPCOA 2021	-4.5%	
Community	4D	Bike Facility Improvement	0.3%	0.5%	CAPCOA 2021	+0.2%	
Community	4E	Bikeshare	0.1%	0.1%	CAPCOA 2021	0.0%	
Community	4F	Carshare	0.7%	0.7%	CAPCOA 2021	0.0%	
Community	4G	Community-Based Travel Planning	2.0%	2.3%	CAPCOA 2021	+0.3%	
Community	5A	Transit Service Expansion	5.9%	4.6%	CAPCOA 2021	-1.3%	
Community	5B	Transit Frequency Improvements	8.2%	11.3%	CAPCOA 2021	+3.1%	
Community	5C	Transit-Supportive Treatments	0.4%	0.6%	CAPCOA 2021	+0.2%	
Community	5D	Transit Fare Reduction	1.2%	1.2%	CAPCOA 2021	0.0%	
Community	5E	Microtransit NEV Shuttle	0.1%	0.1%	SANDAG Tool	0.0%	
Community	[new]	Provide Neighborhood Traffic Calming Measures	-	1.0%	CAPCOA 2010	-	
Community	[new]	Integrate Affordable and Below Market Rate Housing	-	1.2%	CAPCOA 2010	-	

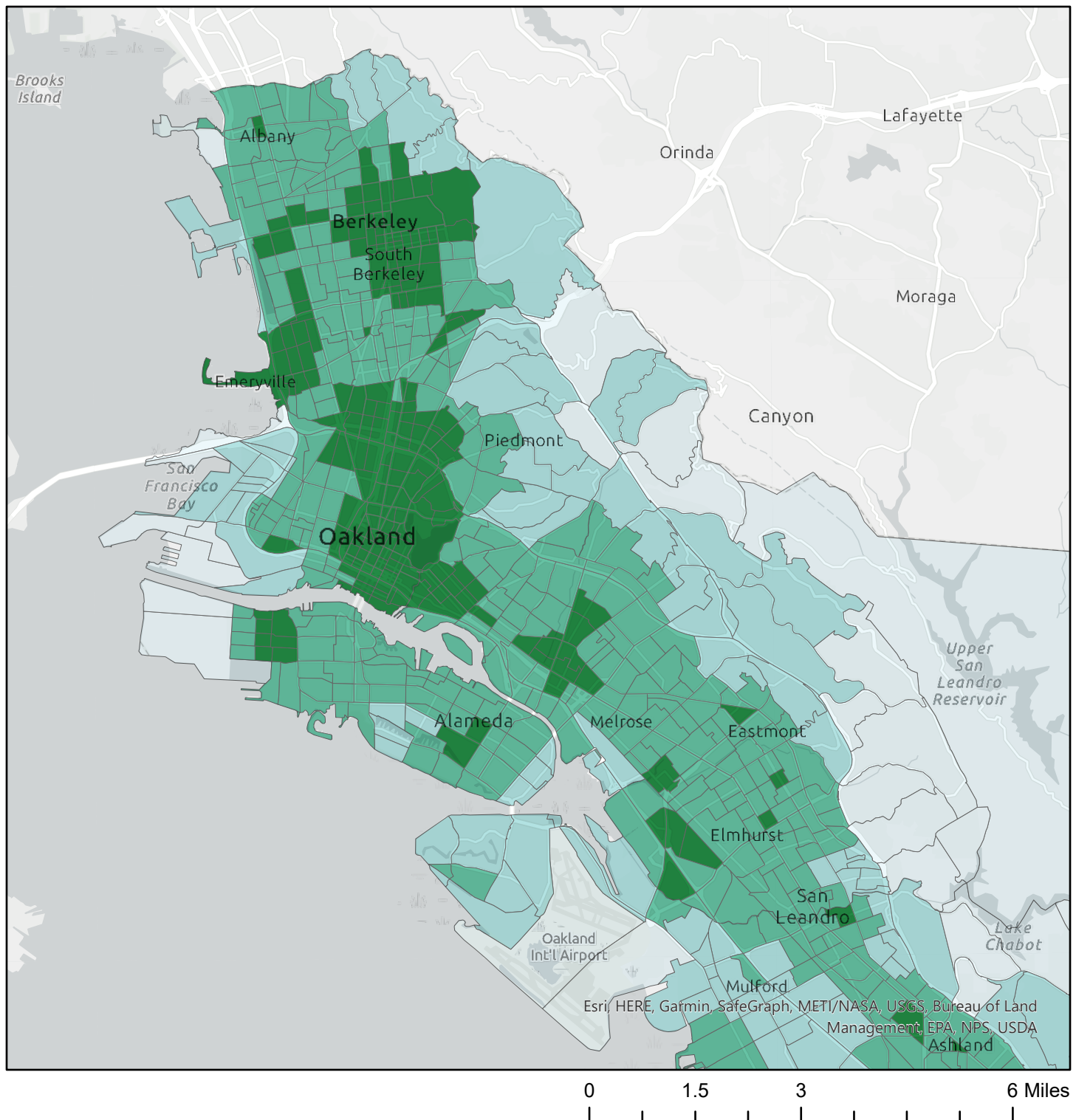
Alameda County (full)



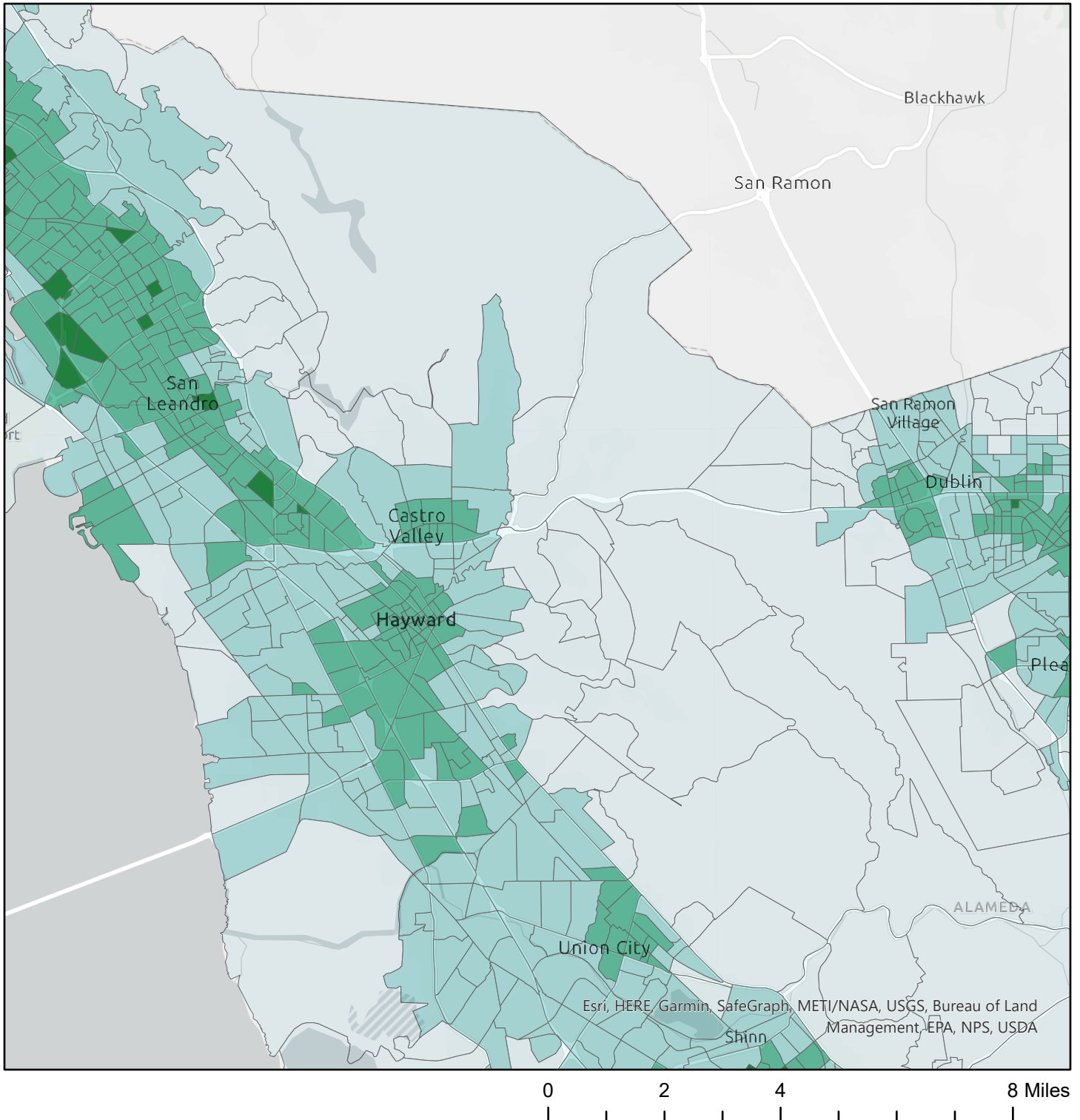
Place Type (Points Range) (Number of TAZs)

- Land use intensity too low for application of VMT tool (0 - 3.0) (188)
- Low-density suburb (3.01 - 8.0) (597)
- Suburban center (8.01 - 12.0) (582)
- Urban (12.01 - 15.0) (213)

North Planning Area



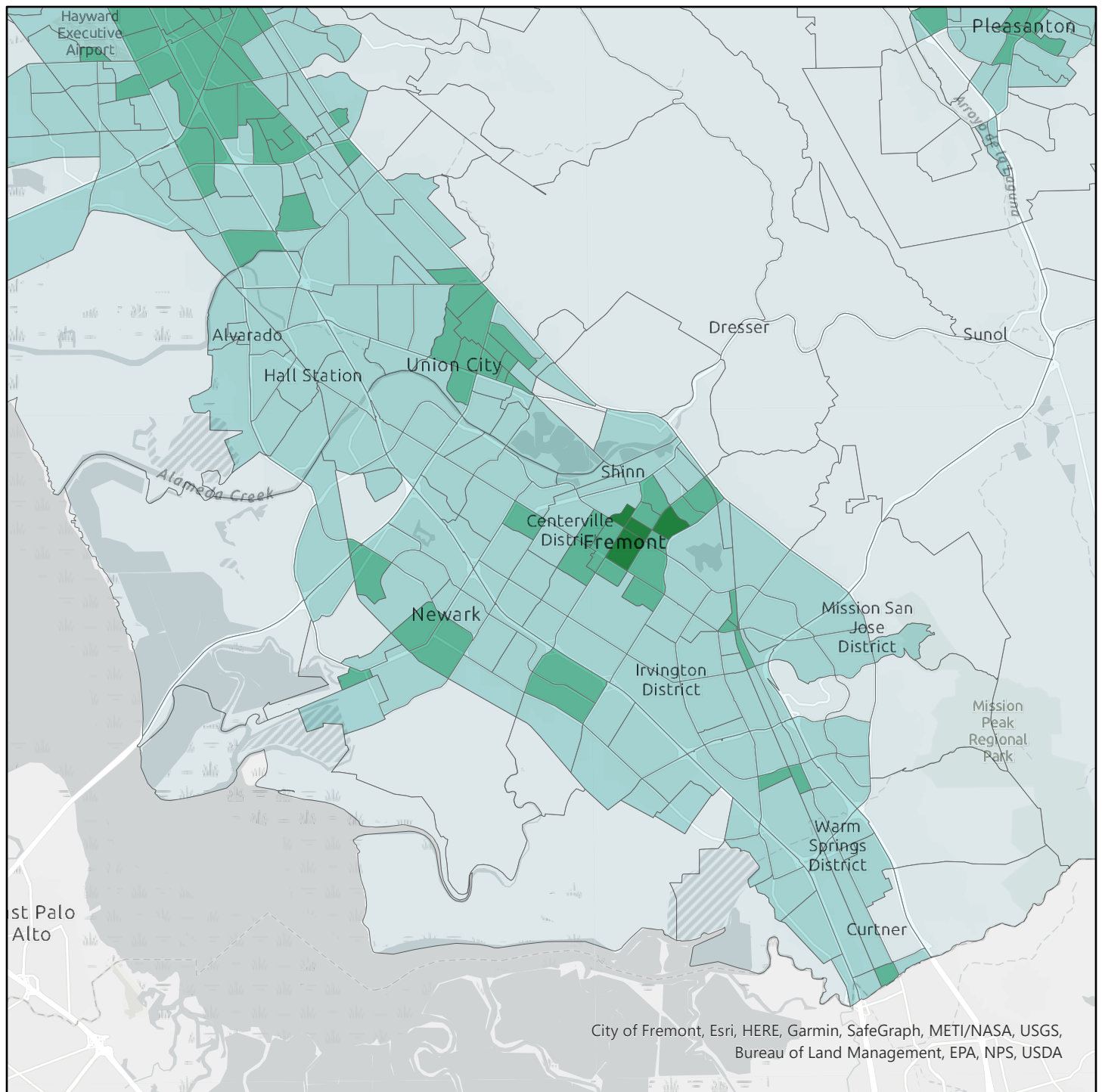
Central Planning Area



Place Type (Points Range) (Number of TAZs)

- Land use intensity too low for application of VMT tool (0 - 3.0) (90)
- Low-density suburb (3.01 - 8.0) (295)
- Suburban center (8.01 - 12.0) (303)
- Urban (12.01 - 15.0) (16)

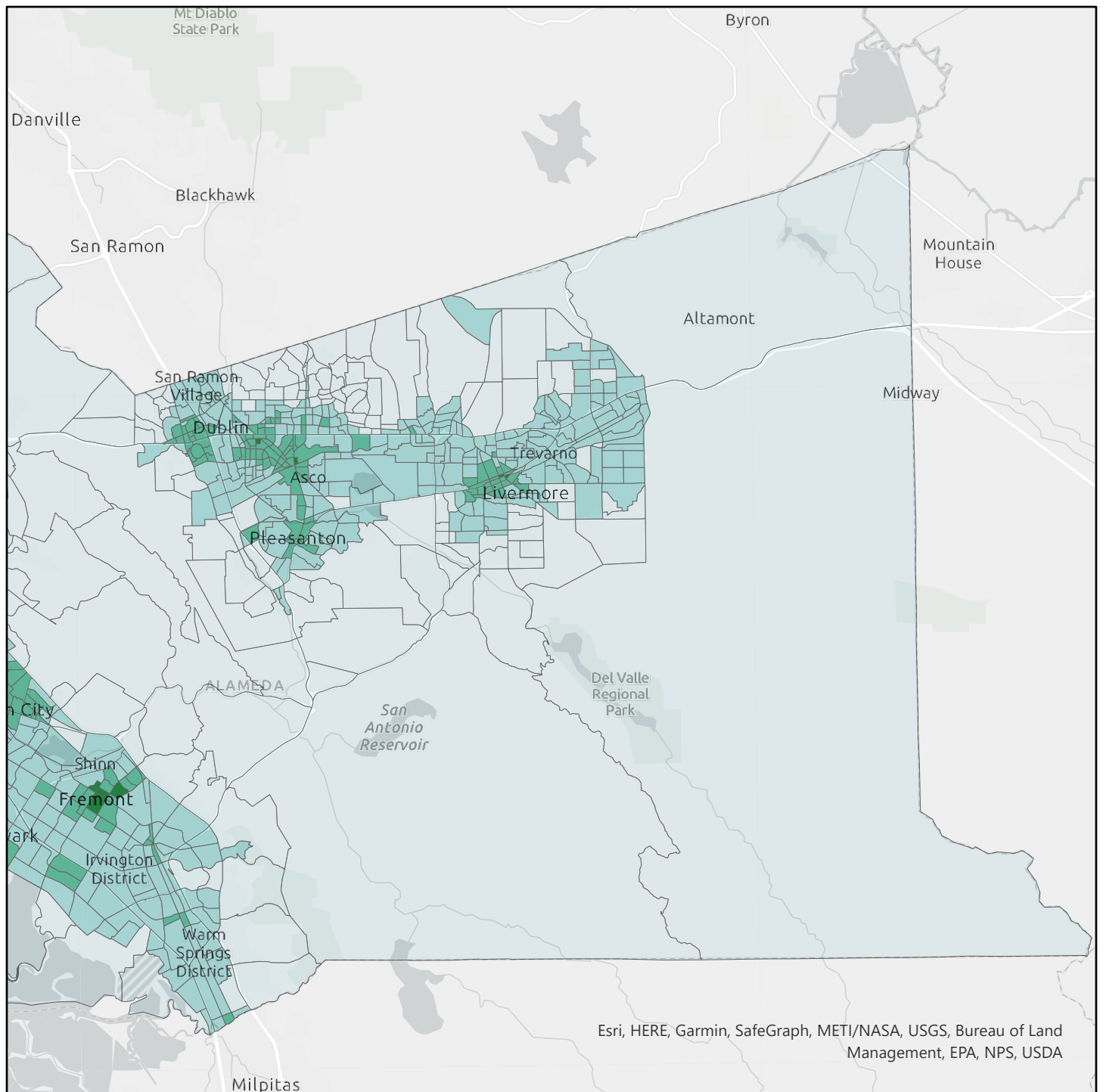
South Planning Area



Place Type (Points Range) (Number of TAZs)

- Land use intensity too low for application of VMT tool (0 - 3.0) (57)
- Low-density suburb (3.01 - 8.0) (213)
- Suburban center (8.01 - 12.0) (76)
- Urban (12.01 - 15.0) (4)

East Planning Area



Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

0 3.25 6.5 13 Miles

Place Type (Points Range) (Number of TAZs)

- Land use intensity too low for application of VMT tool (0 - 3.0) (147)
- Low-density suburb (3.01 - 8.0) (373)
- Suburban center (8.01 - 12.0) (138)
- Urban (12.01 - 15.0) (8)

Summary of high-level comments from February 2021 Working Group and initial responses:

- Recommended change in maximum reduction percentages between the SANDAG Tool and the Alameda County Tool.
 - Response: the Alameda County VMT Tool will include a Fact Sheet for each strategy with a detailed description of what the strategy entails and how it is evaluated using the updated CAPCOA 21.
- Request for more information on the methodology for place type calculations and frequency of tool updates.
 - Response: The methodology used is Geographic Information Systems (GIS) analysis.
 - Response: Alameda CTC has not defined yet the schedule of updates for the tool.
- Interest in learning how the Alameda County Tool can be used with local models that might not have the same zonal structure as the Alameda County travel model.
 - Response: The Alameda County Tool is drawing data and inputs from the Alameda Countywide Model and will reflect TAZ boundaries as in the county travel model.
- Interest in learning how VMT reduction percentages associated with each strategy are modified by place types.
 - Response: For all strategies, the actual percentage reduction is calculated by the tool depending on the local land use and transportation characteristics, so it would produce different effects in different geographic areas (subject to the maximum value for that strategy).
- Request for more information about the way some of the strategies associated with bike facility improvements and transit-supportive treatments were measured in the SANDAG Tool and how they could be applied to individual projects in Alameda County. Could development contribute toward larger scale improvements?
 - Response: Each lead agency could decide what is reasonable for their particular circumstances. Options range from giving credit to individual projects if they contribute to a community-scale project, such as improving a hot spot for transit delay or unlocking the potential of a much larger bicycle facility. Another idea is that development contribution could take the form of an impact fee program focused on VMT reduction.

- Interest in finding out if there has been any change in the way the VMT reductions were calculated in the new CAPCOA 2021.
 - Response: This could be discussed at April 2021 ACTAC meeting. The main changes were to the elasticities applied to the strategies.