



Alameda County Technical Advisory Committee Meeting Agenda Thursday, May 6, 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/91722001205?pwd=RUVqNFINSHdhNk1MbERVTEF2NnVKQT09>
Webinar ID: 917 2200 1205
Passcode: 509400

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 917 2200 1205
Passcode: 509400

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 April 8, 2021 ACTAC Meeting Minutes	1 A
4.2.	Alameda County Federal Inactive Projects Update	5 I
5. Planning / Programs / Monitoring		
5.1.	Metropolitan Transportation Commission's Safe and Seamless Mobility Quick-Strike Program Update	11 I
5.2.	Approve Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement Program	35 A
5.3.	Local Business Contract Equity (LBCE) Program Reporting Requirements and Procedures Update	49 I
5.4.	ACTAC Information Exchange: Safe System Approach Training and Discussion	55 I
6. Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Thursday, June 10, 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 May through June 2021

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

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

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Councilmember Rochelle Nason

City of Berkeley

Councilmember Lori Droste

City of Dublin

Mayor Melissa Hernandez

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor Bob Woerner

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Councilmember Jen Cavanaugh

City of Pleasanton

Mayor Karla Brown

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	May 27, 2021 June 24, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	June 14, 2021
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
1:00 p.m.	Alameda CTC Audit Committee	

Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	May 27, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 10, 2021
1:30 p.m.	Paratransit Advisory and Planning Committee	June 28, 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, April 8, 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 present with the exception of Marilou Ayupan, Kevin Connolly, Lt. Austin Danmeier, Anthony Fournier, Johnny Jaramillo, Matt Maloney, Radiah Victor, and John Xu.

Soren Fajeau attended as an alternate for Jayson Imai.

Beth Thomas attended as an alternate for Farid Javandel.

Jennifer Yeamans attended as an alternate for Tony McCaulay.

Rick Yeung attended as an alternate for Ruben Izon.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of March 4, 2021, ACTAC Meeting Minutes

4.2. Alameda County Federal Inactive Projects Update

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

Yes: Ameri, Bhatia, Evans, Fajeau, Fried, Huisingsh, Larsen, Lee, Lui, Marquises, Nair, Ng, Novenario, Raphael, Ripperda, Thomas, Yeamans, Yeung

No: None

Abstain: Payne

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

5. Programs/Projects/Monitoring

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

Mr. Bhat recommended the Commission approve the State Transit Assistance (STA) Block Grant Program Distribution Formula for Fiscal Years 2021-22 and 2022-23. He provided a brief overview of this item and stated that traditionally, the Metropolitan Transportation Commission (MTC) has directed its share of STA to transit operators through various discretionary and formula-based programs. In FY2018-19 MTC changed the way it distributes a portion of its STA funding, directing

it to the region's County Transportation Agencies through the STA County Block Grant Program. He noted that this item goes before the Commission. Mr. Bhat introduced Jacki Taylor to provide a detailed presentation on the item.

Ms. Taylor noted that the STA revenues are generated through a statewide tax on the sale of diesel fuel and the amount of the revenue can vary from year to year, based on fluctuations in diesel prices and purchasing. Ms. Taylor stated that transit agencies are the only eligible direct recipients of STA funds and eligible uses include both capital projects and operations. She provided an overview of the STA Program structure and revenues and Alameda CTC's STA Block Grant Program which distributes funding in three categories: Small Operator Guarantee, Paratransit/Mobility Management, and Lifeline/Mean-Based. Within the Lifeline category, the Commission reserved 50% of funds for the Affordable Student Transit Pass Program, this remains unchanged, but the funding distribution within the Lifeline sub-category has been updated to reflect operators' share of low-income ridership, based on the latest rider income survey data available from MTC. She presented the formula splits and total share of funds by operator and concluded with a Program schedule and a request for approval of this action item.

Donna Lee requested clarification on the paratransit category as indicated that all the funds are credited to AC Transit even though AC Transit and BART split the funds for East Bay Paratransit. Mr. Bhat stated that the distribution was consistent with prior Commission actions and only proposed changes were in the Lifeline sub-category. The paratransit category remains the way MTC had structured the policy past.

Eve Ng commented that the survey data is quite old and she requested a meeting with Alameda CTC staff to review the relevance of the survey data. Ms. Taylor noted that MTC does not perform a survey annually and the data the agency has is the most recent.

Donna Lee made a motion to approve this item. Jennifer Yeamans seconded the motion. The motion passed with the following roll call votes:

Yes: Ameri, Bhatia, Evans, Fajeau, Fried, Huisingsh, Larsen, Lee, Lui, Marquises, Nair, Novenario, Payne, Raphael, Ripperda, Thomas, Yeamans, Yeung

No: Ng

Abstain: None

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

5.2. Approve Measure B, Measure BB, and Vehicle Registration Fee Programs Update and Interim Policy Updates

John Nguyen stated this item is to approve Measure B, Measure BB, and Vehicle Registration Fee (VRF) program updates and interim policy updates. Mr. Nguyen noted staff recommends the Commission approve the following policy updates:

- 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.
- 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.
- 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 for the Paratransit program.

Mr. Nguyen noted for the discretionary programs update several funding opportunities will be consolidated into, and recommended, as part of the 2022 Comprehensive Investment Plan (CIP) later this Spring:

- Measure B Bicycle/Pedestrian COVID-19 Rapid Response Grant Program
- 2022 CIP Measure B, VRF, Transportation Fund for Clean Air Call for Projects
- Safe Routes to School (SR2S) Mini-Grant Program

Soren Fajeau asked if the direct local distribution formula was examined. Mr. Nguyen noted staff reviewed the formula and it is consistent with industry best practices which factor in population and lane miles as the primary formula elements of funding distribution.

Hans Larsen commented the Timely Use of Funds Policy needs to be feasible and suggested exploring other means of evaluating balances. Mr. Nguyen stated the Timely Use of Funds Policy will be revisited with ACTAC's input within the next year.

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

Yes: Ameri, Bhatia, Evans, Fajeau, Fried, Huisingsh, Larsen, Lee, Lui, Marquises, Nair, Ng, Novenario, Payne, Raphael, Ripperda, Thomas, Yeamans, Yeung

No: None

Abstain: None

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

5.3. **SB 743 Implementation: Alameda County Vehicle Miles Traveled Reduction Estimator Tool Update**

Aleida Andrino-Chavez provided an update on the status of the Vehicle Miles Traveled (VMT) Reduction Estimator tool (Alameda County VMT Tool) and requested feedback from ACTAC. Alameda CTC is developing this tool to support member agencies as they implement the SB 743 requirements. Guiding the

development of this tool is an Alameda CTC-led SB 743 Working Group that includes staff from agencies that have either conducted work on SB 743 requirements or have some experience evaluating projects under CEQA. The Working Group participants include: Berkeley, Emeryville, Oakland, San Leandro, Hayward, Fremont, Dublin, Livermore, Pleasanton, Caltrans, AC Transit, and the Port of Oakland. At the October 8, 2020 ACTAC meeting, staff provided an update on the initial development of the Alameda County VMT Tool, which is a modification of the tool originally developed for SANDAG. Ms. Andrino-Chavez introduced Ms. Julie Morgan, Fehr and Peers, to provide an update and review the tool.

Ms. Morgan presented an update on the customization of the SANDAG Tool for use in Alameda County. She explained that the 22 strategies included in the SANDAG tool, plus additional strategies selected specifically for Alameda County, are being updated with the most recent edition of the California Air Pollution Control Officers Association (CAPCOA) Handbook. In addition, she explained that for the Alameda County VMT Tool, each place type was defined by adding a score based on land-use intensity for each of the 1,580 Traffic Analysis Zones (TAZs) in the county. The four-place type categories used include: Urban, Suburban Center, Low-Density Suburb, and Land Use Intensity Too Low for application of VMT Tool. These place type categories were mapped and presented at the meeting.

Comments from ACTAC were requested by April 16. The project team will update the Alameda County VMT Tool to reflect comments and discussion with ACTAC. Subsequently, the team will conduct sensitivity testing of the Alameda County VMT Tool and the final draft of the Tool will be presented at the June ACTAC meeting.

6. Members Report

Hans Larsen commented that the City of Fremont has remarkable success with its Vision Zero Program and he attributed part of that success to the resources that were made available to Fremont through Alameda CTC grants and DLD funds. He noted that Fremont achieved a 45 percent reduction over the last five years in severe injuries and fatalities.

7. Staff Report

There were no staff reports.

8. Adjournment

The meeting adjourned at 3:00 p.m. The next meeting is scheduled for May 6, 2021.



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 29, 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, download the justification form template from 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 4/22/21

Alameda County Inactive Obligations

Updated by Caltrans 4/22/2021

Project Balances > \$50,000

Updated on 04/22/2021

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
5933143	Inactive	Invoice returned to agency. Contact DLAE.	ATPL	Alameda County	IN CASTRO VALLEY: ON ANITA AVENUE BETWEEN CASTRO VALLEY BLVD. AND SOMERSET AVENUE CONSTRUCT SIDE WALKS, CURBS,	08/20/2021	08/20/2020	02/15/2018	08/20/2020	08/20/2020	7	\$310,000	\$250,000	\$194,156	\$55,844
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	9	\$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	26	\$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	01/00/1900	06/23/2020	9	\$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	23	\$1,538,563	\$1,335,000	\$1,266,235	\$68,765
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	10	\$3,312,953	\$2,897,545	\$2,278,206	\$619,339
5012123	Inactive	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	08/20/2021	08/20/2020	02/09/2016	08/20/2020	08/20/2020	7	\$12,643,334	\$9,200,000	\$8,586,493	\$613,507
5012134	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification	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	11	\$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	25	\$3,943,753	\$3,098,415	\$3,036,697	\$61,718
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	11/27/2019	11/27/2018	04/21/2017	11/27/2018	10/17/2019	28	\$292,655	\$254,405	\$37,655	\$216,750
5014047	Future	Invoice ASAP to avoid inactivity.	ATPL	Alameda	CENTRAL BETWEEN PACIFIC AVENUE/MAIN STREET AND SHERMAN STREET/ENCINAL AVENUE. REDUCE ROADWAY FROM 4 TO 3 LANES FOR	12/22/2021	12/22/2020	09/04/2019	12/22/2020	12/22/2020	3	\$1,600,000	\$180,000	\$56,509	\$123,491
5933141	Future	Invoice ASAP to avoid inactivity.	HSIPL	Alameda County	PALOMARES RD. BETWEEN PALO VERDE RD. AND HIGHWAY 84 & REDWOOD RD. BETWEEN MARCIEL RD. AND CAMINO ALTA MIRA IN	12/08/2021	12/08/2020	08/02/2017	12/08/2020	12/08/2020	3	\$566,200	\$376,200	\$66,525	\$309,675
5933109	Future	Invoice ASAP to avoid inactivity.	CML	Alameda County	VARIOUS LOCATIONS PURCHASE OF ELECTRIC VEHICLES	10/20/2021	10/20/2020	07/05/2011	10/20/2020	10/20/2020	5	\$4,450,673	\$2,686,861	\$2,600,486	\$86,375
5057051	Future	Invoice ASAP to avoid inactivity.	CMSTPL	Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMOND AVENUE; FULTON STREET FROM	10/08/2021	10/08/2020	11/28/2018	10/08/2020	10/08/2020	5	\$1,129,561	\$1,000,000	\$28,947	\$971,053
5057046	Future	Invoice ASAP to avoid inactivity.	CMLNI	Berkeley	CITY WIDE IMPLEMENT PARKING PRICING PILOT PROGRAM IN NEIGHBORHOODS ADJACENT TO GO-BERKELEY METER AREA.	12/22/2021	12/22/2020	01/25/2017	12/22/2020	12/22/2020	3	\$1,187,500	\$950,000	\$323,621	\$626,379
5057042	Future	Invoice ASAP to avoid inactivity.	STPL	Berkeley	IN BERKELEY: PEDESTRIAN ACCESS THROUGHOUT THE BERKELEY MARINA. CONSTRUCT CLASS I MULTI-USE TRAIL	10/28/2021	10/28/2020	01/24/2018	10/28/2020	10/28/2020	5	\$599,698	\$483,925	\$316,589	\$167,336

Alameda County Inactive Obligations

Updated by Caltrans 4/22/2021

Project Balances > \$50,000

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
5322057	Future	Invoice ASAP to avoid inactivity.	HSIPL	Fremont	INTERSECTION OF FREMONT BLVD / MOWRY AVE. AND FREMONT BLVD./STEVENSON BLVD. INTERSECTION IMPROVEMENTS.	10/22/2021	10/22/2020	06/06/2017	10/22/2020	10/22/2020	5	\$2,362,911	\$1,296,450	\$73,866	\$1,222,584
5012143	Future	Invoice returned to agency. Contact DLAE.	ATPL	Oakland	TELEGRAPH AVENUE BETWEEN 20TH STREET AND 42ND STREET INSTALLATION OF DEDICATED BICYCLE FACILITIES, PEDESTRIAN	11/24/2021	11/24/2020	04/06/2017	11/24/2020	11/24/2020	4	\$8,732,650	\$4,554,000	\$626,426	\$3,927,574
5012130	Future	Invoice under review by Caltrans. Monitor for progress.	STPLZ	Oakland	23RD AVENUE OVERHEAD (BR #33C0148) SEISMIC RETROFIT	11/24/2021	11/24/2020	04/24/2018	11/24/2020	11/24/2020	4	\$10,025,000	\$8,875,133	\$6,125,770	\$2,749,363
5012037	Future	Invoice ASAP to avoid inactivity.	STPLZ	Oakland	LAKE MERRITT CHANNEL BRIDGE (BR.NO.33C-0030) REPLACE BRIDGE (PER SEISMIC STRATEGY)	11/24/2021	11/24/2020	03/01/1998	11/24/2020	11/24/2020	4	\$31,446,836	\$27,595,632	\$26,279,636	\$1,315,996
5012149	Future	Invoice ASAP to avoid inactivity.	HSIPL	Oakland	FRUITVALE AVE FROM ASHBROOK COURT TO E 10 TH STREET INSTALL CLASS II BIKE LANES ENHANCE SAFETY FEATURES AT PEDESTRIAN	11/24/2021	11/24/2020	10/13/2017	11/24/2020	11/24/2020	4	\$1,443,300	\$1,105,190	\$192,764	\$912,426
5012145	Future	Invoice ASAP to avoid inactivity.	CMLNI	Oakland	IN OAKLAND: MONTCLAIR AND SELECT AREA OF DOWNTOWN. IMPLEMENT DEMAND-RESPONSIVE PARKING AND TRANSPORTATION	11/24/2021	11/24/2020	04/07/2017	11/24/2020	11/24/2020	4	\$1,584,050	\$1,300,000	\$587,976	\$712,024
5012159	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	FOOTHILL BLVD BETWEEN HARRINGTON AVENUE AND COLE STREET, AND MACARTHUR BLVD BETWEEN 69TH AVENUE AND 96TH	10/22/2021	10/22/2020	10/17/2019	10/22/2020	10/22/2020	5	\$210,000	\$189,000	\$53,162	\$135,838
5354040	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Union City	INTERSECTIONS OF ALVARADO-NILES ROAD AT MANN AVE/UNION SQUARE AND ALVARADO BLVD AT GALAXY WAY.. REMOVE PEDESTRIAN	10/20/2021	10/20/2020	06/13/2017	10/20/2020	03/29/2021	5	\$537,900	\$537,900	\$27,672	\$510,228

Color Key

	Project is inactive for more than 12 months and is carried over from last quarter inactive project list. Provide status to DLAE/ submit inactive justification form, as indicated.
	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.

Alameda County Inactive Obligations

Updated by Caltrans 4/22/2021

Project Balances <\$50,000

Updated on 04/22/2021

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
5012139	Inactive	Invoice overdue. Contact DLAE.	HSIPL	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: 10TH/OAK, 10TH/JACKSON, 10TH/HARRISON, 11TH/JACKSON, 11TH/HARRISON, 12TH/FRANKLIN,	9/11/2021	9/11/2020	10/14/2016	9/11/2020	9/11/2020	6	\$466,888	\$420,199	\$398,648	\$21,551
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	6/18/2021	6/18/2020	4/17/2017	6/18/2020	6/18/2020	9	\$141,000	\$123,000	\$105,048	\$17,952
5101029	Inactive	Invoice overdue. Contact DLAE.	BPMP	Pleasanton	CITY OF PLEASANTON: 5 BRIDGES, 33C0454, 33C0099, 33C0453, 33C0461, AND 33C0462. BRIDGE PREVENTIVE MAINTENANCE PROJECT	9/11/2021	9/11/2020	12/19/2015	9/11/2020	9/11/2020	6	\$1,575,426	\$134,532	\$131,090	\$3,442
5322059	Future	Invoice ASAP to avoid inactivity.	STPL	Fremont	CARRILLO DRIVE, GRIMMER BLVD, MISSION BLVD, CAROL AVE, LAS PALMAS AVE, MISSION VIEW DR, FREMONT BLVD, DEEP CREEK RD,	11/12/2021	11/12/2020	11/16/2018	11/12/2020	11/12/2020	4	\$5,901,106	\$3,110,000	\$3,067,649	\$42,351
5322055	Future	Invoice ASAP to avoid inactivity.	STPL	Fremont	FREMONT CITY CENTER & FREMONT BART STATION MULTIMODAL IMPROVEMENTS	10/8/2021	10/8/2020	3/12/2015	10/8/2020	10/8/2020	5	\$3,285,974	\$2,095,586	\$2,068,180	\$27,406
5014046	Future	Invoice ASAP to avoid inactivity.	CML	Alameda	ON CLEMENT AVE, BETWEEN BROADWAY AND GRAND STREET. COMPLETE STREET IMPROVEMENTS INCLUDING CLASS II BIKE LANES,	12/22/2021	12/22/2020	11/6/2018	12/22/2020	12/23/2020	3	\$641,000	\$567,000	\$565,652	\$1,348

Color Key

	Project is inactive for more than 12 months and is carried over from last quarter inactive project list. Provide status to DLAE/ submit inactive justification form, as indicated.
	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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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: April 29, 2021

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Metropolitan Transportation Commission's Safe and Seamless Mobility Quick-Strike Program Update

Recommendation

This item is to provide the Commission with an update on the Metropolitan Transportation Commission's Safe and Seamless Mobility Quick-Strike Program. This item is for information only.

Background

On February 5, 2021, the Metropolitan Transportation Commission (MTC) released a call for project nominations for the Safe and Seamless Mobility Quick-Strike Program (Program), a one-time, competitive grant program within its One Bay Area Grant Cycle 2 (OBAG 2) program framework.

To encourage community-based project investments and address local needs throughout the region, MTC had requested County Transportation Agencies (CTAs) to submit project nominations for their county area by March 30, 2021. County targets provided were to be used as a guide based on the OBAG 2 county program distribution, and Alameda County's funding target was 19.9% (approximately \$9.8 million).

In response, Alameda CTC staff submitted 12 project nominations requesting a total of \$15.1 million (Attachment A). MTC received a total of 71 project nominations from the nine Bay Area CTA's for a total amount requested of more than \$108 million. MTC staff has released an initial staff recommendation that includes nine (9) projects from Alameda County for a total of approximately \$9.6 million (Attachment B). A final recommendation is scheduled for consideration and approval by MTC in June 2021.

In order for projects to be included in the final recommendation for MTC's approval in June, all supporting documentation (complete application material) for the recommended projects is due to MTC (via Alameda CTC) by May 21, 2021. The required

items are: a resolution of local support and, as applicable, a resolution for Surplus Lands Act compliance; completion of the Local Compliance Checklist; Complete Streets Checklist(s) and summarized responses to any comments received from the Bicycle and Pedestrian Advisory Committee; and a complete Transportation Improvement Program (TIP) application.

Potential Program Augmentation

At its May meeting, MTC will consider the distribution of an additional \$34 million available through the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway infrastructure funds. MTC staff's recommendation includes augmenting the Program with the CRRSAA funds as follows:

- \$17.2 million directed to fund additional projects nominated by CTAs – primarily, this would be projects remaining from the original pool of nominations, but for counties that limited their nominations to within their county target, a limited number of new projects may be submitted; and
- \$17.2 million directed to safe and seamless mobility projects of regional significance – projects that were co-nominated by CTAs and MTC as part of the call for project nominations process will be shifted over to this category, creating capacity to fund additional CTA nominated projects.

MTC staff plans to present the final recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Next Steps

Sponsors of nominated projects are to continue finalizing the required project application material due to MTC (via Alameda CTC) by May 21, 2021. This includes completing TIP applications in MTC's online Fund Management System (FMS) by May 14th so they may be reviewed and submitted by Alameda CTC staff by the May 21st deadline. Following approval by MTC in June and federal TIP approval in summer 2021, project sponsors will have until September 30, 2022 to obligate the awarded federal funding.

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

Attachments:

- A. Alameda CTC's Project Nominations
- B. MTC Safe and Seamless Mobility Quick-strike Program - Initial Staff Recommendations

Projects Nominated for MTC's Safe and Seamless Mobility Quick Strike Program

Index #	Jurisdiction	Project / Program	Requested Amount
1	Alameda CTC	Countywide Safe Routes to School Operations	\$1,500,000
2	AC Transit	Quick Builds	\$954,000
3	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000
4	Alameda County	Anita Avenue Streetscape Improvements	\$2,000,000
5	Bike East Bay	Various youth and adult bicycle promotion and education programs	\$160,000
6	City of Dublin	Safe Routes to School Improvements in Dublin	\$2,000,000
7	City of Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000
8	City of Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	\$1,415,000
9	LAVTA	Passenger Facilities Enhancements	\$2,000,000
10	MTC	Bay Bridge Forward, I-580 WB HOV Lane Extension	\$1,500,000
11	City of Oakland	14th Street Complete Streets Project	\$1,000,000
12	City of Oakland	East Bay Greenway Segment II	\$1,000,000
Total			\$15,100,000

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Bay Area Partnership Board

April 23, 2021

Agenda Item 4a

Safe and Seamless Mobility Quick-Strike Program

Subject: Discussion of staff recommendations for the Safe and Seamless Mobility Quick-Strike program within the One Bay Area Grant (OBAG 2) program framework.

Background: On February 5, 2021, MTC staff released a call for project nominations for the Safe and Seamless Mobility Quick-Strike program. The materials distributed through the call for project nominations is provided as **Attachment A**.

This memo provides an overview of the project evaluation and prioritization process, and the staff recommended program of projects. Staff seeks feedback from the Board on this recommendation. Final recommendations will be presented for consideration and approval at the Programming and Allocations Committee meeting, June 9, 2021.

Project Prioritization Process

To encourage community-based project investments and address local needs throughout the region, County Transportation Agencies (CTA's) were invited to nominate projects for their county area. Funding targets were provided to guide the CTA's in developing nominations; however, final funding levels for each county are not guaranteed to correspond exactly to the initial targets. The final program of projects is based on the evaluation of individual projects and reflect regional priorities.

On March 30, 2021, MTC received 71 project nominations from CTA's for a total grant request of more than \$108 million. MTC staff evaluated projects against the six evaluation criteria established in the program guidelines:

- Alignment with the Connected Mobility Framework Values and Goals.
- Relationship to priority planning areas including, but not limited to, Priority Development Areas (PDAs) and Communities of Concern (CoCs).
- Inclusion of community engagement.
- Addressing a gap in transit connectivity.
- Demonstration of partnership among multiple partners.
- Ability to deliver the project quickly while meeting all federal funding requirements.

Each project was evaluated and scored individually by an MTC staff evaluation team. Following the initial evaluation, the committee took into consideration any tiering or prioritization communicated by a CTA. The full list of projects nominated by CTAs, including project scoring, is provided as **Attachment B**.

Recommendation

With the \$49.4 million currently available within the Quick-Strike framework, staff recommends funding 40 projects across the region (including 2 projects with partial funding recommendations). The list of projects recommended for funding is included as **Attachment C**.

	Initial Nomination Targets		Staff Recommendation	
	%	\$	%	\$
Alameda	19.9%	\$9.8	19.4%	\$9.6
Contra Costa	14.6%	\$7.2	15.2%	\$7.5
Marin	2.8%	\$1.4	2.4%	\$1.2
Napa	2.1%	\$1.0	2.4%	\$1.2
San Francisco	12.5%	\$6.2	13.8%	\$6.8
San Mateo	8.4%	\$4.1	8.2%	\$4.1
Santa Clara	27.0%	\$13.3	26.1%	\$12.9
Solano	5.5%	\$2.7	6.1%	\$3.0
Sonoma	7.2%	\$3.6	6.3%	\$3.1
Total	100%	\$49.4	100%	\$49.4

Notes: Amounts shown in millions. Totals may not add due to rounding. Total does not include \$5 million set aside for BRTRTF early implementation.

Potential Program Augmentation

At their May meeting, the Commission will consider the distribution of \$34 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway infrastructure funds.¹ Staff recommends augmenting the Quick-Strike program with these funds as follows:

- Half of the funds (\$17.2 million) directed to fund additional projects nominated by CTAs; and
- The remaining half of augmented funds (\$17.2 million) directed to safe and seamless mobility projects of regional significance – including projects that were co-nominated by CTAs and MTC as part of the call for project nominations process. Capacity created by shifting CTA and MTC co-nominated projects to this category will be made available for additional CTA nominated projects.


Pending Commission approval of the program augmentation described above, staff will revise its recommended program of projects.

Staff anticipates presenting the recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Issues: None.

Recommendation: Information.

Attachments: Attachment A: Call for Project Nominations
Attachment B: Recommended Program of Projects
Attachment C: List of All Project Nominations Received


Therese W. McMillan

¹ An additional \$31 million in CRRSAA highway infrastructure program funds will be distributed by the CTC through the regional portion of the STIP.



Scott Haggerty, Chair
Alameda County

February 5, 2021

Alfredo Pedroza, Vice Chair
Napa County and Cities

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Damon Connolly
Marin County and Cities

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

James P. Sperring
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

TO: CTA Executive Directors

RE: Safe and Seamless Mobility Quick-Strike Program – Call for Nominations

Dear CTA Executive Directors:

On January 27, 2021, the Metropolitan Transportation Commission (MTC) approved MTC Resolution No. 4202, Revised, which included the policy framework for the Safe and Seamless Mobility Quick-Strike program. The detailed program guidelines, located in Appendix A-11 to the One Bay Area Grant (OBAG 2) program resolution, are provided as an attachment (**Attachment 1**). OBAG 2 policies, procedures, and requirements apply to the Safe & Seamless program unless specified otherwise in Appendix A-11.

The purpose of this letter is to release the call for project nomination letters for the Safe & Seamless grant program and provide additional guidance on the solicitation process. Project nomination letters for projects submitted as part of county targets are to be submitted by the Bay Area County Transportation Agencies (CTAs). Project sponsors and interested stakeholders are encouraged to work with the applicable CTA (or multiple CTAs for multi-county projects) for submittal of project nominations. This call does not include the projects to be identified by the Blue Ribbon Transit Recovery Task Force, which will follow a different process.

Project Nominations

CTAs are invited to submit project nomination letters to MTC for projects located within their counties, as well as multi-county and regional projects for the respective county target. Letters should describe the CTA's process to identify and prioritize projects for this competitive grant opportunity. CTAs should also list, in narrative form or in a table, the projects being nominated, along with brief project descriptions and the amount of funds requested for each project.

Attached to the project nomination letters, CTAs must also provide completed project information forms for each project (**Attachment 2**).

In addition to these materials required to be submitted directly by the CTAs, project sponsors must submit a Complete Streets checklist for each nominated project into MTC's Complete Streets Database: <https://completestreets.mtc.ca.gov/>.

Nomination letters, project information forms, and Complete Streets checklists must be submitted no later than Tuesday, March 30, 2021. Nomination letters and project information forms should be sent to Mallory Atkinson at matkinson@bayareametro.gov. Complete Streets checklists should be uploaded directly into the online database, linked above.

Project Evaluation & Final Project Applications

In April, MTC staff will evaluate project nominations using the established program criteria, funding eligibility, and focus areas. Staff will consider each CTA's nominations independently as well as in relation to other county submissions and regional priorities to develop its initial funding proposal. Staff will share its initial funding proposal with the Bay Area Partnership Board for discussion and feedback.

CTAs and project sponsors will be notified of MTC staff's funding recommendation by May 3, 2021. Project sponsors recommended for funding must submit the final application materials to MTC by May 21, 2021.

Final application materials include:

- ❖ Project submission in MTC's Financial Management System (FMS) <https://fms.mtc.ca.gov/fms/home.ds>, which will include detailed information on project scope, funding, and performance metrics.
- ❖ Written response to any remaining project-specific questions from MTC's evaluation team.
- ❖ Project map with sufficient detail to clearly identify the location and extent of the project.
- ❖ A signed Local Agency Compliance Checklist (**Attachment 3**). CTAs and local agencies should review this checklist carefully. Although these requirements were included in the OBAG 2 County Program, additional actions will be required for sponsors to satisfy the requirements for the Safe & Seamless grant program. These requirements include a review of the project's Complete Streets checklist by the appropriate Bicycle and Pedestrian Advisory Council, submission of the Housing Element annual progress report for 2020, and adoption of a Resolution of Local Support for the project. In addition, sponsors that have not yet adopted a resolution affirming compliance with California's Surplus Lands Act must now do so. This final requirement will primarily affect charter cities, which were not required to adopt such a resolution at the time of the OBAG 2 County Program adoption.

Please note that project sponsors have only *two weeks* to submit the final required materials to MTC. To meet this aggressive timeline, project sponsors are encouraged to submit their project into FMS in advance of being notified of MTC staff's funding recommendation. Additionally, sponsors should seek early Council or Board approvals of the resolutions required in the Local Agency Compliance Checklist.

The responses to project-specific questions, project maps, and the completed Local Agency Compliance Checklist must be submitted no later than Friday, May 21, 2021. Project data should be uploaded directly into FMS, linked above. Responses to project questions, project maps, and checklists should be sent to Mallory Atkinson at matkinson@bayareametro.gov.

Program Approval

Staff anticipates presenting its recommended program of projects to the MTC Commission for consideration and approval at its June 2021 meeting.

Sincerely,



Theresa Romell
Funding Policy and Programs

Attachments

Attachment 1: Safe & Seamless Mobility Quick-Strike Program – MTC Resolution No. 4202,
Revised, Appendix A-11

Attachment 2: Project Information Form

Attachment 3: Local Agency Compliance Checklist

TR:MA

<J:\PROJECT\Funding\T5-FAST\STP-CMAQ\FHIP - STP-Bump\Safe & Seamless Quick-Strike>

Appendix A-11: Safe and Seamless Mobility Quick-Strike Program

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Project Eligibility & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic

- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities.

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table at right). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to coordinate on co-nominations for regional projects.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

County Nomination Targets (\$ millions, rounded)

	%
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100.0%

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).
- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are

requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.

- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
 - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than September 30, 2022.
 - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
 - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
 - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.
 - Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
 - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
 - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
 - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.

- Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
- Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
- CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.

Basic Project Information		
Project Name:	<i>Project name</i>	
Project Sponsor:	<i>Project sponsor</i>	
Sponsor Contact Information:	<i>Contact name</i>	
	<i>Contact phone</i>	
	<i>Contact email</i>	
Project Location:	<i>Project location</i>	
Brief Project Description: Please limit to 100 word maximum	<i>Project description</i>	
Program Focus Areas & Evaluation Criteria		
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input type="checkbox"/> Bicycle and/or pedestrian safety improvement <input type="checkbox"/> Local safe & seamless mobility improvement <input type="checkbox"/> Safe & seamless mobility improvement in a corridor 	<ul style="list-style-type: none"> <input type="checkbox"/> Improved connections to transit <input type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Priority Development Area (PDA) <input type="checkbox"/> Transit Priority Area (TPA) <input type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <p><i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i></p>	
Connected Mobility Framework: Please limit to 200 word maximum	<p>Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework:</p> <p><i>Project alignment with Connected Mobility Framework</i></p>	
Community Engagement & Planning Processes:	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g.</p>	

<p>Please limit to 200 word maximum</p>	<p>community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p><i>Community engagement & planning processes</i></p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p><i>Coordination and outreach with transit operators</i></p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p><i>Transit connectivity</i></p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p><i>Project partnerships</i></p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p><i>Project readiness, right-of-way, environment</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p><i>Caltrans approvals status and timeline; level of support</i></p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline.</p> <p><i>Project timeline, status, and obligation deadline</i></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p><i>Project risks and mitigation strategies</i></p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies, and describe CTA's role in delivery and monitoring.</p> <p><i>Project sponsor ability to meet delivery and monitoring requirements</i></p>

Fund exchange:	<input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects. <i>Fund exchange description</i>
Grant minimum:	<input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. <i>Exception request to minimum grant size</i>
Supplanting of existing funds:	<input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. <i>Exception request to fund supplanting requirement</i>
Toll credit request:	<input type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase			Project Status by Phase
		Safe & Seamless (Grant Request)	Other Funds		% Complete
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete
Design Engineering (PS&E)	\$	\$	\$	Fund source; notes	% complete
Right-of-way	\$	\$	\$	Fund source; notes	% complete
Construction	\$	\$	\$	Fund source; notes	% complete
Total	\$	\$	\$		

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	%
Bicycle/Pedestrian	%
Other	%
Total	100%

Local Compliance Checklist	
Jurisdiction:	<i>Local jurisdiction</i>
MTC's Complete Streets Policy:	<input type="checkbox"/> Jurisdiction complies with MTC's Complete Street Policy, either by: <ol style="list-style-type: none"> 1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008. <input type="checkbox"/> Complete Streets checklist for project was reviewed by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to May 21, 2021. Provide the date of BPAC review, describe any comments that were received, and the jurisdiction's response to feedback. <i>Date of BPAC review & discussion of BPAC comments</i>
Resolution of Local Support:	<input type="checkbox"/> Jurisdiction has adopted a Resolution of Local Support by May 21, 2021.
Housing Element:	<input type="checkbox"/> Jurisdiction's Housing Element has been certified by California Department of Housing and Community Development (HCD). Note: all Bay Area jurisdictions satisfied this requirement prior to the One Bay Area Grant (OBAG 2) County Program adoption. <input type="checkbox"/> Jurisdiction's Housing Element annual progress report for calendar year 2020 has been submitted to HCD.
Surplus Lands Act:	<input type="checkbox"/> Jurisdiction has met MTC's Surplus Land Requirements prior to May 21, 2021, through the adoption of a resolution demonstrating compliance with the State's Surplus Land Act. <u>Note for Charter Cities:</u> At the time of the adoption of the OBAG 2 County Program, this requirement applied only to general law cities and counties. However, as a final court decision has now been rendered confirming that the Act does apply to charter cities, funding eligibility through the Safe & Seamless Mobility Quick-Strike program is contingent upon the adoption, by <i>all</i> cities and counties, of a resolution affirming the jurisdiction's compliance with the Surplus Lands Act.

This checklist was approved for submission by:

Signature

Date

Signature

Date

Name (print)

City Manager/Administrator or designee

Safe & Seamless Mobility Quick-Strike Grant Program

List of Project Nominations (Sorted by County, Sponsor, Project)

Total available = \$49,400,000

County	Sponsor	Project Title	Funds Requested
Alameda	AC Transit	Quick Builds Transit Lanes	\$954,000
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000
Alameda	ACTC	Alameda County Safe Routes to Schools	\$1,500,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	\$2,000,000
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	\$2,000,000
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	\$1,415,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000
Alameda	LAVTA	Passenger Facilities Enhancements	\$2,000,000
Alameda	MTC / ACTC	I-580 Westbound High Occupancy Vehicle Lane Extension	\$1,500,000
Alameda	Oakland	14th Street Complete Streets Project	\$1,000,000
Alameda	Oakland	East Bay Greenway Segment II	\$1,000,000
Alameda	TBD	Various Youth and Adult Bicycle Promotion & Education Programs	\$160,000
Contra Costa	BART	Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART	\$1,510,000
Contra Costa	BATA	RSR Forward: I-580 WB Open Road Tolling & HOV Lane Extension	\$2,000,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$2,164,000
Contra Costa	Danville	Diablo Road Trail	\$2,000,000
Contra Costa	Lafayette / BART	Lafayette Town Center Pathway and BART Bike Station Project	\$1,825,000
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	\$350,000
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	\$4,792,000
Contra Costa	Richmond	13th Street Complete Streets Project	\$2,821,000
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	\$6,000,000
Marin	Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	\$600,000
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	\$500,000
Marin	Marin Transit	Marin County Bus Stop Improvements	\$1,200,000
Marin	Mill Valley	East Blithedale Pathway to Transit	\$1,000,000
Marin	SMART	SMART Pathway - San Rafael (McInnis Pkwy to Smith Ranch Rd)	\$2,158,026
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	\$250,000
Napa	MTC	Napa Forward SR 29 Safety and Operational Improvements	\$11,000,000
Napa	NVTA	Napa Valley Safe Routes to School	\$100,000
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	\$3,144,302
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	\$200,000
San Francisco	SFMTA	Folsom Streetscape Project	\$5,000,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program	\$2,100,000
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	\$850,000

County	Sponsor	Project Title	Funds Requested
San Mateo	Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$200,000
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility projects	\$200,000
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$350,000
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	\$223,591
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	\$347,250
San Mateo	Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000
San Mateo	San Bruno	Transit Corridor Pedestrian Connection Phase 4	\$385,000
San Mateo	San Mateo	Delaware Street Quick-Build Bike Improvements*	\$610,007
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	\$808,562
San Mateo	San Mateo County	San Mateo County Broadmoor SRTS Pedestrian Safety & Mobility Imps	\$1,418,412
San Mateo	South San Francisco	East of 101 Transit Expansion Project	\$480,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	\$2,120,000
Santa Clara	Los Altos	St. Joseph Avenue Mobility Connector	\$950,000
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	\$5,097,400
Santa Clara	Mountain View	Stierlin Road Bicycle and Pedestrian Improvements	\$4,007,000
Santa Clara	San Jose	Bascom Avenue Protected Bike Lanes & Complete Street	\$690,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	\$1,325,000
Santa Clara	San Jose	Julian Street & McKee Road Vision Zero Complete Street	\$705,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	\$4,025,000
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	\$1,800,000
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	\$1,900,000
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	\$2,200,000
Santa Clara	VTA	Electronic Locker Upgrade and Replacement	\$1,940,060
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	\$200,000
Solano	BAIFA	FasTrak START Means-Based Managed Lanes Pilot Evaluation	\$900,000
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	\$1,000,000
Solano	STA	STA Mobility Planning	\$200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	\$1,800,000
Sonoma	Cotati	Downtown and Civic Center Connectivity and Safety Project	\$1,250,000
Sonoma	Healdsburg	Healdsburg Bike Share	\$250,000
Sonoma	Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$522,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	\$868,230
Sonoma	SCTA	Countywide Active Transportation Plan	\$200,000
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	\$476,310
Sonoma	SMART	SMART Pathway - Payran to Lakeville in Petaluma	\$806,000

Total Funding Request:	\$108,649,150
Applications Received:	71

Safe & Seamless Mobility Quick-Strike Grant Program

Initial Staff Recommendation (Sorted by County, Sponsor, Project)

Recommendations are pending further review. Final recommended program of projects and specific grant amounts subject to change.

Color Key:

Initial Staff Recommended Program of Projects

Total available = \$49,400,000

County	Sponsor	Project Title	Funds Requested	Cumulative Funding Recommendation
Alameda County			<i>Initial Fund Target:</i>	\$9.8M
Alameda	AC Transit	Quick Builds Transit Lanes	\$954,000	\$954,000
Alameda	AC Transit	Tempo Quick Build Transit Lane Delineation	\$300,000	\$1,254,000
Alameda	ACTC	Alameda County Safe Routes to Schools	\$1,500,000	\$2,754,000
Alameda	Alameda County	Anita Avenue Safe and Accessible Route to School and Transit	\$2,000,000	
Alameda	Dublin	Dublin Safe Routes to School - Safety and Access Improvements	\$2,000,000	
Alameda	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	\$1,415,000	\$4,169,000
Alameda	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$1,271,000	\$5,440,000
Alameda	LAVTA	Passenger Facilities Enhancements	\$2,000,000	\$7,440,000
Alameda	MTC/ACTC	I-580 Westbound High Occupancy Vehicle Lane Extension	\$1,500,000	
Alameda	Oakland	14th Street Complete Streets Project	\$1,000,000	\$8,440,000
Alameda	Oakland	East Bay Greenway Segment II	\$1,000,000	\$9,440,000
Alameda	TBD	Various Youth and Adult Bicycle Promotion & Education Programs*	\$160,000	\$9,600,000
Contra Costa County			<i>Initial Fund Target:</i>	\$7.2M
Contra Costa	BART	Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Point BART	\$1,510,000	\$1,510,000
Contra Costa	BATA	RSR Forward: I-580 WB Open Road Tolling & HOV Lane Extension**	\$2,000,000	\$3,510,000
Contra Costa	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$2,164,000	\$5,674,000
Contra Costa	Danville	Diablo Road Trail	\$2,000,000	
Contra Costa	Lafayette / BART	Lafayette Town Center Pathway and BART Bike Station Project	\$1,825,000	\$7,499,000
Contra Costa	Pinole	Pedestrian and Bicycle Safety Imps. at Appian Way and Marlesta Rd	\$350,000	
Contra Costa	Pleasant Hill	Contra Costa Blvd Complete Streets (Harriet Drive to Viking Drive)	\$4,792,000	
Contra Costa	Richmond	13th Street Complete Streets Project	\$2,821,000	
Contra Costa	Richmond	San Pablo Ave Complete Streets Phase 2	\$6,000,000	
Marin County			<i>Initial Fund Target:</i>	\$1.4M
Marin	Corte Madera	Casa Buena Drive Complete Streets Regional Improvements	\$600,000	
Marin	Larkspur	Doherty Drive Multi-Use Pathway at Redwood High School - Phase 2	\$500,000	
Marin	Marin Transit	Marin County Bus Stop Improvements	\$1,200,000	\$1,200,000
Marin	Mill Valley	East Blithedale Pathway to Transit	\$1,000,000	
Marin	SMART	SMART Pathway - San Rafael (McInnis Pkwy to Smith Ranch Rd)	\$2,158,026	
Marin	TAM	Marin County Street Smarts Bicycle and Pedestrian Safety Program	\$250,000	
Napa County			<i>Initial Fund Target:</i>	\$1.0M
Napa	MTC	Napa Forward SR 29 Safety and Operational Imps. (\$1.1M partial funding)***	\$11,000,000	\$1,100,000
Napa	NVTA	Napa Valley Safe Routes to School	\$100,000	\$1,200,000
San Francisco County			<i>Initial Fund Target:</i>	\$6.2M
San Francisco	BART	Embarcadero Station Platform Elevator Capacity & Redundancy	\$3,144,302	
San Francisco	SFCTA	Downtown San Francisco Congestion Pricing Study	\$200,000	\$200,000
San Francisco	SFMTA	Folsom Streetscape Project	\$5,000,000	\$5,200,000
San Francisco	SFMTA	Safe Routes to School Non-Infrastructure Program (\$1.8M partial funding)***	\$2,100,000	\$7,002,710
San Mateo County			<i>Initial Fund Target:</i>	\$4.1M
San Mateo	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000	
San Mateo	Burlingame	Carmelita Ave and Paloma Ave Traffic Calming and Bicycle Safe Routes	\$850,000	
San Mateo	Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$200,000	
San Mateo	C/CAG	Planning and Programming of safe and seamless mobility projects	\$200,000	\$200,000

County	Sponsor	Project Title	Funds Requested	Cumulative Funding Recommendation
San Mateo	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$350,000	
San Mateo	Millbrae	Millbrae - Citywide Virtual Mobility Detection	\$223,591	
San Mateo	Millbrae	Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build	\$347,250	
San Mateo	Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000	\$955,000
San Mateo	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000	
San Mateo	San Bruno	Transit Corridor Pedestrian Connection Phase 4	\$385,000	\$1,340,000
San Mateo	San Mateo	Delaware Street Quick-Build Bike Improvements****	\$610,007	
San Mateo	San Mateo County	Coleman-Ringwood Pedestrian and Bicycle SRTS Improvements	\$808,562	
San Mateo	San Mateo County	San Mateo County Broadmoor SRTS Pedestrian Safety & Mobility Imps	\$1,418,412	
San Mateo	South San Francisco	East of 101 Transit Expansion Project	\$480,000	\$1,820,000
San Mateo	South San Francisco	El Camino Real Grand Boulevard Initiative Phase III	\$2,120,000	\$3,460,000
Santa Clara County			<i>Initial Fund Target:</i>	\$13.3M
Santa Clara	Los Altos	St. Joseph Avenue Mobility Connector	\$950,000	
Santa Clara	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector	\$5,097,400	
Santa Clara	Mountain View	Stierlin Road Bicycle and Pedestrian Improvements	\$4,007,000	\$4,007,000
Santa Clara	San Jose	Bascom Avenue Protected Bike Lanes & Complete Street	\$690,000	\$4,697,000
Santa Clara	San Jose	En Movimiento Quick Build Network for East San Jose	\$1,325,000	\$6,022,000
Santa Clara	San Jose	Julian Street & McKee Road Vision Zero Complete Street	\$705,000	\$6,727,000
Santa Clara	San Jose	San Jose - Downtown Bikeways	\$4,025,000	\$10,752,000
Santa Clara	Saratoga	Blue Hills Elementary Pedestrian Crossing at UPRR	\$1,800,000	
Santa Clara	Sunnyvale	Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	\$1,900,000	
Santa Clara	Sunnyvale	Sunnyvale Saratoga Class IIB Buffered Bicycle Lanes	\$2,200,000	
Santa Clara	VTA	Electronic Locker Upgrade and Replacement	\$1,940,060	\$12,692,060
Santa Clara	VTA	Evaluating on-demand shuttle strategies for improved transit access	\$200,000	\$12,892,060
Solano County			<i>Initial Fund Target:</i>	\$2.7M
Solano	BAIFA	FasTrak START Means-Based Managed Lanes Pilot Evaluation	\$900,000	
Solano	Fairfield	Fairfield/Vacaville Hannigan Station Capacity Improvements	\$1,000,000	\$1,000,000
Solano	STA	STA Mobility Planning	\$200,000	\$1,200,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure Segment	\$1,800,000	\$3,000,000
Sonoma County			<i>Initial Fund Target:</i>	\$3.6M
Sonoma	Cotati	Downtown and Civic Center Connectivity and Safety Project (\$0.9M partial funding)***	\$1,250,000	\$900,000
Sonoma	Healdsburg	Healdsburg Bike Share	\$250,000	\$1,150,000
Sonoma	Rohnert Park	2022 Pedestrian and Bicycle Safety Improvements in Rohnert Park	\$522,000	\$1,672,000
Sonoma	Santa Rosa	Santa Rosa Transit Mall Roadbed Rehabilitation	\$868,230	\$2,540,230
Sonoma	SCTA	Countywide Active Transportation Plan	\$200,000	\$2,740,230
Sonoma	Sebastopol	SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	\$476,310	
Sonoma	SMART	SMART Pathway - Payran to Lakeville in Petaluma	\$806,000	\$3,546,230

Total Funding Request: **\$108,649,150**

Cumulative Funding Recommendation: **\$49,400,000**

*Recommendation contingent upon identification of an eligible project sponsor.

**Recommendation pending further review.

***Project recommended to receive partial funding.

****Project recommended to receive Regional ATP funds, pending Commission approval.

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 29, 2021

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement Program

Recommendation

It is recommended that the Commission approve the following actions related to the mid-cycle augmentation of the Alameda County 2020 State Transportation Improvement Program (2021 Mid-Cycle STIP):

1. Approve Resolution 21-010 (Attachment A) regarding the approval of a 2021 Mid-Cycle STIP program of projects, which identifies a total of \$6.308 million of new 2021 Mid-Cycle STIP funding;
2. Approve Resolution 21-011 (Attachment B), the required resolution of local support for new STIP projects; and
3. Authorize the Executive Director or designee to enter into any necessary agreements.

Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2020 STIP was approved by the CTC in Spring 2020 and covers Fiscal Years (FYs) 2020-21 through 2024-25. Through the approval of the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), \$912 million of COVID-19 relief funds were apportioned to the State. From this amount, the CTC authorized \$243 million to be distributed through the STIP as a mid-cycle augmentation to the 2020 STIP (2021 Mid-cycle STIP Program), as follows: seventy-five (75%) percent through the Regional Improvement Program (\$182 million) and twenty-five percent (25%) through the Interregional Improvement Program (\$61 million).

Alameda County's share of the State's 2021 Mid-cycle STIP Fund Estimate is \$6.308 million of new programming capacity for projects. The Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2021 Mid-Cycle Regional STIP program (2021 Mid-Cycle RTIP). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

Staff is recommending Commission approval of the Alameda County 2021 Mid-cycle STIP Program (Attachment A). Due to the short programming timeline, draft 2021 Mid-Cycle STIP project lists were due to MTC by April 19, 2021. A final draft project list and supporting documentation is due to MTC by May 1, 2021, with concurrent approval of the proposed project lists by Alameda CTC, MTC and CTC all scheduled during the month of May. The MTC and CTC approvals will be contingent upon Alameda CTC's action.

Background

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

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

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

The 2020 STIP was approved by the CTC in Spring 2020 and covers Fiscal Years (FYs) 2020-21 through 2024-25. On March 24, 2021, the CTC adopted the 2021 Mid-Cycle STIP schedule and Share Distribution and released draft Mid-Cycle STIP Guidelines.

2021 Mid-Cycle STIP Program

Through the approval of the 2021 federal CRRSAA, \$912 million of COVID-19 relief funds were apportioned to the State. From this amount, the CTC authorized \$243 million to be distributed through the STIP as a mid-cycle augmentation to the 2020 STIP (2021 Mid-Cycle STIP), as follows: seventy-five (75%) percent through the Regional Improvement Program (\$182 million) and twenty-five percent (25%) through the Interregional Improvement

Program (\$61 million). Alameda County's share of the State's 2021 Mid-Cycle STIP Fund Estimate is \$6.308 million of new programming capacity for projects. MTC staff released draft 2021 Mid-Cycle RTIP Guidelines and Fund Estimate on April 8, 2021. Unlike regular STIP cycles, the mid-cycle funding can be programmed in any Fiscal Year within the existing 2020 STIP period, starting with FY 2021-22.

I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project

The I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project (Project) is currently in the Design phase and scheduled to go into construction by fall 2021. The delivery of the Project is being coordinated with a Caltrans pavement rehabilitation SHOPP project within the same limits, resulting in delivery efficiencies and cost savings. In February 2021, the Commission approved an amendment to the 2020 STIP to program up to \$40 million of future STIP funding to the Project for CTC's consideration in June 2021.

The availability of CRRSAA funding through the STIP provides the opportunity to program \$5.793 million of STIP funds to the project in FY 2021-22. Additional STIP funding will be programmed in June if additional unused STIP capacity is identified by either MTC or CTC. The project has a mix of Competitive and Formula-based Senate Bill 1 Local Partnership Program (SB-1 LPP) funding totaling \$37 million that requires a full funding plan in June in order for the funds to remain programmed to the project. Additionally, MTC has committed \$90 million of regional funds. In July 2021, staff will update the Commission regarding the availability, amount and timing of the STIP funds and other related Project actions.

New projects proposed for 2021 Mid-Cycle Program

The 2021 Mid-Cycle Fund Estimate for Alameda County includes \$315,000 of for ongoing STIP Planning, Programming and Monitoring (PPM) activities. Staff is also recommending the remaining \$200,000 to be programmed to four Alameda CTC-implemented projects currently in the Environmental phase, as follows:

Index	Project	Amount x \$1,000			
		Total Cost	Identified Funding	TBD	STIP amount recommended
1	Oakland/Alameda Access (I-880 Broadway-Jackson)*	129,900	79,991	49,909	50
2	I-80 Ashby Interchange Improvements*	117,174	52,000	65,174	50
3	I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Ind. Parkway West) Improvements*	220,000	104,000	116,000	50

4	I-880 Interchanges Winton Avenue and A Street Improvements	114,308	5,308	109,000	50
	Total	\$581,382	\$241,299	\$340,083	\$200

* Named project in 2014 MBB Transportation Expenditure Plan

These four projects included in the 2014 Transportation Expenditure Plan have a collective need of approximately \$340 million. Alameda CTC's strategic project delivery vision includes leveraging local sales tax investments with external grant opportunities. In order to allow the projects to compete for future federal funding opportunities, staff is working towards obtaining federal National Environmental Policy Act (NEPA) clearance for the above four projects. Caltrans has indicated that in order to perform its review and approval of the NEPA documents, the projects first need to have federal funds programmed. The 2021 Mid-Cycle STIP provides an opportunity to include federal funds on these projects.

Staff recommends the Commission approve the following actions related to the 2021 Mid-Cycle STIP:

1. Approve Resolution 21-010 regarding the approval of a 2021 Mid-Cycle STIP program of projects, which identifies a total of \$6.308 million of new 2021 Mid-Cycle STIP funding;
2. Approve Resolution 21-011, the required resolution of local support for new STIP projects; and
3. Authorize the Executive Director or designee to enter into any necessary agreements.

Next Steps

Due to the condensed programming schedule for the 2021 Mid-Cycle STIP Program, MTC and CTC approvals of the Alameda County 2021 Mid-Cycle STIP project list are also scheduled to occur in May 2021, contingent upon the Commission's action.

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

Attachments:

- A. Resolution 21-010, Alameda County 2021 Mid-Cycle STIP Program
- B. Resolution 21-011, Resolution of Local Support for new STIP projects



ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 21-010

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
Melissa Hernandez, Mayor

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

Approval of the Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement (STIP) Program

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

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

WHEREAS, projects recommended for inclusion in the 2020 STIP must be consistent with the Commission-approved 2020 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the CTC authorized federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds apportioned to the State to be distributed through the STIP as a mid-cycle augmentation to the 2020 STIP (2021 Mid-cycle STIP Program);

WHEREAS, the funding identified in the 2021 Mid-Cycle STIP Program Fund Estimate for Alameda County of \$6.308 million includes \$5.993 million of new STIP funding for projects and \$315,000 for Planning, Programming and Monitoring (PPM).

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2021 Mid-Cycle STIP Program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 27, 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 2021 Mid-cycle STIP Program**

Index #	Project	Recommended 2021 Mid-Cycle STIP Funding
1	I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project ¹	\$5,793,000
2	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	\$315,000
3	Oakland/Alameda Access (I-880 Broadway-Jackson)	\$50,000
4	I-80 Ashby Interchange Improvements	\$50,000
5	I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Industrial Parkway West) Improvements	\$50,000
6	I-880 Interchanges (Winton Avenue and A Street)	\$50,000
Total		\$6,308,000
Table Notes: 1. In February 2021, the Alameda CTC approved the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project to be amended into the 2020 STIP.		

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Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
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Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 21-011

Resolution of Local Support for Oakland/Alameda Access (I-880 Broadway-Jackson); I-80 Ashby Interchange Improvements; I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Industrial Parkway West) Improvements; I-880 Interchanges at Winton Avenue and A Street Projects

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the projects

WHEREAS, Alameda County Transportation Commission (Alameda CTC) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for up to \$200,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Oakland/Alameda Access (I-880 Broadway-Jackson); I-80 Ashby Interchange Improvements; I-880 Interchanges (Whipple Road/Industrial Parkway Southwest & Industrial Parkway West) Improvements; I-880 Interchanges at Winton Avenue and A Street Projects (herein referred to as PROJECTS) for the 2021 Mid-Cycle RTIP (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code § 182.6, § 182.7, and § 2381(a)(1), and California Government Code § 14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECTS will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECTS as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECTS will have adequate staffing resources to deliver and complete the PROJECTS within the schedule submitted with the project application; and
- that the PROJECTS will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECTS will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and

- in the case of a highway project, the PROJECTS will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECTS be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECTS; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECTS, or the ability of APPLICANT to deliver such PROJECTS; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECTS as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECTS for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECTS will be implemented as described in the complete application

and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECTS and has adequate staffing resources to deliver and complete the PROJECTS within the schedule submitted with the project application; and be it further

RESOLVED that PROJECTS will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECTS is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECTS; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECTS, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECTS as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECTS described in the resolution, and if approved, to include the PROJECTS in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 27, 2021 in Oakland, California, by the following vote:

ABSENT:

ATTEST:

Vanessa Lee
Clerk of the Commission

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	April 29, 2021
TO:	Alameda County Technical Advisory Committee
FROM:	Seung Cho, Director of Procurement and Information Technology
SUBJECT:	Local Business Contract Equity (LBCE) Program Reporting Requirements and Procedures Update

Recommendation

This item is to provide the Alameda County Technical Advisory Committee with information on the updated Alameda CTC Local Business Contract Equity (LBCE) Program reporting requirements and procedures. This is an informational item only.

Summary

This report is intended to provide Alameda CTC Project Sponsors with updated information regarding the LBCE Program reporting requirements and procedures. This information will enhance Project Sponsor understanding of the updated 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.

Under Alameda CTC's updated LBCE Program reporting requirements and procedures, Alameda CTC staff will collect prime contractor and subcontractor contract awards and payment information from Project Sponsors on a semi-annual basis in July and January of each year through a standard reporting form, the Prime Consultant/Contractor LBE, SLBE, and VSLBE Tracking Sheet (see Attachment A). Project Sponsors will no longer be required to report LBE, SLBE, and VSLBE firm participation with their request for reimbursement submittals. The new form includes total payments made on each active prime contract during the reporting period, in addition to contract awards and payments made to all LBE, SLBE, VSLBE prime and subcontractors at all tiers of the contract, regardless of whether or not such contracts are subject to the LBCE Program goal requirements.

Additionally, in an effort to increase visibility of upcoming Alameda CTC-funded contracting opportunities let by Project Sponsors and to promote participation of LBE, SLBE, and VSLBE firms in public procurements, Project Sponsors are encouraged to provide

their upcoming contracting opportunities to Alameda CTC through the Project Sponsor's Upcoming Contracting Opportunities Template form (see Attachment B). Alameda CTC will hold periodic workshops to inform businesses of upcoming contract and business networking opportunities in an effort to increase LBE, SLBE, and VSLBE participation on Alameda CTC-funded contracts.

Background

The LBCE Program originated in 1995 during the time of the 1986 Measure B program with a goal of ensuring participation by local businesses, as well as minority- and women-owned businesses. It was modified over the years to reflect changes in statutes and court rulings associated with contract equity issues at both the state and federal levels. The current version of the LBCE Program was first adopted in January 2008 after an extensive public process addressing concerns of the public and the Alameda County Transportation Authority and Alameda County Transportation Improvement Authority boards at the time. After the merger of the predecessor agencies and formation of Alameda CTC, an updated version of the program was adopted again formally by the Commission in October 2013, with the same purpose and goals of encouraging businesses of all sizes to locate and remain in Alameda County and to spend their funds for goods and services within Alameda County.

In December 2017, the Commission approved administrative updates to the program to ensure alignment with the program standards of partners and other public agencies, and to comply with applicable federal, state, and local statutes. These updates included extending LBCE Program applicability to 2010 Measure F Vehicle Registration Fees (VRF) and 2014 Measure BB sales tax funds; adjusting LBCE small business size standard to align with federal, state, and local agencies; and adding a 30% Very Small Local Business Enterprise (VSLBE) goal on small purchase professional services contracts with a value greater than \$25,000 and equal to or less than \$75,000.

Alameda CTC is required to submit an LBCE Utilization Report to its Commission on an annual basis. This report provides an update of business utilization on active professional services and construction contracts funded with VRF, Measure B, and Measure BB funds administered by Alameda CTC and its Project Sponsors. The report includes contract award amounts and payments made to prime contractors and their respective subcontractors by contract type (e.g., construction contract or professional services contract) and certification status. Business utilization is reported for Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and VSLBE firm participation on locally-funded contracts subject to the LBCE Program that were awarded and administered by Alameda CTC and its Project Sponsors. Utilization data is also included for locally-funded contracts that are exempt from the LBCE Program due to having additional federal, state, regional, or other non-local funds, or being equal to or less than \$75,000 in contract value.

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

Attachments:

- A. Prime Consultant/Contractor LBE, SLBE, and VSLBE Tracking Sheet
- B. Project Sponsor's Upcoming Contracting Opportunities Template

Project Sponsor:	
Project Funding Agreement No.:	
Project Sponsor Contact Name:	
Phone Number:	
E-Mail:	

Contract Category:	
LBE and SLBE Goals:	
Prime Consultant/Contractor:	
Total Contract Budget:	

Project Title:	
Scope of Work:	

[illegible]

COMMENTS ON LBE/SLBE/VSLBE UTILIZATION DEFICIENCIES (COMMITTED VERSUS ATTAINED) AND PLANS TO MEET COMMITTED CONTRACT GOALS

Legend
P = Prime Contractor
1 = Tier 1 Subcontractor
2 = Tier 2 Subcontractor
3 = Tier 3 Subcontractor

Certification <https://www.alamedactc.org/get-involved/contract-equity/>

LBE = Local Business Enterprise
SLBE = Small Local Business Enterprise
VSLBE = Very Small Local Business Enterprise

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PROJECT SPONSOR’S UPCOMING CONTRACTING OPPORTUNITIES

Project Sponsor Agency Name	Project Name	Detail Project Scope	Type of Services (Construction or Professional Services)	Specific Services	Anticipated Advertisement Timeframe	Contact Name	Contact Title	Contact Email

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Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 29, 2021

TO: Alameda County Technical Advisory Committee

FROM: Kristen Villanueva, Principal Transportation Planner

SUBJECT: ACTAC Information Exchange: Safe System Approach Training and Discussion

Recommendation

This item is to provide a training on the Safe System Approach and have an information exchange and discussion around supporting implementation of the Safe System Approach in Alameda County. This item is for information only.

Summary

Improving overall transportation safety was a core need and priority coming out of the 2020 Countywide Transportation Plan (CTP). To this end, staff has scheduled a mini-training and information exchange at the May meeting of ACTAC on the Safe System Approach. The Safe System Approach, currently being led by the Federal Highway Administration (FHWA), is a national road safety leadership initiative to develop a coordinated approach to reaching zero deaths in the transportation system within the next 30 years. The Safe System Approach is related to Vision Zero policies and practices and complements other relevant efforts by the FHWA.

Attachment A is a brochure from the FHWA on the principles and elements of a Safe System Approach, as well as the key ways in which the Safe System Approach represents a paradigm shift from traditional road safety practices. Attachment B is an excerpt from a report that describes these elements in slightly more detail. The full report is here:

<https://safety.fhwa.dot.gov/hsip/docs/fhwasa2018.pdf>

In this item, Fehr & Peers and Alameda CTC staff will present the Safe System Approach and moderate an information exchange and discussion around supporting implementation of the Safe System Approach in Alameda County. Fehr & Peers is the consultant firm that collaborated with the FHWA to develop the materials on the Safe System Approach that will be the basis for the training. This will also be an opportunity for ACTAC members to share brief updates on safety and Vision Zero efforts across the county.

More information on the national effort can be found by visiting the FHWA website:
https://safety.fhwa.dot.gov/zerodeaths/zero_deaths_vision.cfm

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

Attachments:

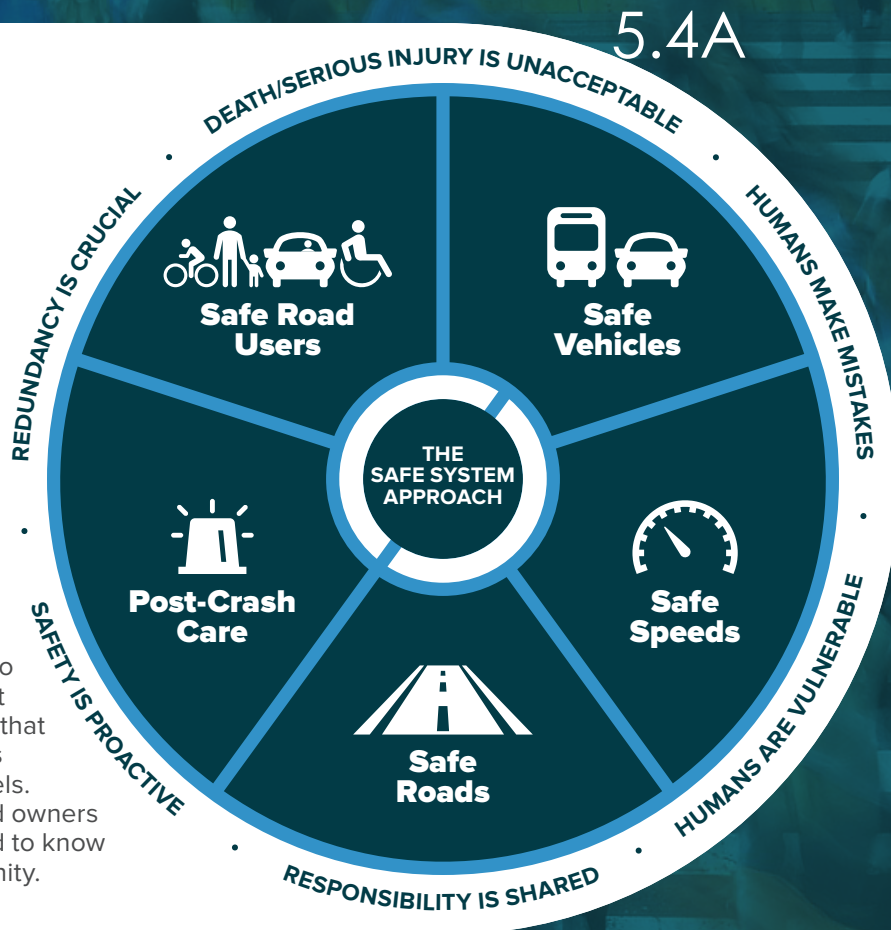
- A. FHWA Safe System Brochure
- B. FHWA Integrating the Safe System Approach with the Highway Safety Improvement Program Report Excerpt (Chapters 1 and 2)

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES



Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.



SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

- Prevent crashes → Prevent deaths and serious injuries
- Improve human behavior → Design for human mistakes/limitations
- Control speeding → Reduce system kinetic energy
- Individuals are responsible → Share responsibility
- React based on crash history → Proactively identify and address risks

Safe System

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE
YOU ON THE
SAFE SYSTEM
JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit safety.fhwa.dot.gov/zerodeaths to learn more.



INTEGRATING THE

Safe System Approach

WITH THE

Highway Safety Improvement Program

AN INFORMATIONAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Image source: Pixabay user B_Me



Safe Roads for a Safer Future
Investment in roadway safety saves lives

Page 59

Notice

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The Federal Highway Administration (FHWA) provides high-quality information to serve Government, industry, and the public in a manner that promotes public understanding. Standards and policies are used to ensure and maximize the quality, objectivity, utility, and integrity of its information. The FHWA periodically reviews quality issues and adjusts its programs and processes to ensure continuous quality improvement.

Source of Charts and Tables

All charts and tables in the document were created by FHWA, except where noted otherwise.

1. Report No. FHWA-SA-20-018		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Integrating the Safe System Approach with the Highway Safety Improvement Program: An Informational Report				5. Report Date October 2020	
				6. Performing Organization Code	
7. Author(s) Emily Finkel – Fehr & Peers Cullen McCormick – Fehr & Peers DC Meghan Mitman, AICP – Fehr & Peers Sarah Abel - ITE Jackie Clark – Leidos				8. Performing Organization Report No.	
9. Performing Organization Name and Address Fehr & Peers DC 1003 K Street NW Suite 209 Washington, D.C. 20001 Leidos, Inc. 1750 Presidents St Reston, VA 20190				10. Work Unit No. (TRAIS)	
				11. Contract or Grant No. DTFH6116D00053 / 693JJ319F000384	
12. Sponsoring Agency Name and Address Federal Highway Administration (FHWA) Office of Safety 1200 New Jersey Ave., SE Washington, D.C. 20590				13. Type of Report and Period Covered	
				14. Sponsoring Agency Code HSST	
15. Supplementary Notes FHWA Project Leader, Karen Scurry, FHWA					
16. Abstract The purpose of this report is to explore the relationship between the Safe System approach and the HSIP. This report focuses on the two major components of the HSIP: the States' Strategic Highway Safety Plan (SHSP) and the program of highway safety improvement projects (or States' HSIP), as well as foundational elements of the HSIP that influence both program areas. The report first defines the principles and core elements of the Safe System approach. The report then examines foundational elements of the HSIP, State SHSP, and State HSIP as compared to the Safe System principles and presents areas of alignment, as well as opportunities and noteworthy practices. The report concludes with a discussion of next steps for Federal and State safety stakeholders to advance implementation of the Safe System approach through these existing safety programs. The primary target audience for this report is Federal and State safety stakeholders involved in the State SHSP and HSIP. The report may also benefit other safety stakeholders that have a vested interest in these existing safety programs or administer similar efforts at the regional or local level (e.g., State safety program, local road safety plans).					
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Table of Contents

Table of Contents	4
Introduction	5
The Safe System Approach	6
Purpose, Target Audience, and Structure of Report	8
Safe System Principles and Core Elements	9
The Core Principles of a Safe System	9
The Five Elements of a Safe System	11
Summary	14
Integrating Safe System within HSIP	15
Overview	15
Alignment of Safe System Principles with HSIP Foundational Elements	16
Summary	18
Integrating Safe System with Strategic Highway Safety Plans	19
Overview	19
Alignment of Safe System Principles with Major SHSP Features	20
Opportunities and Noteworthy Practices	25
Summary	35
Integrating Safe System with State HSIPs	36
Overview	36
Alignment of Safe System Principles with Major State HSIP Features	37
Opportunities and Noteworthy Practices	42
Summary	55
Conclusion and Next Steps	57
SHSP	57
HSIP	57

Introduction

Traffic safety is a public health crisis affecting all road users, and it demands a concerted response. Each year, more than a million lives are lost globally from traffic crashes.¹ Road traffic crashes are the eighth leading cause of death globally.² In 2018, an average of more than 100 people lost their lives on roads in the United States (U.S.) every day.³ For the past 3 years, fatalities on U.S. roads are the highest they have been in 10 years.⁴ Even more troubling, the number of pedestrians struck and killed by a motor vehicle has increased by more than 50 percent in the past decade.⁵ Although pedestrian fatalities in 2017 slightly decreased,⁶ 2018 (the last year on record at time of publication) was the deadliest, since 1990, for people killed by motor vehicles while walking.⁷ This is unacceptable.

Crashes can irreversibly change the course of human lives, touching victims, their families and loved ones, and society as a whole. But we do not have to simply accept death or serious injury as a consequence of using our roadway system. Through collective action from all roadway system stakeholders—from system managers and vehicle manufacturers to law enforcement and everyday users—we can move to a Safe System approach that helps to anticipate human mistakes and keeps impact energy on the human body at tolerable levels, with the goal of eliminating fatalities and serious injuries for all road users.

Implementing the Safe System approach requires evaluating the current state of practice, evolving the approach for consistency, and institutionalizing the paradigm shift.

Imagine a future in the United States where no one dies in a traffic-related crash. Thinking about safety requires a paradigm shift in how we perceive the problem. Rather than accepting fatalities and serious injuries as a price for mobility, the philosophy of the Safe System approach is grounded in an ethical imperative that no one should be killed or injured when using the roadway system.

The Safe System approach is a worldwide movement that has been in place across the globe for more than 30 years. The Federal Highway Administration's (FHWA) top priority is safety. FHWA fully supports the vision of zero deaths and serious injuries on the Nation's roadway system and recognizes that a Safe System is how we get there.

¹ World Resources Institute (WRI), Sustainable and Safe: A Vision and Guidance for Zero Road Deaths (2018), <https://www.wri.org/publication/sustainable-and-safe-vision-and-guidance-zero-road-deaths>.

² World Health Organization (WHO), "The top 10 causes of death" (May 2018), <https://www.who.int/news-room/fact-sheets/detail/the-top-10-causes-of-death>.

³ National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS) database, <https://www-fars.nhtsa.dot.gov/Main/index.aspx>.

⁴ NHTSA, FARS database, <https://www-fars.nhtsa.dot.gov/Main/index.aspx>.

⁵ NHTSA, FARS database, <https://www-fars.nhtsa.dot.gov/Main/index.aspx>.

⁶ NHTSA, FARS database, <https://www-fars.nhtsa.dot.gov/Main/index.aspx>.

⁷ NHTSA, FARS database, <https://www-fars.nhtsa.dot.gov/Main/index.aspx>.

Implementing the Safe System approach requires evaluating the current state of practice, evolving the approach for consistency, and institutionalizing the paradigm shift. The Highway Safety Improvement Program (HSIP), which sets the funding and policy tone for national safety implementation efforts, is a key place to start.

The Safe System Approach

A Safe System approach acknowledges that the human body is vulnerable, in terms of the amount of kinetic energy transfer a body can withstand. This vulnerability is taken into account when designing and operating a transportation network to minimize serious consequences of crashes. According to the World Health Organization, the goal of a Safe System is to ensure that if crashes do occur, they “do not result in serious human injury.”⁸ As shown in figure 1, a Safe System approach addresses the five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care—in an integrated manner, through a wide range of interventions.

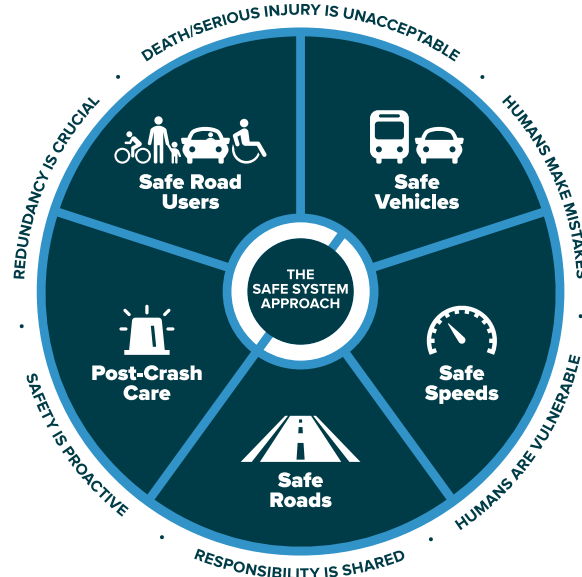


Figure 1. Illustration. The Safe System approach. (Source: FHWA)

The Safe System approach to road safety started internationally as part of the Vision Zero proclamation that, from an ethical standpoint, no one should be killed or seriously injured on the road system.^{9,10} It is founded on the principle that people make mistakes, and that the road system should be adapted to

⁸ WHO, *Decade of Action for Road Safety 2011–2020* (2011), 9, https://www.who.int/roadsafety/decade_of_action/plan/plan_en.pdf.

⁹ R. Johansson, “Vision Zero - Implementing a Policy for Traffic Safety,” *Safety Science* 47 (2009): 826–831.

¹⁰ C. Tingvall and N. Haworth, “An Ethical Approach to Safety and Mobility” (paper presented at the 6th ITE International Conference Road Safety and Traffic Enforcement, September 6–7, 1999, Melbourne, Australia).

anticipate and accommodate human mistakes and physiological and psychological limits.¹¹ Countries that have adopted the Safe System approach have had significant success reducing highway fatalities, with reductions in fatalities between 50 and 70 percent.¹²

In the United States, nearly 50 cities have adopted a Vision Zero policy.¹³ They are supported by the Toward Zero Deaths (TZD) national strategy on highway safety to advocate for eliminating serious injuries and deaths on our Nation's roadways, conceptualized by participants in an FHWA workshop in 2009.¹⁴ While TZD focuses on the importance of creating a culture of safety, and Vision Zero focuses on eliminating deaths and serious injuries, few local or national plans had explicitly stated the importance of a Safe System approach in achieving these goals. However, in 2018, the RAND® Corporation and the National Safety Council released *The Road to Zero*, a strategy document that has been held up by road safety experts as a national model since its publication.¹⁵ *The Road to Zero* is built on a foundation of the Safe System approach, calling for the United States to "prioritize safety by adopting a Safe System approach and creating a positive safety culture."¹⁶

The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition's *Safe Systems Framework*¹⁷ articulate that to anticipate human mistakes, a Safe System seeks to:

- Separate users in a physical space (e.g., sidewalks, dedicated bicycle facilities)
- Separate users in time (e.g., [pedestrian scramble](#), dedicated turn phases)
- Alert users to potential hazards
- Accommodate human injury tolerance through interventions that reduce speed or impact force

Creating a Safe System means shifting a major share of the responsibility from road users to those who design the road transport system. "Individual road users have the responsibility to abide by laws and regulations"¹⁸ and do so by exhibiting due care and proper behavior on the transportation system. While road users are responsible for their own behavior, that behavior should not result in a fatality or serious injury in a culture of shared responsibility among road users and those who design, operate, and maintain

¹¹ M.-Å. Belin, P. Tillgren, and E. Vedung, "Vision Zero - A Road Safety Policy Innovation," *International Journal of Injury Control and Safety Promotion* 19 (2012): 171–179.

¹² WRI, *Sustainable and Safe: A Vision and Guidance for Zero Road Deaths*, <https://www.wri.org/publication/sustainable-and-safe-vision-and-guidance-zero-road-deaths>.

¹³ Vision Zero Network, Vision Zero Communities Map, retrieved from <https://visionzeronetwork.org/resources/vision-zero-cities/>.

¹⁴ Toward Zero Deaths, retrieved from <https://www.towardzerodeaths.org/>.

¹⁵ National Safety Council (NSC) and the RAND® Corporation, *The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050* (2018), <https://www.nsc.org/Portals/0/Documents/DistractedDrivingDocuments/Driver-Tech/Road%20to%20Zero/The-Report.pdf?ver=2018-04-17-111652-263>.

¹⁶ NSC and the RAND® Corporation, *The Road to Zero* (2018), paragraph 3, <https://www.nsc.org/Portals/0/Documents/DistractedDrivingDocuments/Driver-Tech/Road%20to%20Zero/The-Report.pdf?ver=2018-04-17-111652-263>.

¹⁷ Institute of Transportation Engineers (ITE), *Safe Systems Framework* (November 2019), <https://www.ite.org/pub/?id=C8B1C6F9-DCB5-C4F3-4332-4BBE1F58BA0D>.

¹⁸ WHO, *Decade of Action for Road Safety 2011–2020* (2011), 9, https://www.who.int/roadsafety/decade_of_action/plan/plan_en.pdf.

the transportation network, which includes road designers and managers; the automotive industry; police; elected officials; and government bodies.¹⁹

Purpose, Target Audience, and Structure of Report

The first step in initiating a paradigm shift to a Safe System is through education of Federal, State and local transportation safety leaders. As part of that education, we also need to understand how to advance Safe System implementation efforts through our existing programs and projects.

The purpose of this report is to explore the relationship between the Safe System approach and the HSIP. This report focuses on the two major components of the HSIP: the States' Strategic Highway Safety Plan (SHSP) and the program of highway safety improvement projects (or States' HSIP), as well as foundational elements of the HSIP that influence both program areas.

The primary target audience for this report is Federal and State safety stakeholders involved in the State SHSP and HSIP. The report may also benefit other safety stakeholders that have a vested interest in these existing safety programs or administer similar efforts at the regional or local level (e.g., State safety program, local road safety plans).

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¹⁹ WHO, *Decade of Action for Road Safety 2011–2020* (2011), https://www.who.int/roadsafety/decade_of_action/plan/plan_en.pdf.

Safe System Principles and Core Elements

The Core Principles of a Safe System

The fundamental objective of the Safe System approach aims to eliminate fatalities and serious injuries for all road users by accommodating human mistakes and keeping impacts on the human body at tolerable levels. What distinguishes the Safe System approach from the traditional safety approach is that no death or level of injury is acceptable in a transportation network. The core principles of a Safe System are shown in figure 2.



Figure 2. Illustration. The Safe System core principles. (Source: FHWA)

Death/Serious Injury Is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injury. The Safe System approach is grounded in the imperative that no one should be killed or injured when using the road system, and decisions for designing and operating the system should prioritize safety.

Humans Make Mistakes

A Safe System assumes that road users are alert and compliant, but will inevitably make mistakes that can lead to crashes. The transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries. An example of designing a roadway to accommodate human mistakes is adding a median barrier to prevent errant drivers from entering oncoming traffic.

Humans Are Vulnerable

The human body has limits for tolerating crash forces before death and serious injury occur; therefore, it is important to design and operate a transportation system that is human-centric and accommodates human vulnerabilities. This concept is illustrated in figure 3.

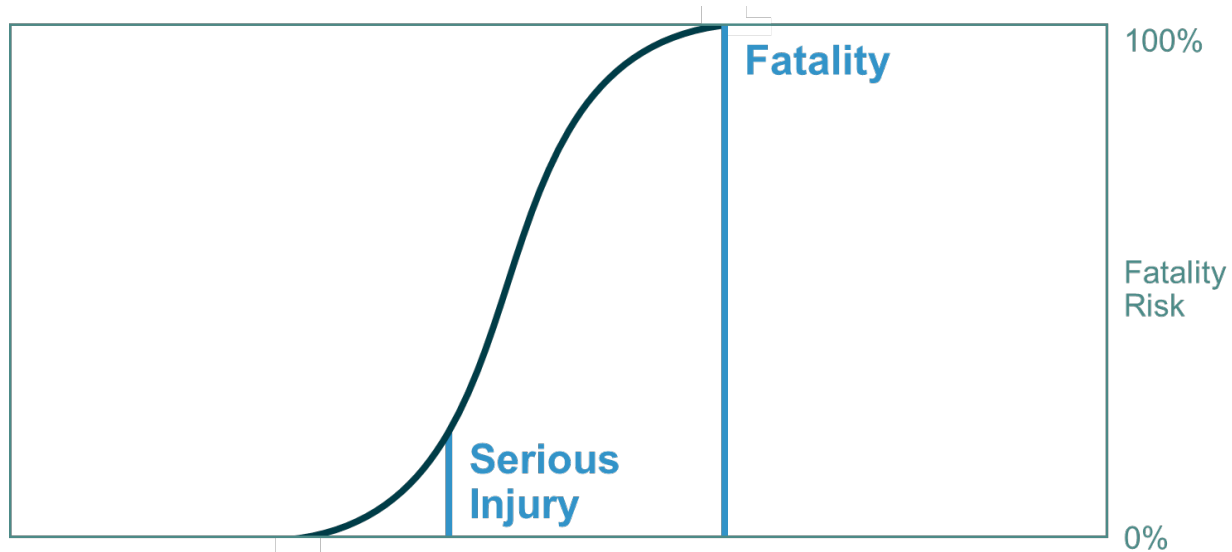


Figure 3. Graph. Relationship between kinetic energy and crash severity. (Source: FHWA)

As figure 3 shows, the human body has limited tolerance for crash impacts before death or serious injury occur. Managing kinetic energy transfer within survivable limits is important for understanding how to design and operate the road system consistent with the Safe System philosophy. The Safe System approach focuses not just on managing speed but managing the transfer of kinetic energy.

Responsibility Is Shared

In a Safe System, all stakeholders work together in a manner that recognizes we are responsible for doing our part, so that crashes do not lead to fatalities or serious injuries. Stakeholders include, but are not limited to, road users, system managers (includes planners, designers, builders, operators, maintainers), law enforcement, emergency responders, and vehicle manufacturers. For example, system designers propose facilities with proven safety countermeasures such as roundabouts or median barriers, system maintainers keep roadway systems in a state of good repair, vehicle manufacturers apply the latest safety features in vehicles, law enforcement equitably enforce traffic safety laws, and users of all travel modes safely move through the roadway system.

Safety Is Proactive

Roadway system managers should use proactive tools to identify and mitigate latent risks in the roadway system, rather than waiting for crashes to occur and reacting afterwards. This process, known as the systemic approach to safety, uses crash history, roadway design characteristics, and other data to identify patterns in geometric design that lead to certain crash types. System designers then identify appropriate countermeasures to mitigate the crash types. These countermeasures are systemically applied at all locations meeting the particular geometric design, irrespective of crash history. Rather than managing risk at certain locations, a systemic approach takes a broader view and evaluates risk across an entire roadway system. A system-based approach acknowledges that crashes alone are not always sufficient to determine what countermeasures to implement. In particular, on low-volume local and rural roadways where crash densities are lower, and in many urban areas where there are conflicts between vulnerable road users (pedestrians, bicyclists, and motorcyclists) and vehicles.

Redundancy Is Crucial

Reducing crash potential requires all parts of the system to be strengthened so that if one part fails, other parts still protect roadway users. An example of redundancy is rumble strips, which protect people when their own ability to be safe road users is compromised by distraction or drowsiness. Redundancy is critical across all five elements of a Safe System, outlined in the next section.

The Five Elements of a Safe System

As defined by FHWA and in alignment with international non-governmental organizations, figure 4 illustrates the five elements of a Safe System.

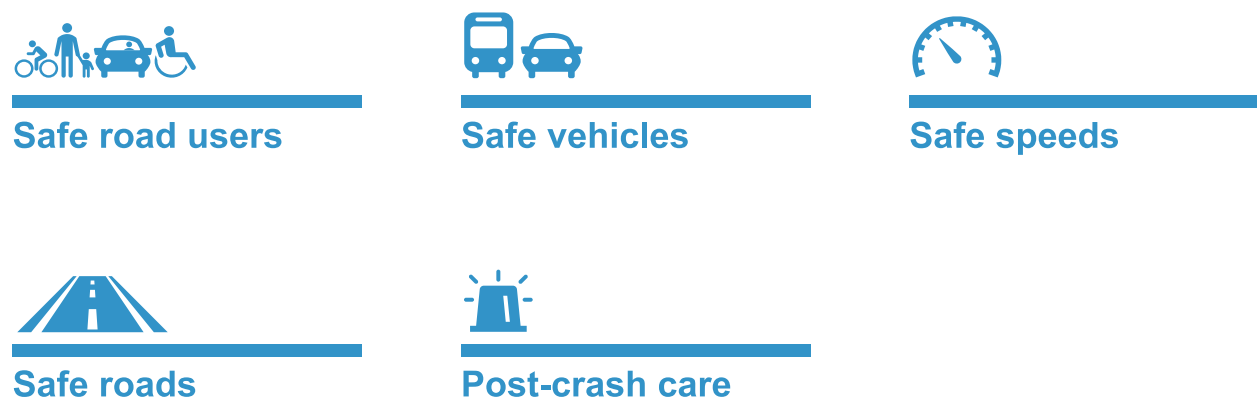


Figure 4. Illustration. The five elements of a Safe System. (Source: FHWA)

These five elements apply to all roads, including freeways, local roads, and rural roads. None of the elements are sufficient on their own, and they should not be addressed in silos. When they are all taken into consideration and implemented as a whole, in a coordinated approach, the entire transportation network becomes safer.

Safe Road Users

As part of the shared responsibility for safety, road users are expected to comply with rules of the road, including paying attention, adapting to changing conditions, not driving under the influence, and driving without distraction. Roadway design, education, enforcement, and vehicle feedback components (e.g., speedometer, automated driving systems) are all important in enabling and encouraging road users to behave safely.

Safe Vehicles

Safe vehicles include active safety measures, which help prevent crashes from occurring (e.g., autonomous emergency braking), and passive safety measures, which protect occupants when a crash occurs (e.g., seatbelts and airbags). Yet, while vehicles have become safer for occupants, pedestrian deaths have increased in the United States.²⁰ Safe vehicles should also account for the safety of other road users through elements such as vehicle size, design, and materials. Although safety is often touted as the primary benefit of an automated or autonomous vehicle fleet, a safer system is not inherent to smart infrastructure and technological innovation. Elements such as bicyclist and pedestrian detection on connected vehicles (CV) and autonomous vehicles (AV) will be necessary so that vehicles are safe for all road users in the future.

Safe Speeds

According to the Organisation for Economic Co-operation and Development (OECD), “Speed is at the heart of a forgiving road transport system. It transcends all aspects of safety: without speed there can be no movement, but with speed comes kinetic energy, and with kinetic energy and human mistakes come crashes, injuries, and even deaths.”²¹ In 2017, the National Transportation Safety Board (NTSB) released *Reducing Speeding-Related Crashes Involving Passenger Vehicles*,²² a report that stated, “Substantial reductions in highway crashes cannot be achieved without a renewed emphasis on the impact of speeding.”²³

Maintaining safe speeds can help avoid crashes, as well as mitigate injury severity by reducing the speed at which impacts occur. Speed-limit-setting methodologies that provide alternatives to the traditional 85th percentile approach, such as USLIMITS2,²⁴ can help determine appropriate speeds based on roadway context and modal priority, rather than the historic behavior of road users. Roadway design focused on

²⁰ Governors Highway Safety Association, *Pedestrian Traffic Fatalities by State: 2018 Preliminary Data* (2019), https://www.ghsa.org/sites/default/files/2019-02/FINAL_Pedestrians19.pdf.

²¹ International Transport Forum (ITF), *Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System* (2016), 107, http://www.towardszerofoundation.org/wp-content/uploads/2016/10/Zero_road_deaths-SafeSystems.pdf.

²² National Transportation Safety Board (NTSB), *Reducing Speed-Related Crashes Involving Passenger Vehicles* (July 2017), <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.

²³ NTSB, “Study Identifies Opportunities to Reduce Speeding-Related Deaths and Serious Injuries” (July 2017), paragraph 5, <https://www.nts.gov/news/press-releases/Pages/pr20170714.aspx>.

²⁴ Federal Highway Administration (FHWA), “USLIMITS2,” page last modified April 28, 2020, <https://safety.fhwa.dot.gov/uslimits/>.

speed management, such as target speed-based design, is key to achieve target operating speeds. Many of these design strategies are highlighted in FHWA's *Speed Management: A Manual for Local Rural Road Owners*²⁵ and *Speed Management Toolkit*.²⁶ Enforcing existing speed limits, including automated enforcement, and educating road users also play a role in contributing to driver compliance with speed limits. [Speed harmonization](#) strategies can also be used to achieve safe speeds in congested areas.

Safe Roads

In a Safe System, driver behavior is taken into consideration as a part of engineering design. Design features and safety countermeasures—many of which are the primary focus of the HSIP—can contribute to safe roads by separating users in space and time. This separation can also be designed temporally, as with traffic signals, to mitigate conflicts between road users and reduce the risk of a crash. Safe roads also include clear zones where objects are relocated away from the road, or roadside appurtenances designed to mitigate severity when roadway departures do occur. In an urban setting, vertical and horizontal separation can create additional space between heavier and faster vehicles and slower and smaller road users who are walking or cycling. Roundabouts, when designed well, are a countermeasure that can significantly reduce speed at intersections. Design designations, such as functional class and modal priority, can also support safe roads. Understanding functional class and modal priority can help to pinpoint the set of safety countermeasures that may be most effective on a given type of facility.

Post-Crash Care

In a Safe System, post-crash care incorporates elements related to emergency services and medical care, crash reporting and investigation, traffic incident management, and the justice system. Health outcomes for victims injured in serious crashes can be heavily dependent on the ability of emergency services to quickly respond to the scene of a crash, administer on-site care, transport victims to the hospital, and provide care at the hospital and after discharge (if necessary). The post-crash response in a Safe System extends beyond emergency services. Quick-response and detailed investigation by police and road managers/operators can help ensure crash factors are documented and reported correctly, the justice system can take appropriate action, and the risk of future crashes can be mitigated through an appropriate design and program or policy changes. Crash reporting practices, such as complete data collection and documentation of road user behavior and infrastructure, and sharing data across agencies or organizations (e.g., among police departments, transportation officials, and hospitals) can help lead to a greater understanding of the holistic safety landscape, and thus lead to improved investments in safety.

Design designations, such as functional class and modal priority, can support safe roads.

²⁵ FHWA, *Speed Management: A Manual for Local Rural Road Owners*, FHWA-SA-12-027 (November 2012), https://safety.fhwa.dot.gov/local_rural/training/fhwasa010413spmgmt/.

²⁶ FHWA, *Speed Management Toolkit*, FHWA-SA-15-017, https://safety.fhwa.dot.gov/speedmgt/ref_mats/docs/speedmanagementtoolkit_final.pdf.

Summary

This chapter summarized the Safe System approach, and the six core principles and five elements that are foundational for a Safe System and shown in figure 5.

The 6 Safe System Core Principles



**Death/serious injury
is unacceptable**



**Humans make
mistakes**



**Humans are
vulnerable**



**Responsibility
is shared**



**Safety is
proactive**



**Redundancy
is crucial**

The 5 Safe System Elements



Safe road users



Safe vehicles



Safe speeds



Safe roads



Post-crash care

Figure 5. Illustration. Summary of Safe System core principles and elements. (Source: FHWA)

The following chapters present the foundational elements of the HSIP, and major program features of the States' SHSP and the States' HSIP, and describe how each step is aligned with Safe System principles, as well as opportunities and noteworthy practices to better integrate the Safe System approach in these existing safety programs.