



Alameda CTC Commission Agenda

Thursday, July 22, 2021, 2:00 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-08-21), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission 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 at the discretion of the Chair.

Chair: Pauline Russo Cutter,
Mayor City of San Leandro
Vice Chair: John Bauters,
Councilmember City of Emeryville

Executive Director: Tess Lengyel
Clerk of the Commission: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/91443707304?pwd=bTZRQmoydk9WckhlblZ5WjVORVh0QT09>
Webinar ID: 914 4370 7304
Password: 589214

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 914 4370 7304
Password: 589214

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar

Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1 and 6.10.

- | | | | |
|-------|--|-----|-----|
| 6.1. | Approve June 24, 2021 Commission Meeting Minutes | 1 | A |
| 6.2. | I-580 Express Lanes Operations Update | 9 | I |
| 6.3. | Bay Bridge Forward Update | 29 | I |
| 6.4. | Approve the 2022 Comprehensive Investment Plan | 35 | A |
| 6.5. | Approve actions necessary to facilitate project advancement into the construction phase for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project | 95 | A |
| 6.6. | Approve actions necessary to facilitate toll system integration services for the I-680 Sunol Express Lanes Project (Phase 1) and I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project | 121 | A |
| 6.7. | Approve actions to facilitate the completion of environmental permit requirements for the State Route 84 Expressway Widening Project | 125 | A |
| 6.8. | Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 129 | I |
| 6.9. | Federal, state, regional, and local legislative activities update | 135 | I/A |
| 6.10. | Community Advisory Committee Appointments | 143 | A |

7. Community Advisory Committee Written Reports (Report Included in Packet)

- | | | | |
|------|---|-----|---|
| 7.1. | Independent Watchdog Committee | 145 | I |
| 7.2. | Paratransit Advisory and Planning Committee | 153 | I |

8. Closed Session

- | | | |
|------|--|---|
| 8.1. | Pursuant to Government Code Section 54956.9(d)(2): Potential litigation related to a Cease and Desist Letter from Tobias Lester regarding response to public comments | I |
| 8.2. | Pursuant to Government Code Section 54956.9(d)(2): Potential litigation related to a Cease and Desist Letter from Jason Bezis regarding procedure for approving salaries and benefits for Alameda CTC executives | I |
| 8.3. | Report on Closed Session | I |

9. Regular Matters

- | | | | |
|------|--|-----|---|
| 9.1. | Response to Cease and Desist Letter from Tobias Lester regarding response to public comments | 167 | A |
|------|--|-----|---|

- 9.2. [Response to Cease and Desist Letter from Jason Bezis regarding procedure for approving salaries and benefits for Alameda CTC executives](#)

171 A

10. Commission Member Reports

11. Adjournment

Next Meeting: September 23, 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, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- 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.
- 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](#).

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, June 24, 2021, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Freitas, Haubert, Mei, Miley, Thao, Valle, and Woerner.

Commissioner Cox attended as an alternate for Commissioner Chan.

Commissioner McQuaid attended as an alternate for Commissioner Carson.

Commissioner Robinson attended as an alternate for Commissioner Droste.

Subsequent to the roll call:

Commissioner Mei arrived during item 7.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Vice Chair Bauters noted the Chairs initiatives for the year, which include advancing Active Transportation and safety for all ages and abilities; advancing Transit-Oriented Development (TOD) to support transportation, housing and jobs; and delivering environmentally supportive and equity focused investments and programs. He stated that the Commission will continue to do its part in the economic recovery by getting projects into construction and keeping a continued focus on project development and program delivery for ongoing investments throughout the County.

Vice Chair Bauters noted that on June 24, 2021, Alameda CTC, in partnership with Caltrans, celebrated the groundbreaking of the SR-84 from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements Project – a project in the 2014 voter approved Transportation Expenditure Plan. This project will conform State Route 84 to expressway standards south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County. It will improve the SR-84/I-680 interchange operations by modifying ramps, extending the existing southbound I-680 HOV/express lane northward, and adding bicycle facilities through the interchange and on SR 84. This project will be the final segment in a series of improvements to bring SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.

Vice Chair Bauters shared that Alameda CTC staff has reviewed the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) financial statements and program compliance reports that document the receipt and use of DLD funds. He mentioned that staff, along with the Independent Watchdog Committee, reviews the

financial statements to verify DLD funds are expended in accordance with the transportation expenditure plans and the agency expenditure requirements. Vice Chair Bauters noted that all cities and transit operators are in compliance with the use of these funds. He concluded his report by providing instructions regarding technology procedures including instructions on administering public comments during the meeting.

5. Executive Director Report

Tess Lengyel shared that the virtual pre-recorded groundbreaking of the SR-84 from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements Project is available on Alameda CTC's website under Latest News. She specifically thanked Commissioners Cutter, Brown, Haubert, and Woerner for submitting videos and providing their background information about the project. She noted that there are also videos from the Caltrans District 4 Director, former Mayor of Pleasanton and former Commissioner Jerry Thorne, a Fremont Freewheelers Bicycle Club member, and the President/CEO of the Livermore Chamber of Commerce. Ms. Lengyel noted that on June 23, 2021, Alameda CTC was awarded approximately \$22 million for Phase Two of the I-80/Gilman Street Interchange Improvement project from the California Transportation Commission (CTC). She stated that this significant award from the CTC means that Alameda CTC can advertise a construction contract and move Phase Two into construction later in the year.

Ms. Lengyel stated that in May, Alameda CTC did several presentations to City Councils, including the City of Hayward and a work session at the City of Emeryville on projects in environmental clearance phases. Ms. Lengyel expressed her appreciation for the City of Hayward and the City of Emeryville for their feedback on the Industrial Whipple Interchange and Ashby Avenue projects. She informed the Commission that in September Alameda CTC will schedule meetings on the San Pablo Corridor project and the East 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor Projects before outreach is done in the fall. She stated that Alameda CTC will also pursue funding for safety enhancements and rail safety in Alameda County. The agency is planning to submit a grant application to the Federal RAISE Grant Program. Ms. Lengyel congratulated the Finance Department at Alameda CTC on receiving the Certificate of Achievement award from the Government Finance Officers Association of the United States and Canada for the agency's financial reporting for the last fiscal year.

6. Consent Calendar

- 6.1.** Approve May 27, 2021 Commission Meeting Minutes
- 6.2.** Approve Amendment No. 5 to Agreement A17-0070 with Electronic Transaction Consultants, LLC for Toll System Operations and Maintenance services for the I-580 Express Lanes
- 6.3.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.4.** Approve actions associated with Implementation of the Alameda County Transportation Demand Management Program
- 6.5.** Community Advisory Committee Appointments

Commissioner Ortiz moved to approve the consent calendar. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Brown, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Halliday, Hernandez, Kaplan, McQuaid, Nason, Ortiz, Robinson, Saltzman
No: None
Abstain: None
Absent: Freitas, Haubert, Mei, Miley, Thao, Valle, Woerner

7. Community Advisory Committee Written Reports

7.1. Bicycle Pedestrian and Advisory Committee

Tess Lengyel stated that the written report was included in the packet.

8. Regular Matters

8.1. Federal, State, regional, and local legislative activities update

Tess Lengyel stated that the Commission will receive an update on federal, State, regional, and local legislative activities from Maisha Everhart, Carolyn Clevenger and Alameda CTC's federal lobbyists, Emily Bacque, of C.J. Lake, and Jen Covino, of Simon & Company.

Maisha Everhart stated that on May 14, 2021, Governor Newsom introduced his May Revision to the Governor's 2021-22 budget. The May Revision reflects a \$75.7 billion budget surplus across two fiscal years, including a proposal to invest an additional \$11 billion in the transportation system. She stated that the Governor's office emphasized that the goal of the budget is to be strategic and position California to be competitive for federal funding with President Biden's proposed American Jobs Plan and federal legislation. Ms. Everhart noted that both the Senate and the Assembly adopted the majority of the Governor's recommendations and adopted the budget on June 14, 2021. She shared that the Senate and Assembly could adopt a junior budget bill in June, reflecting many of the legislature's compromises with the Governor. Ms. Everhart stated that staff will provide the Commission with an update on the budget at the July committee and Commission meetings. She noted that the Commission took a support and seek amendment position on AB 455, introduced by Bonta and now authored by Assembly Member Wicks, and that bill will now be a two-year bill. She noted that other bills the Commission has taken a position on and are moving forward and updates are included in the packet.

Ms. Everhart concluded that the following bill position is recommended for the Commission's consideration:

- SB 44 (Allen D) - Support

Carolyn Clevenger stated that on the federal level, during May and June the Biden Administration held several meetings to discuss the infrastructure bill along with parallel efforts on the reauthorization of the Surface Transportation Act. Ms. Clevenger noted that members requested nominations for congressionally designated projects, also commonly known as earmarks, as part of the surface

transportation reauthorization discussions. She shared that Alameda CTC submitted a number of requests focused on countywide initiatives, safety improvements, and emission reduction projects. Staff submitted the following:

- Rail Safety Enhancement Program, which is a countywide program
- Safe Routes to Schools
- Oakland Alameda Access Project
- I-880 Whipple Industrial Interchange Project
- Clean Fleet Vehicles application working with the Tri-Cities
- Hydrogen study to support hydrogen bus and rail transit
- San Pablo Avenue safety improvements
- Bay Bridge Forward Program - In conjunction with the Metropolitan Transportation Commission

Ms. Clevenger shared that the Oakland Alameda Access Project and the Bay Bridge Forward Program are being recommended for close to \$3 million of funding each. She noted that Alameda CTC will closely monitor the earmarks and introduced Emily Bacque and Jen Covino to provide more details on the federal side.

Ms. Bacque provided updates on FY 2022 budget appropriations and the surface transportation reauthorization. She noted that the FY 2022 appropriations process is beginning in the House and they have announced the schedule for the subcommittee and full committee markups of all 12 of the appropriations bills. Ms. Bacque noted that the Transportation-HUD subcommittee of the House Appropriations Committee is scheduled to meet on July 12, 2021 and the full Committee on July 16, 2021. Regarding the surface transportation reauthorization, the House and Senate are moving forward since the current extension of the Fast Act expires on September 30, 2021. Ms. Bacque noted that, like appropriations, the reauthorization bill will most likely not be signed into law by September 30th and a few months extension will most likely occur.

Ms. Covino provided updates on the infrastructure package and noted that the surface transportation reauthorization legislation will most likely emerge as the cornerstone of any forthcoming infrastructure proposal.

Commissioner Mei stated that she is supportive of SB 44 and noted that many of the individual cities have reached out to their congressional representatives and legislators to advocate for key projects.

Commissioner Halliday stated that there is funding in the May Revise for beautification and asked if the funding can apply to transit stations. Ms. Clevenger stated that the Clean California initiative program is largely focused on funding going to Caltrans and Alameda CTC does not yet have information on how Caltrans will administer the funding. Ms. Clevenger noted that Alameda CTC will invite Caltrans District 4 Director, Dina El-Tawansy, to present to the Commission in the fall and this is one item staff can request her to update the Commission on.

Commissioner Mei moved to approve a support position on SB 44. Commissioner Halliday seconded the motion. The motion passed with the following roll call votes:

Yes: *Bauters, Brown, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Hernandez, Kaplan, McQuaid, Mei, Nason, Ortiz, Robinson, Saltzman*

No: *None*

Abstain: *None*

Absent: *Haubert, Miley, Thao, Valle, Woerner*

8.2. FY 2019-20 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report Update

Tess Lengyel stated that Alameda CTC is responsible for administering Measure B, Measure BB, and the VRF Programs. Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients (local jurisdictions, County, and transit operators) as Direct Local Distributions (DLD) for local transportation improvement programs. Ms. Lengyel introduced John Nguyen to provide an update on this item.

Mr. Nguyen provided an update on the Measure B/BB/VRF Program Compliance Report Summary, an overview of the DLD program, and provided information on Measure B, Measure BB, and VRF distributions for FY 2019-20. He stated that recipients are required to submit audited financial statements and program compliance reports each year to confirm DLD annual receipts, expenditures, and the completion of reporting obligations. This year's compliance reporting period is for FY 2019-20, covering July 1, 2019 to June 30, 2020. Mr. Nguyen's presentation provided an overview of the compliance requirements, the review process, expenditure history, and performance measures. He stated that all 20 DLD recipients are deemed compliant with the financial and program compliance requirements.

8.3. Approve the release of a Request for Proposals (RFP) and/or Request for Qualifications (RFQ) for professional services for audio-visual (AV) technology upgrades and system integration services for Alameda CTC's conference rooms and authorize the Executive Director or designee to enter into negotiations and execute a professional services contract with the top ranked firm

Tess Lengyel noted that Alameda CTC's current audio-visual (AV) system is over eight years old and she stated that staff is seeking to modernize the AV system to ensure better public access, provide live streaming, and ensure smooth administration of Alameda CTC Commission and public meetings. Ms. Lengyel introduced Seung Cho to present the item.

Mr. Cho recommended that the Commission approve the release of a Request for Proposals (RFP) and/or Request for Qualifications (RFQ) for professional services for AV technology upgrades and system integration services for Alameda CTC's conference rooms and authorize the Executive Director or designee to enter into negotiations and execute a professional services contract with the top ranked firm. He stated that approval of this item will allow staff to quickly move forward in

modernizing all of the conference rooms to offer multi-person and multi-site audio and video conferencing functionalities. Mr. Cho noted that the proposed conference room AV enhancements will provide the agency with the flexibility to facilitate both in-person and remote meetings as the State continues to update rules and regulations around COVID-19 recovery.

Commissioner Saltzman stated that she is supportive of staff's recommendation. She noted that being able to live stream, have remote public comments, and better remote participation of Commissioners is needed.

Commissioner Mei stated she is supportive of staff's recommendation. She noted that the upgrades will allow participation of people with disabilities and continue public participation virtually.

Commissioner Bauters stated that the current Executive Order for allowing virtual meetings ends September 30, 2021. He noted that Chair Cutter and himself have had discussions with Tess Lengyel, to continue virtual access.

Commissioner Saltzman moved to approve this item. Commissioner Halliday seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Brown, Cavanaugh, Cox, Cutter, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Hernandez, McQuaid, Mei, Nason, Ortiz, Robinson, Saltzman
No: None
Abstain: None
Absent: Haubert, Kaplan, Miley, Thao, Valle, Woerner

9. Closed Session

The Commission went to closed session for the following items:

9.1. Conference with Legal Counsel - Anticipated Litigation (Pursuant to Government Code Section 54956.9(d)(2)) Significant exposure to litigation: one case; item

9.2. Conference with Legal Counsel - Anticipated Litigation (Pursuant to Government Code Section 54659.9(d)(4)) Initiation of litigation: one case.

9.3. Report on Closed Session

Alameda CTC General Counsel Zack Wasserman stated that no action was taken in closed session for items 9.1 and 9.2.

10. Commission Member Reports

(This item was presented before item 9)

Commissioner Ezzy Ashcraft invited the Commissioners and Alameda CTC staff to the Seaplane Lagoon Ferry Terminal ribbon cutting event on Thursday, July 1, 2021. Ms. Lengyel noted that she will have staff send out an announcement of this event once the time is confirmed.

Commissioner Dutra-Vernaci shared that at the June 24, 2021 CTC meeting, the CTC voted unanimously to convey 35 acres of Caltrans property in Union City from Caltrans to Union City. The City will move forward with putting the land up for sale to a developer to provide over 300 units of housing and to fund other projects in Union City. She thanked Alameda CTC for writing a letter of support to the CTC.

Commissioner Ortiz expressed her appreciation to Commissioner Saltzman and BART for their willingness to work with AC Transit to expand access to restrooms for AC Transit operators.

11. Adjournment

The next meeting is Thursday, July 22, 2021, at 2:00 p.m.

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 15, 2021

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Associate Transportation Engineer
Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: I-580 Express Lanes Operations Update

Recommendation

This item is to provide the Commission with an update on the operation of the I-580 Express Lanes for the third quarter of fiscal year 2020-2021. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a Quarterly Operations Update of the existing I-580 Express Lanes for the third quarter of fiscal year 2020-2021 (January through March 2021). The express lanes continue to provide higher speeds and lower average lane densities than the general purpose lanes, as well as travel reliability along the corridor. See Attachment A for more detail.

Background

The Alameda CTC is the project sponsor of the I-580 Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, clean-air vehicles, motorcycles, and transit vehicles using a FasTrak® flex toll tag may enjoy the benefits of toll-free travel in the express lanes. Efforts are underway to modify the toll system to implement the 50% toll discount for Clean-Air Vehicles (CAV) in accordance with the new policy adopted in June 2020; implementation of the policy is expected in early 2022 with prior outreach to notify the public of the change.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purpose lanes, and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

Due to the COVID-19 public health crisis and state and regional Shelter-in-Place (SIP) orders, express lane use decreased significantly in spring 2020 and has slowly returned throughout 2020 and 2021. As of March 2021, express lane traffic volumes are rebounding, but still lower overall than traffic prior to the pandemic. The recovery is characterized by directional nuances; however, it is too early to assess potential long-term traffic impacts.

FY 2020-2021 Q3 Operations Update:

Performance of the I-580 Express Lane for the third quarter (Q3) of fiscal year 2020-2021 are highlighted below. Note that Q3 of FY19-20, which is referenced in year-over-year comparisons below, consists of data from January through March 19th 2020, as Express Lane operations were suspended on March 20th due to the COVID-19 pandemic. See Attachment A for more details.

- Motorists made over 1,606,000 express lane trips during operational hours in Q3.
 - Daily express lane trips averaged 25,500, an 18% decrease from the same quarter in the prior fiscal year.
 - Toll trips totaled 825,000, or 13,100 trips per day, which is 13% lower than the same quarter in the previous fiscal year.
 - Toll-free trips made up 49% of all trips, which is just shy of the 51% observed in the same quarter of the previous year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 72 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 63 mph and users experienced averaged LOS C throughout the corridor.
- The average assessed toll for SOV motorists was \$1.88 and \$3.19 for westbound and eastbound, respectively.
- CHP performed 592 hours of enforcement services and made 561 enforcement contacts during Q3.

FY 2020-2021 Q3 COVID-19 Impacts:

After SIP orders were issued in March 2020, traffic volumes in the express lanes decreased by approximately 60 percent. In response to the decreased usage, toll rates were rolled back to January 2018 levels, with maximum tolls of \$13 for westbound travel and \$9.50 for eastbound travel, which are lower than the pre-COVID maximums of \$14 and \$13, respectively.

I-580 express lane usage in Q3 of fiscal year 2020-2021 has rebounded to reflect an overall decrease of 15% in average daily traffic volumes compared to Q3 of the previous fiscal year, but there are directional disparities. Westbound express lane traffic during the peak period was 27% lower than in Q3 of the previous FY, while eastbound express lane peak period traffic has returned to pre-COVID levels. Traffic speeds remain elevated above pre-COVID levels in both directions, which accounts for the relative improvement in eastbound traffic density from pre-COVID levels despite comparable volumes.

Staff increased the eastbound dynamic pricing cap back to the January 2019 maximum of \$12 in February 2021 to manage rebounding express lane congestion, and expect to return to the January 2020 cap of \$13 in September 2021 to ensure continued management of the eastbound express lanes. Staff continues to monitor traffic volumes and manage congestion in both directions.

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

Attachment:

- A. I-580 Express Lane Operations Update (FY 2020-21 Q3)

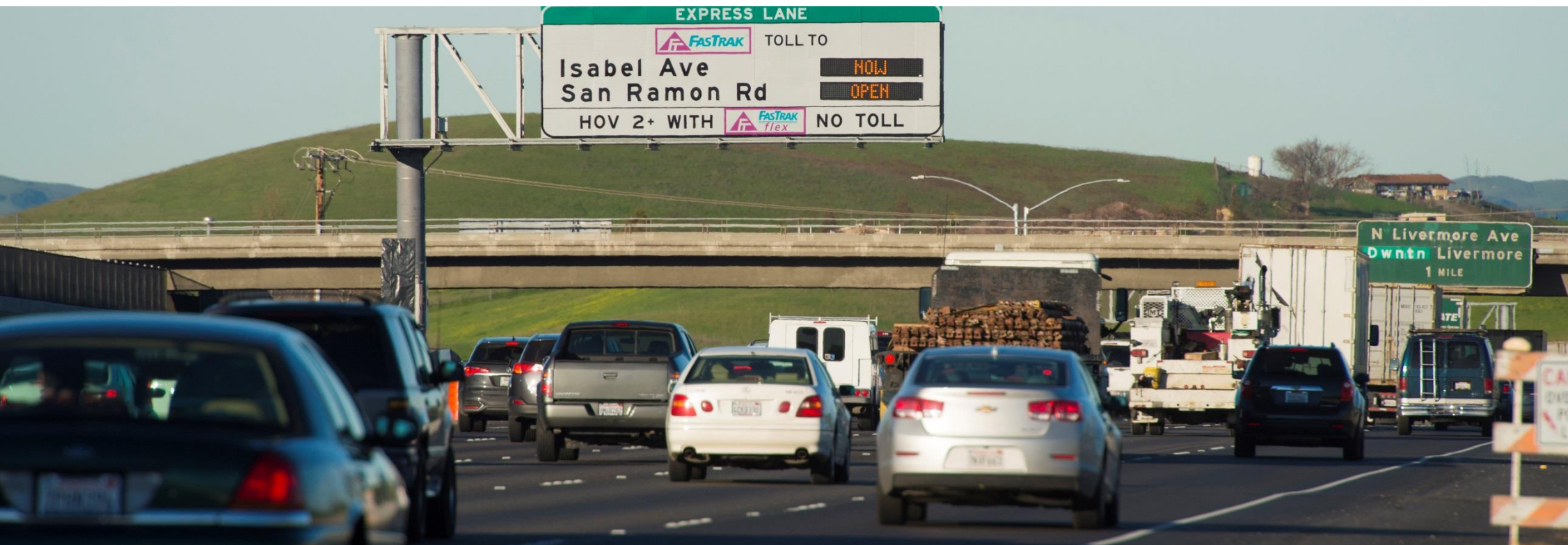
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ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes

Quarterly Operations Update

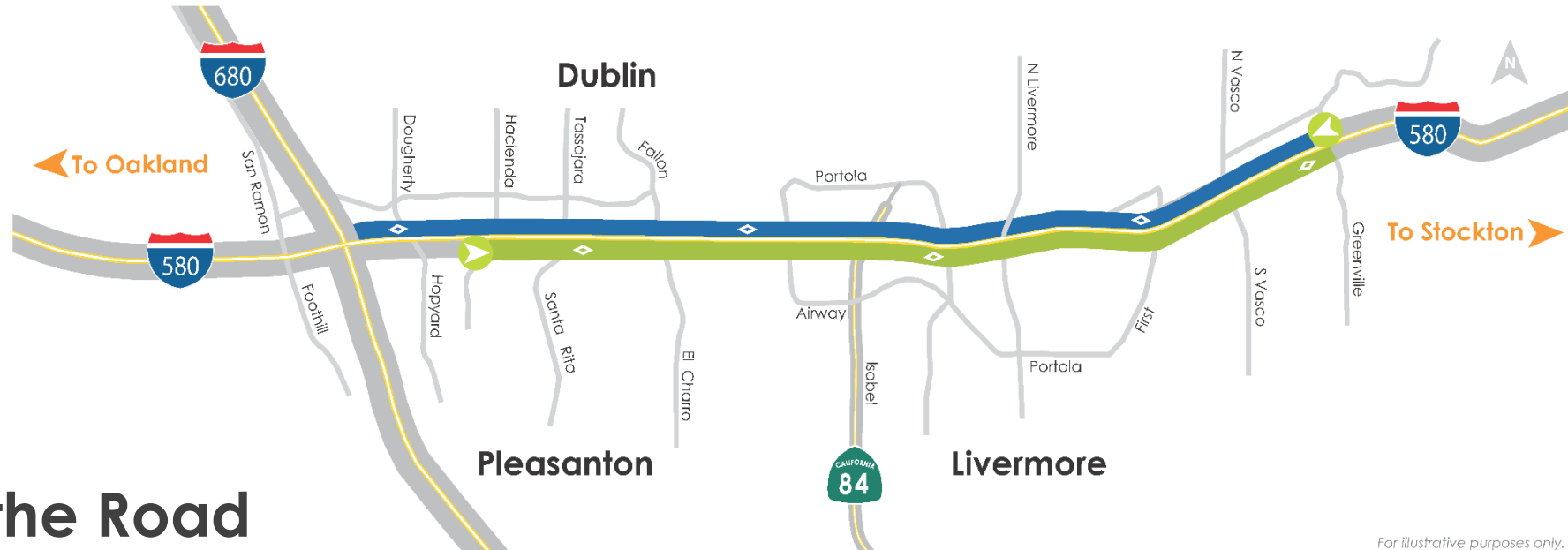


TOLL-PAYING
VEHICLES



TRANSIT

I-580 Express Lane Overview



Rules of the Road

- Hours are 5 AM – 8 PM, Monday through Friday
- FasTrak® is required for all users
- Carpools (2+), motorcycles, transit buses, and eligible Clean-Air Vehicles (CAV)* travel toll-free with FasTrak Flex set to HOV 2 or HOV3+

* Policy to charge single-occupant CAVs a 50% toll will be implemented in early 2022 with prior outreach to notify the public of the change.

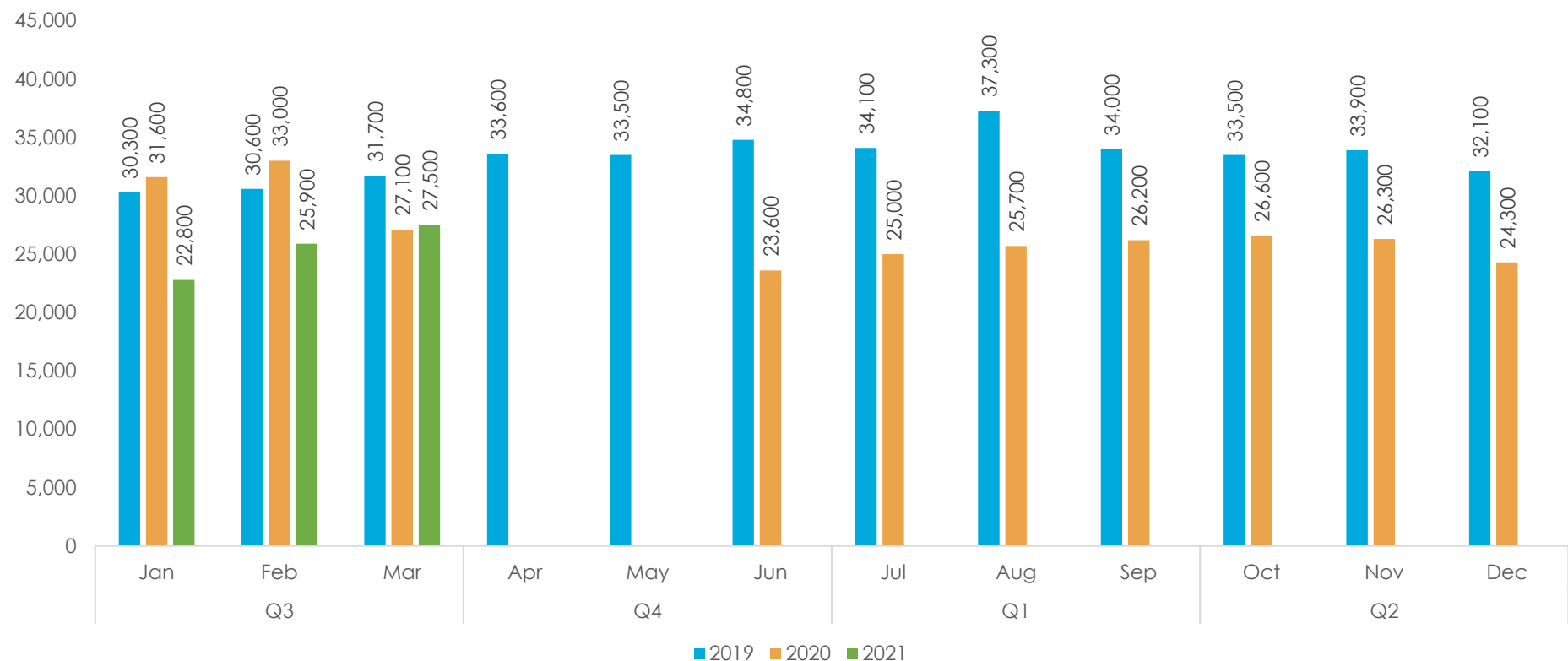
FY 20-21 Q3 Performance Highlights

- Motorists made over 1,606,000 express lane trips during operational hours in Q3. Daily express lane trips averaged 25,500, an 18% decrease from the same quarter in the prior fiscal year.*
 - Paid trips totaled 825,000, or 13,100 trips per day, which is a 13% decrease from the same quarter in the previous fiscal year.
 - Toll-free trips made up 49% of all trips, which is just shy of the 51% observed in the same quarter of the previous fiscal year.
- Generally, express lane users experienced better traffic conditions than the general purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) express lane speeds averaged 72 miles per hour (mph) and users experienced average level of service (LOS) A throughout the corridor.
 - Eastbound peak period (3 PM - 6 PM) express lane speeds averaged 63 mph and users experienced average LOS C throughout the corridor.
- The average assessed toll for single occupancy vehicle (SOV) motorists was \$1.88 and \$3.19 for westbound and eastbound, respectively.
- CHP performed 592 hours of enforcement services and made 561 enforcement contacts during Q3.

**Q3 of FY19-20, which is referenced in year-over-year comparisons throughout this update, consists of data from January through March 19th 2020, as Express Lane operations were suspended on March 20th due to the COVID-19 pandemic.*

Average Daily Express Lane Trips

Through FY 2020-2021 Q3



Q3 of FY 2020-2021

1,606,000
Total Trips

Avg. Daily Trips compared to
Q3 of FY 2019-20

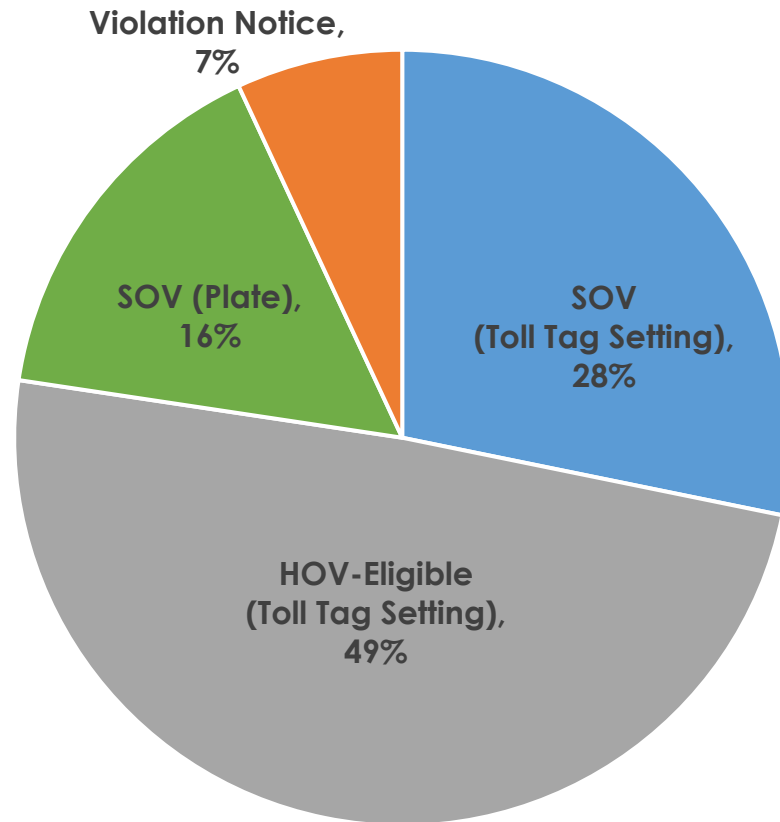
-18%

Note: Express Lane tolling operations were suspended between 3/20/20 and 6/1/2020 in response to the COVID-19 public health crisis.

Over 38.6 million trips have been taken since the I-580 Express Lane opened in February 2016. There were a total of 1,606,000 trips during tolling hours in Q3 of FY 2020-2021. Express Lanes saw an average of 25,500 trips per day, which is approximately 18% fewer trips compared to Q3 of the prior FY.

Typical Express Lane Trip User Breakdown

FY 2020-2021 Q3

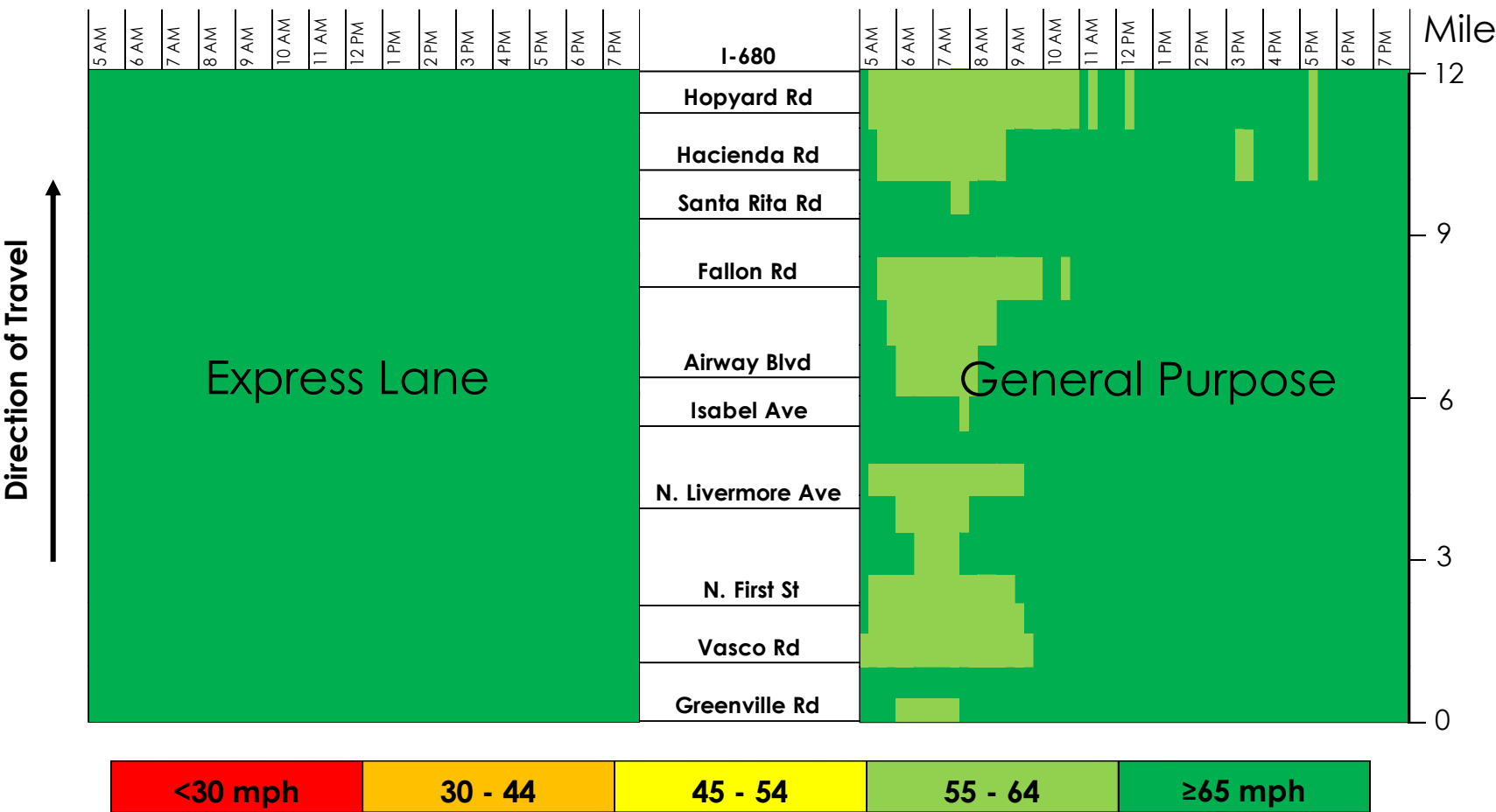


Toll-free trips made up 49% of all trips in Q3, a 2% reduction from Q3 of the previous fiscal year. It is not yet clear if the pandemic will have a lasting impact on carpooling in the region.

During Q3, 69% of all trips taken by users without a toll tag were assessed tolls via FasTrak account. All others were issued violation notices.

Westbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q3

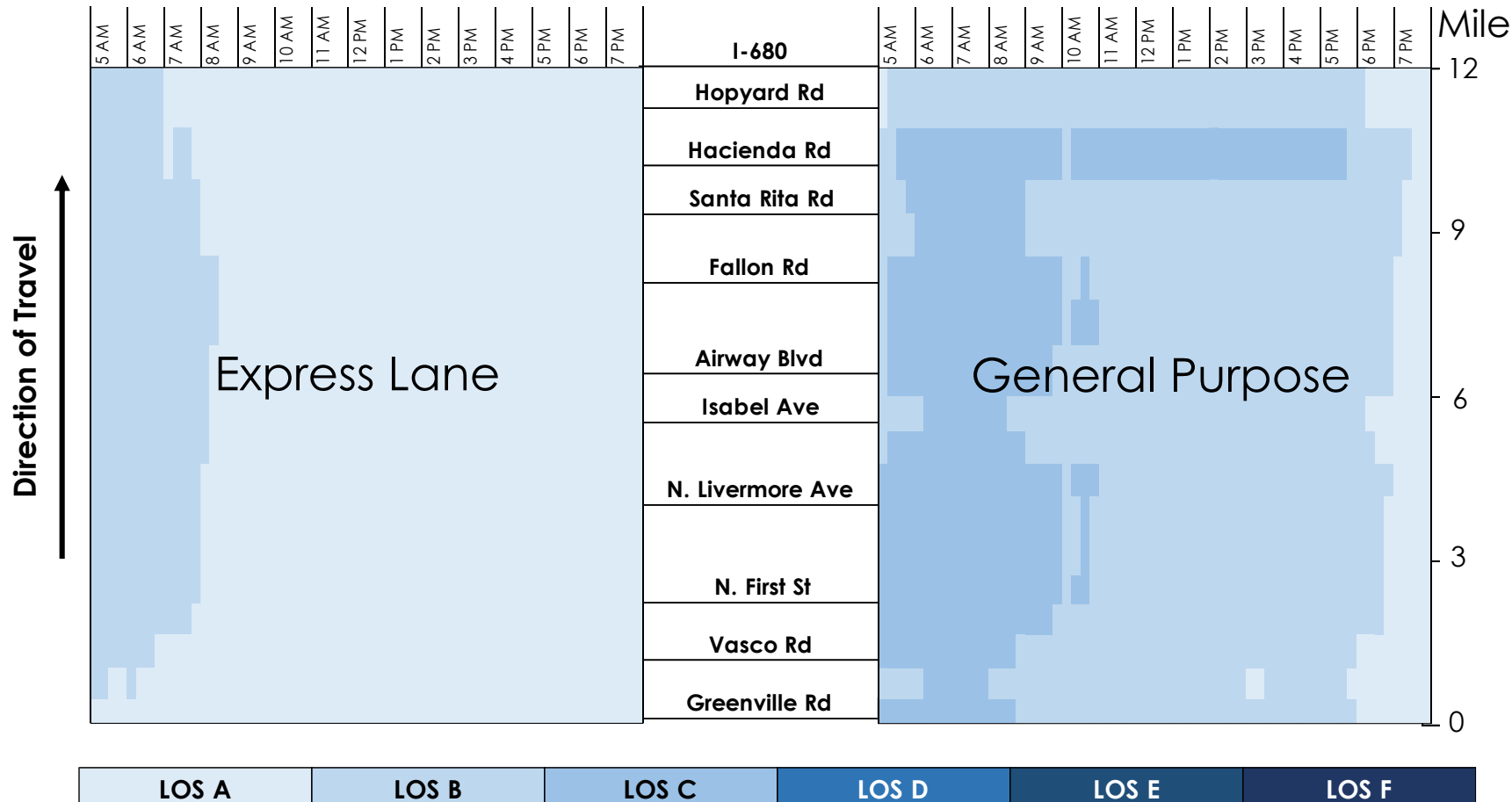


Express lanes average 5 – 9 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Express Lane speeds average 72 mph during the morning commute period, and remain above 70 mph at all times throughout the corridor.

Westbound I-580 Corridor LOS Heat Maps

FY2020-2021 Q3

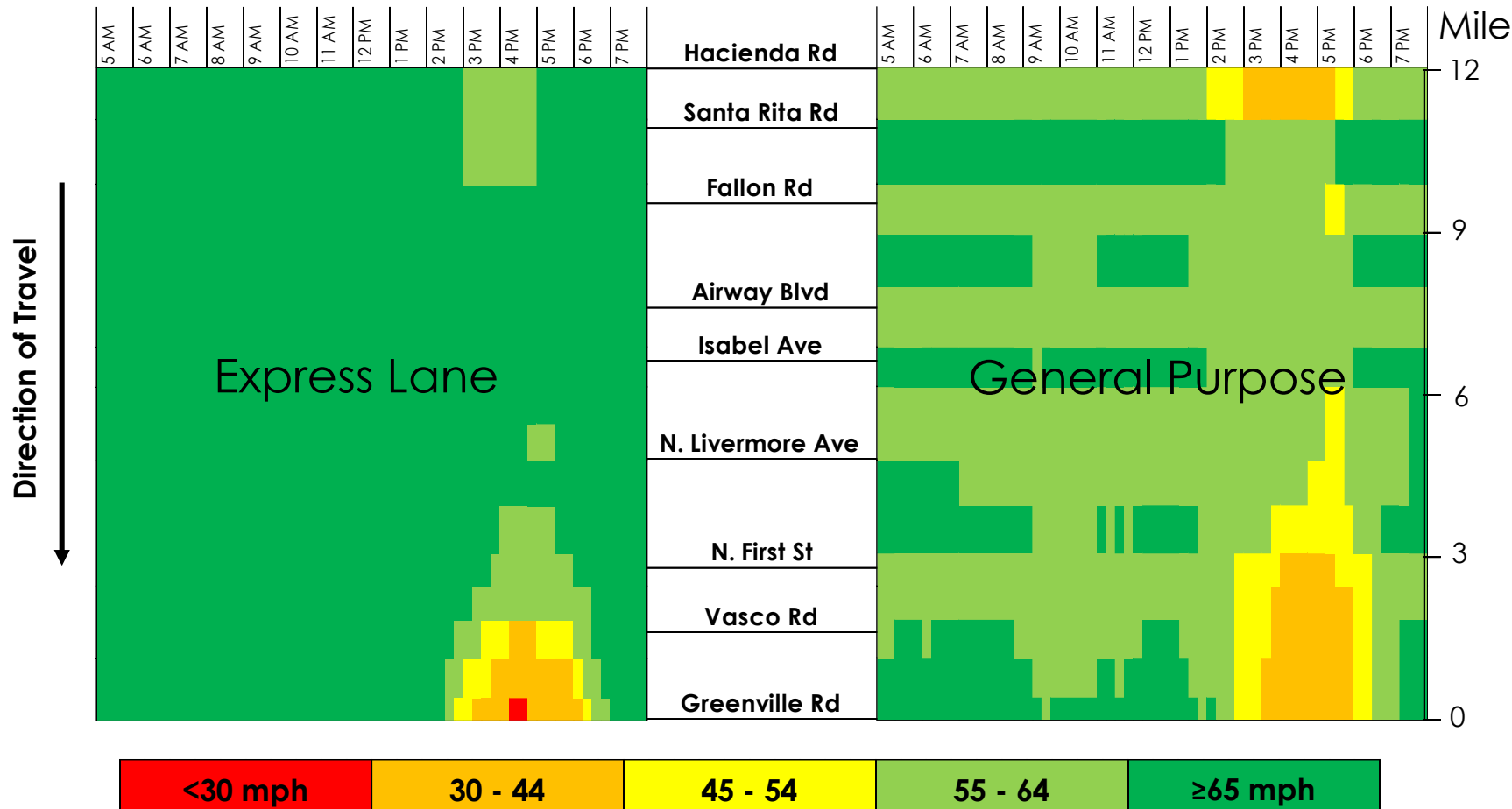


The westbound express lane generally performed at LOS A, except for the early morning hours when the lanes performed at LOS B. Comparatively, the general purpose lanes performed at LOS C during the morning peak.

Increased speeds and lower express lane traffic volume during the pandemic contributed to low levels of congestion.

Eastbound I-580 Corridor Speed Heat Maps

FY2020-2021 Q3

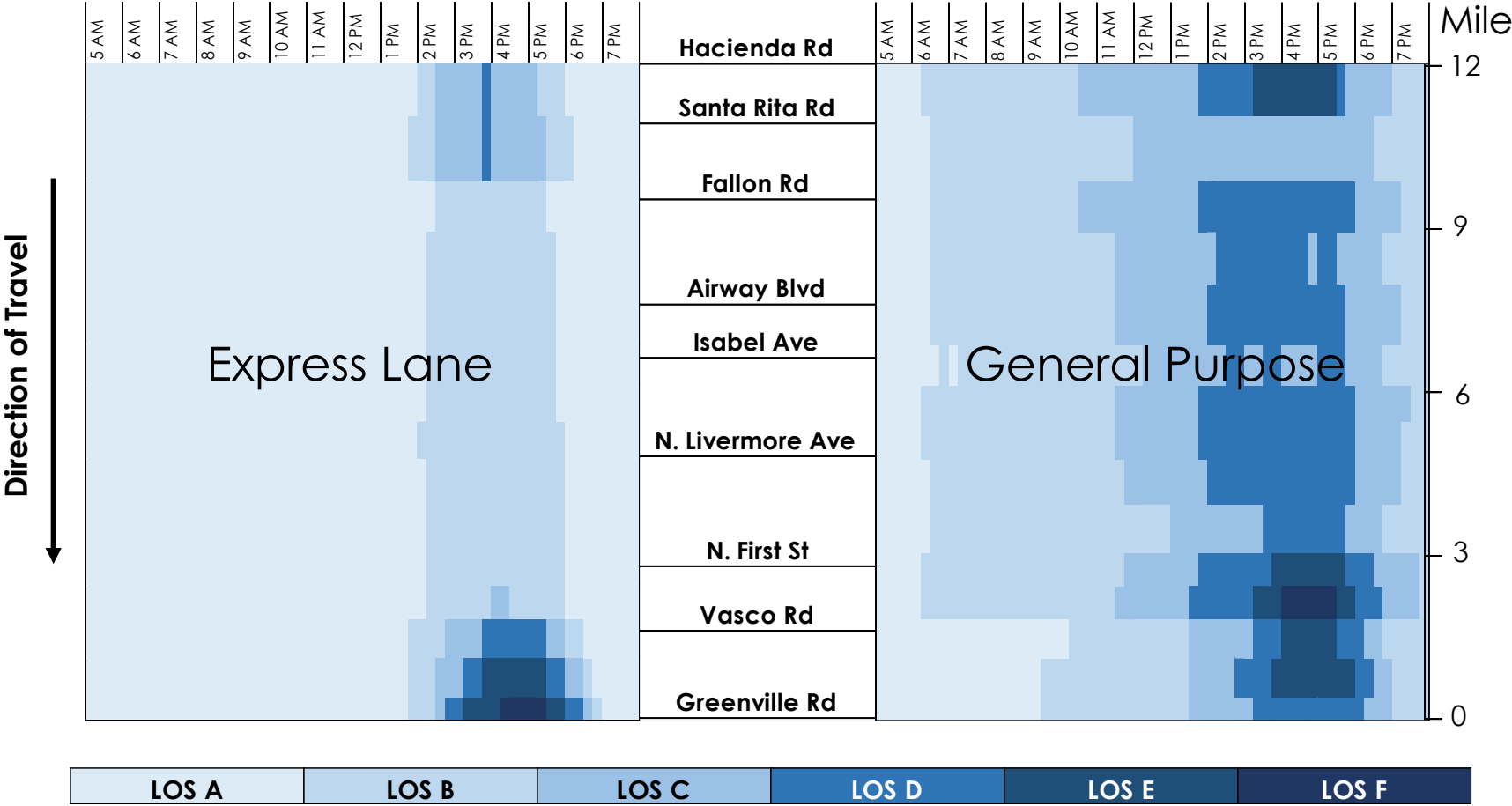


Express lanes average 6 – 11 mph faster than general purpose lanes depending on the time of day and location within the corridor.

Low speeds at Greenville Road result from congestion over the Altamont Pass that extends back along I-580 into the express lane corridor.

Eastbound I-580 Corridor LOS Heat Maps

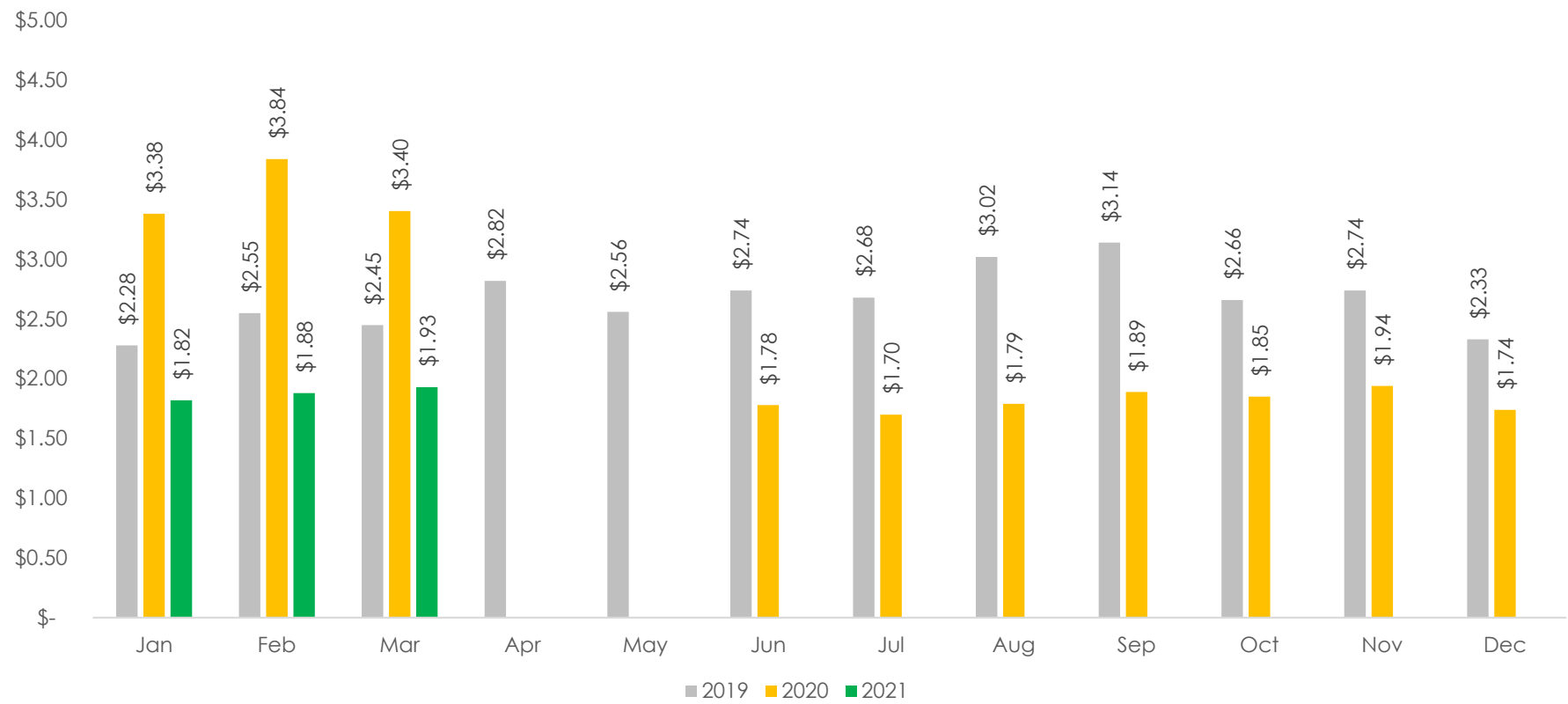
FY2020-2021 Q3



Express lanes performed at LOS C on average during the peak commute period.

Eastbound traffic volumes, which have returned to pre-COVID levels, and heightened speeds contributed to lower levels of traffic congestion during the pandemic.

I-580 Westbound Assessed Toll



Average tolls paid increased slowly but remained lower than previous years, with an average assessed toll of \$1.88 in Q3 of FY20-21. Although the pricing cap westbound tolls is \$13, the dynamic pricing algorithm did not reach this cap in Q3.

FY 20-21 Q3:

Toll Cap:

\$13.00

Maximum Posted Toll Rate:

\$12.25

(1 of 63 days)

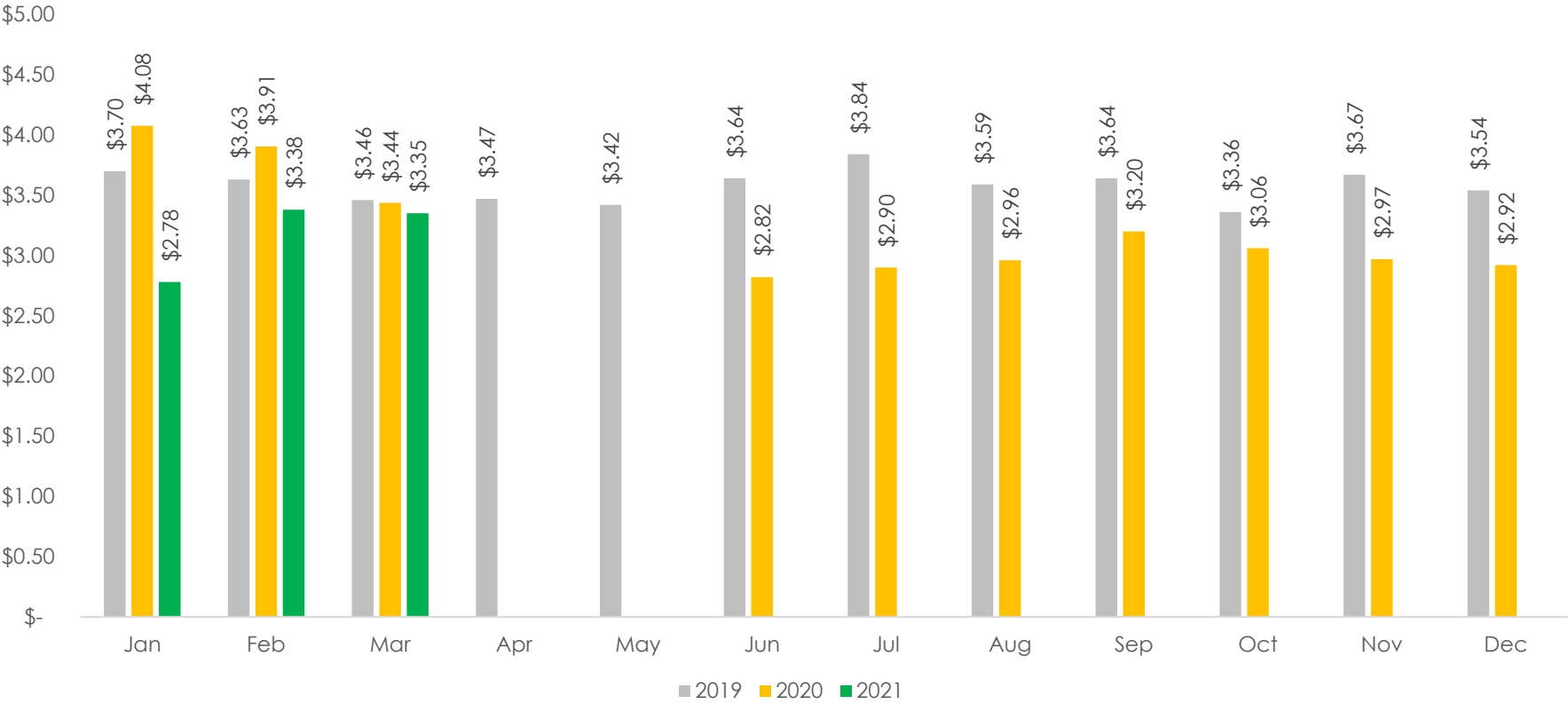
Percent paying \$12.25
(Maximum Toll):

0.01%

Average Assessed Toll:

\$1.88

I-580 Eastbound Assessed Toll



Average tolls paid increased back to pre-pandemic levels over the course of Q3, averaging \$3.19 for the quarter. The pricing cap on eastbound tolls was raised to \$12 in February 2021; just 0.7% of toll-paying users paid this rate in Q3.

FY 20-21 Q3:

Toll Cap:

\$12

Maximum Posted Toll Rate:

\$12

(19 of 63 days)

Percent paying \$12.00
(Maximum Toll):

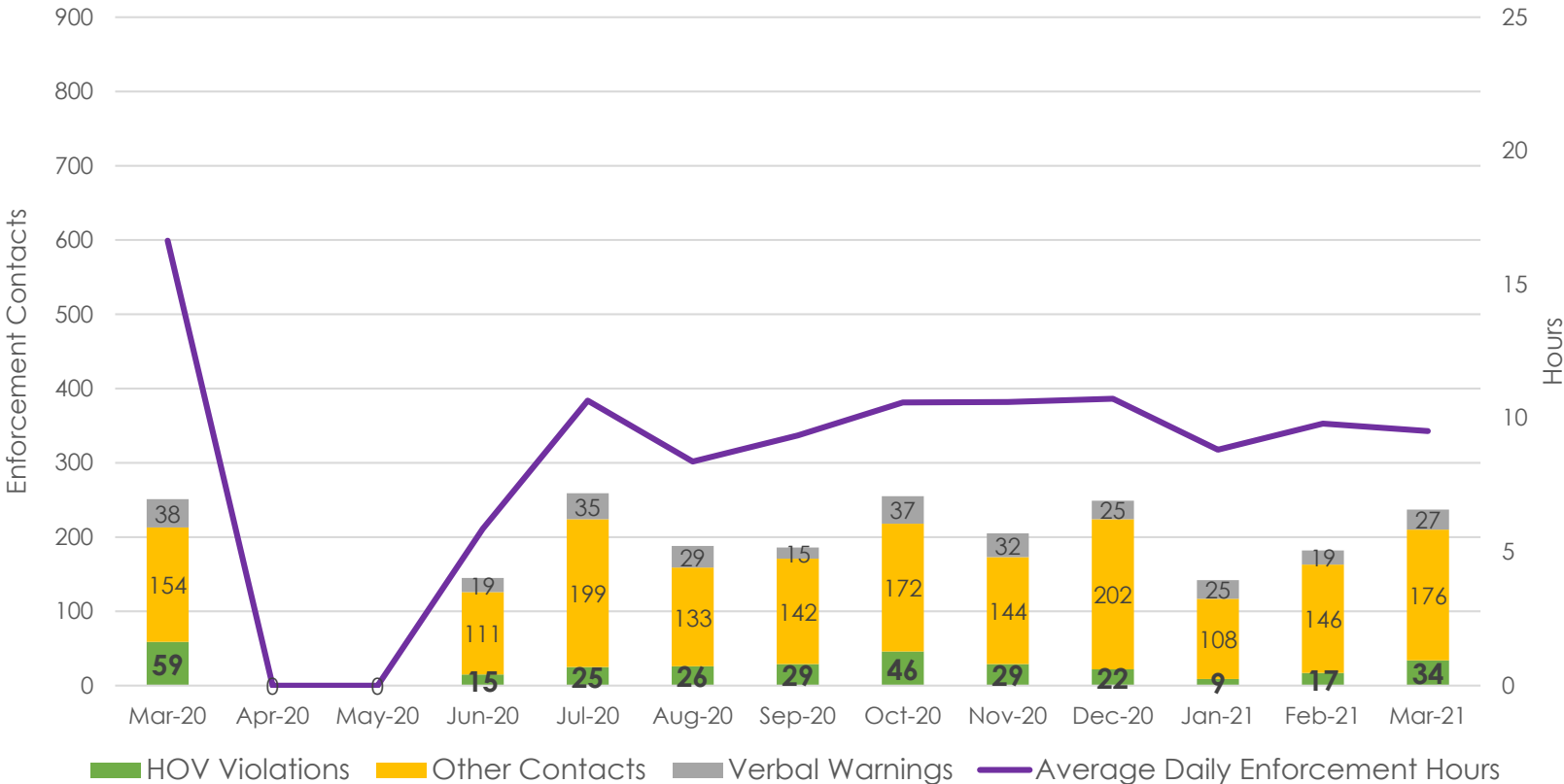
0.7%

Average Assessed Toll:

\$3.19

I-580 CHP Enforcement

March 2020 – March 2021



Average cost
per CHP contact in Q3:

\$125

The California Highway Patrol provides enforcement of the I-580 Sunol Express Lanes. CHP recorded 561 enforcement contacts in FY 20-21 Q3, 11% of which resulted in toll evasion violations.

Note: Enforcement activities were put on hold when tolling operations were suspended due to the COVID-19 public health crisis, and resumed with the resumption of tolling in June 2020.

COVID-19 Impacts: Daily Trips & Tolls

Averages	Jan – Mar 2020 (Q3 FY19-20)*	Jan – Mar 2021 (Q3 FY20-21)	% Change
Avg. Daily EL Traffic Volume	294,700	249,300	-15%
Avg. Daily EL Trips	31,000	25,500	-18%
Share of Toll-Free Trips	51%	49%	-2%
Average Assessed Toll	\$3.57 WB \$3.87 EB	\$1.88 WB \$3.19 EB	-47% -17%
Maximum Posted Toll	\$13.00 WB \$12.00 EB	\$12.25 WB \$12.00 EB	-6% 0%

*Excludes data from 3/21/20 – 3/31/20, when tolling operations were suspended due to the COVID-19 public health crisis.

The I-580 Express Lanes average daily traffic continues to rebound from Q2 – when traffic was 17% lower year-over-year – to a deficit of 15% over Q3 of FY 19-20.

Toll-free trips continue to make up roughly half of all trips during the pandemic, which combined with reduced traffic and lower fares has resulted in a significant decrease in average assessed tolls for both directions.

COVID-19 Impacts: Peak Period Traffic

Averages	Westbound Peak Period (6-9 AM)			Eastbound Peak Period (3-6 PM)		
	Jan – Mar 2020 (Q3 FY19-20)*	Jan – Mar 2021 (Q3 FY20-21)	% Change	Jan – Mar 2020 (Q3 FY19-20)*	Jan – Mar 2021 (Q3 FY20-21)	% Change
EL Speed (mph)	65	72	+11%	59	63	+6%
EL Volumes (veh/hr)	1,100	800	-27%	1,600	1,600	0%
GP Speed (mph)	58	64	+10%	51	53	+3%
GP Volume (veh/hr)	5,600	5,500	-2%	5,200	5,300	+2%

*Excludes data from 3/21/20 – 3/31/20, when tolling operations were suspended due to the COVID-19 public health crisis.

Peak westbound EL traffic continued a slow rebound during Q3 of FY20-21 to levels 27% lower than Q3 of the previous fiscal year. Peak eastbound EL traffic has returned to pre-COVID-19 levels, as have GP volumes in both directions.

Speeds remain elevated in both directions, which accounts for the relative improvement in eastbound traffic density from pre-COVID levels, despite comparable volumes.

For more information, visit
www.AlamedaCTC.org/expresslanes



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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 15, 2021

TO: Alameda County Transportation Commission

FROM: Cathleen Sullivan, Director of Planning

SUBJECT: Bay Bridge Forward Update

Recommendation

This item is to provide the Commission with an update on Bay Bridge Forward, an effort led by the Metropolitan Transportation Commission/Bay Area Toll Authority (MTC/BATA) in partnership with Alameda CTC and other agencies to implement a suite of near-term improvements to move more people in fewer vehicles across the Bay Bridge, the most-traveled bridge in the Bay Area. This item is for information only.

Summary

The San Francisco-Oakland Bay Bridge (Bay Bridge) corridor has consistently ranked as one of the most congested corridors in the region. The congestion on the East Bay side approaching the bridge is significant, and worse than congestion on the bridge itself, with buses and carpools/vanpools often stuck in traffic trying to access the HOV by-pass lanes near the toll plaza. Bay Bridge Forward¹ consists of a suite of improvements to improve overall corridor efficiency, reduce delays for buses, and move more people in fewer vehicles across the Bay Bridge. It includes improvements that benefit transit and carpool operations, including bus and HOV priority improvements to bridge approaches, demand management strategies, and increases in Transbay bus service, among others. This memo provides an overview of the projects included in Bay Bridge Forward, including more detailed information on the I-80 Design Alternatives Assessment (DAA). The I-80 DAA is an assessment, currently underway, of near- and mid-term concepts to address congestion on the I-80 corridor in Alameda and Contra Costa Counties between the Carquinez Bridge and the Bay Bridge, with a focus on improving reliability and travel time for higher occupancy modes of travel, such as express buses and carpools. Staff from MTC/BATA presented on the Bay Bridge Forward program to the Commission in February 2020; this month they will join us for an update on program implementation.

¹ Bay Bridge Forward webpage: <https://mtc.ca.gov/our-work/operate-coordinate/traveler-services/forward-commute-initiatives/bay-bridge-forward>

Background

The Bay Bridge corridor has consistently ranked as one of the most congested corridors in the region. In particular, during the morning commute hours, severe traffic congestion exists at each of the major approaches from I-80, I-580, I-880, and West Grand Avenue, which, in turn, causes delays to buses and carpool vehicles accessing the high-occupancy vehicle (HOV) by-pass lanes at the toll plaza. This was true before the pandemic, and since then, there has been a significant drop in transit ridership and the use of carpooling on this corridor. As the state's reopening continues, vehicular traffic demand is anticipated to continue to increase on this heavily travelled corridor.

Traffic analyses have found that there is more congestion during the AM peak at the westbound approaches to the Bay Bridge, compared to the bridge itself. Similarly, in the PM peak, there is more congestion in the East Bay corridors than on the bridge itself. Bay Bridge Forward is the regional response to address bus and HOV travel time and reliability issues caused by this congestion in the near-term.

Bay Bridge Forward² consists of a suite of improvements to improve efficiency, reduce delays for buses, and move more people in fewer vehicles across the Bay Bridge. It includes improvements that benefit transit and carpool operations, including bus and HOV priority improvements to bridge approaches, demand management strategies, and increases in Transbay bus service, among others. Several previous planning efforts fed into this effort, including the Core Capacity Transit Study and the I-580 Design Alternative Assessment. Near-term recommendations from these and other studies have been packaged together under this program for implementation; together they have a high potential to improve efficiency and spur mode shift.

Bay Bridge Forward Projects

The MTC Bay Bridge Forward roadmap to prioritize Transbay buses and shared rides calls for a \$65 million investment to make progress towards a mode shift goal of 20%. It also sets the stage for potential implementation of additional transit supportive strategies within the next 5+ years, such as a dedicated bus lane, higher vehicle occupancy requirements greater than 3 persons per vehicle, and managed lanes. Alameda CTC is a funding partner and working closely with MTC and other agency partners to deliver the program. Below is a summary of the improvements included in Bay Bridge Forward.

I-80 Improvements

- **I-80 Westbound Bus/HOV Lane Extension:** The right shoulder will be converted to a bus/HOV lane from the I-80 Powell Street diagonal on-ramp to connect with the existing bus/HOV lane at the toll plaza approach (the HOV fly-over direct connector), a distance of approximately 1,800 feet. This project is anticipated to be delivered by 2023.
- **I-80/Powell Street Interchange Transit Access Improvements:** Operational deficiencies at the Powell Street interchange have been identified as a source of increased travel

² Bay Bridge Forward webpage: <https://mtc.ca.gov/our-work/operate-coordinate/traveler-services/forward-commute-initiatives/bay-bridge-forward>

time and decreased reliability for transit vehicles that enter I-80 westbound and exit I-80 eastbound via Powell Street. Proposed transit access improvements to this interchange include providing bus queue jump lanes, exclusive bus-only turn lanes, transit signal priority, and new and/or improved bus stops at the interchange vicinity. This project is anticipated to be delivered by 2023.

- **I-80 Design Alternative Assessment (DAA):** A design alternative assessment is being conducted to address congestion for the I-80 corridor in Alameda and Contra Costa Counties between the Carquinez Bridge and the Bay Bridge. The assessment will produce concepts to improve higher occupancy modes of travel, such as express buses and carpools. More detail on this effort is provided later in this memo.
- **HOV Lane Improvements:** Along the I-80 corridor in Alameda and Contra counties, additional signage and striping will be added at strategic locations to improve HOV lane operations and reduce HOV lane violations.

I-580 and West Grand Improvements

- **I-580 Westbound HOV Lane Extension:** A general purpose lane on I-580 will be converted to an HOV lane from the I-980/SR 24 interchange to connect with the existing HOV lane at the toll plaza approach (just west of the MacArthur maze), a distance of approximately 1.5 miles. This project is anticipated to be delivered by 2023.
- **West Grand Ave Bus/HOV Lane Extension:** The shoulder along the Bay Bridge on-ramp in Oakland was converted to a Bus/HOV lane (completed in 2019). Further improvements will be made when the existing westbound right shoulder on West Grand Ave between the I-580 eastbound on-ramp and the intersection of West Grand Ave with Frontage Road is converted to a Bus/HOV lane. Additionally, a multi-use path for bicyclists and pedestrians will be constructed on eastbound West Grand Ave between Maritime Street and Mandela Parkway. This project is anticipated to be delivered by 2022.

Operational Improvements

- **Toll Plaza HOV Lane Hours of Operation:** An evaluation will be conducted to determine if toll plaza hours should be changed (for example, to all-day operations or to cover the typical duration of congestion). The HOV lane hours of operations at the toll plaza and from the various bridge approaches will be established in a coordinated fashion.
- **Dynamic Bridge Operations:** This includes improvements such as dynamic transit routing and advanced traveler's information to better communicate with travelers to encourage a shift to transit and vehicles with higher occupancy.

Demand Management and Shared Mobility Strategies

- **New Express Bus Service:** AC Transit, and/or Western Contra Costa Transit Authority will pilot new transbay routes between the East Bay and San Francisco. This element has been delayed due to the ongoing operational challenges for transbay services due to COVID-19.

- **Bike Shuttle Program:** The existing Bay Bridge Bike Shuttle program will be expanded, potentially increasing service frequency, and providing additional pick up and drop off locations.
- **Commuter Parking on I-580 and I-80:** Additional commuter parking lots will be added along the I-580 and I-80 corridors in the East Bay. Potential sites have been previously identified as part of the I-580 Design Alternative Assessment and the West Contra Costa County Express Bus Implementation plan, and will be further evaluated for implementation.
- **MTC SHIFT Program:** Working with employers, the [MTC SHIFT Program](#) will be expanded to reduce drive-alone rates.

Fixing congested hotspots most affecting bus movement at the West Grand Ave, I-580 and I-80 approaches to the Bay Bridge first is the highest priority, and will have the most immediate impact for riders. However, additional planning and policy efforts are also underway to tackle other congestion hot spots. Unlike the projects listed above that are under development, the I-80 DAA is still in the planning phase – more information on this current effort to address congestion along the entire I-80 in Alameda and Contra Costa Counties is provided below.

I-80 Design Alternatives Assessment (DAA)

I-80 in Alameda and Contra Counties is consistently among the top congested corridors in the Bay Area. It serves as a key transbay/Bay Bridge commute corridor and accommodates a diversity of travel patterns, connecting housing in the East Bay and as far as Napa, Solano and Sacramento, to jobs in San Francisco, Alameda County, and Silicon Valley. This corridor is heavily used by carpools and express buses during commute hours; based on 2019 data, as much as 34 Transbay buses per hour were observed.

The I-80 DAA is a project to evaluate a range of improvements to address congestion in the I-80 corridor, with a focus on improving higher occupancy modes of travel, such as express buses and carpools. The corridor limits are between the Carquinez Bridge in Crockett and the Bay Bridge. The I-80 DAA is managed by MTC, in partnership with Alameda CTC and Contra Costa Transportation Authority.

The assessment will identify and evaluate a range of near-term and mid-term operational improvements and demand management strategies, with a focus on improving higher occupancy modes of travel, such as express buses and carpools. Improvements considered will include, but are not limited to:

- HOV lane conversion to express lane, or dual managed lanes (HOV/express lanes) in each direction (which may require conversion of an existing general-purpose lane);
- HOV and managed lanes policies, such as hours and days of operations, and vehicle occupancy (including an alternative to increase minimum occupancy vehicle requirements, such as an HOV5+ managed lane);
- Shoulder conversion to part-time bus/transit lanes; and

- Express bus and transportation demand management strategies, including new and improved express bus services, first and last mile strategies, new/enhanced park and ride lots and/or shared mobility hubs, opportunities for commuter parking and other improvements for ridesharing/vanpooling.

The outcome of the DAA will be a set of near- and mid-term project concepts that could advance into project development and project delivery and would be competitive for funding opportunities. The DAA began in early 2021 and will conclude with recommendations by mid-2022. Alameda CTC will bring this item to the Commission again in late 2021 or early 2022 to present the study evaluation outcomes and get input from the Commission on potential recommendations.

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

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 15, 2021

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Principal Transportation Planner
Jacki Taylor, Senior Programs Analyst

SUBJECT: Approve the 2022 Comprehensive Investment Plan

Recommendation

It is recommended the Commission approve the following actions:

1. Approve the 2022 Comprehensive Investment Plan (CIP), which includes incorporating the following:
 - a. \$54.7M in previously approved programming actions occurring after the current 2020 CIP Update was approved (May 28, 2020)
 - b. \$53.2M in new programming and allocation recommendations consisting of Measure B, Measure BB, Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and MTC's Safe and Seamless Quick-Strike Program funds
 - c. \$35.4M in allocations of previously programmed funds
 - d. Technical CIP adjustments including reprogramming, deprogramming, and documenting exchanges.
2. Authorize Executive Director or designee to execute Project Funding Agreements related to CIP allocation recommendations.

Summary

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC (such as Measure B, Measure BB, VRF, TFCA, federal One Bay Area Grant (OBAG) Program) are programmed, allocated, and documented. The CIP includes a five-year programming horizon and is updated annually to capture new programming and allocation recommendations.

On May 28, 2020, the Commission approved the 2020 CIP Update which included approximately \$1.3 Billion in programming from the start of the CIP in FY 2015-16 to the end of the FY 2023-24.

As part of the biennial CIP update process, the 2022 CIP includes a shift of the five-year programming horizon to FYs 2021-22 through 2025-26. The 2022 CIP programming recommendations are as follows:

- a. \$54.7M in previously approved programming actions occurring after the current 2020 CIP Update was approved (May 28, 2020)
- b. \$53.2M in new programming and allocation recommendations consisting of Measure B, Measure BB, Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and MTC's Safe and Seamless Quick-Strike Program funds
- c. \$35.4M in allocations of previously programmed funds
- d. Technical CIP adjustments including reprogramming, deprogramming, and documenting exchanges.

As such, Alameda CTC staff recommends the approval of the 2022 CIP five-year programming total of \$141.6M, with \$107.7M allocated over the first two fiscal years, and recommends authorization for the Executive Director to execute Project Funding Agreements related to the CIP allocation recommendations.

Background

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

Alameda CTC updates the CIP annually, as needed, to incorporate previously approved programming actions by the Commission that have occurred since the last CIP's approval, new programming recommendations, and programming and allocations adjustments which reflect programming to allocations, reprogramming funds, and technical fund adjustments.

On May 28, 2020, the Commission approved the 2020 CIP Update which included a five-year programming horizon from fiscal years (FYs) 2019-20 to 2023-24, with a two-year allocation plan for the first two fiscal years of the CIP. At the time of its adoption, the 2020 CIP Update included approximately \$420.8M in programming and \$351.8M in allocations. Refer to Attachment A: 2020 CIP Update.

As part of the biennial CIP update process, the recommended 2022 CIP includes a shift of the five-year programming horizon to FYs 2021-22 through 2025-26,

The 2022 CIP includes changes categorized within the programming themes below:

1. Documenting Previously Approved Programming Actions (\$54.7M)

The 2022 CIP memorializes the separate Commission actions totaling approximately \$54.7M that were taken between June 2020 – May 2021, following the approval of the 2020 CIP Update in May 2020.

These actions included documenting the fund recipients of Measure B Bike/Pedestrian COVID-19 Rapid Response Grant Program, the FY 2020-21 TFCA Program, and the 2021 Mid-cycle State Transportation Improvement Program (STIP).

Additionally, the 2022 CIP captures Measure BB allocations to various capital projects (such as I-80/Gilman, Oakland Alameda Access Project, Alameda West End Bike/Pedestrian Bridge) that were approved by the Commission to support the delivery of the projects implemented by Alameda CTC and other agencies.

Refer to Attachment B: 2022 CIP Previously Approved Programming (Table 1).

2. New Programming and Allocation Recommendations (\$53.2M)

A. Safe Routes to School (SRS) Mini-Grant program - The 2022 CIP includes \$1.5M in Measure B Bike/Pedestrian allocations for Safe Routes to School (SRS) Mini-Grant Program. These allocations are formula-based distributions to the cities and county for SR2S capital improvements related to school site assessment improvements.

Refer to Attachment B: 2022 CIP New Programming Recommendations for the 2022 CIP (Table 2A).

B. New 2022 CIP Discretionary Programming - The 2022 CIP includes \$35.6M in new discretionary programming from Measure B, VRF, TFCA, and MTC's Safe and Seamless Mobility Quick-Strike Program. Refer to Attachment B: 2022 CIP New Programming Recommendations for the 2022 CIP (Table 2B and 2C).

In December 2020, Alameda CTC released a Notice of Funding Opportunity for the 2022 CIP with an estimated discretionary programming capacity totaling \$26.0 million of funding anticipated between fiscal years 2021-22 through 2025-26 from the Measure B/ VRF - Bike/Pedestrian, Transit/Express Bus, Transit Center for Development Discretionary Programs, and TFCA. Due to the types of available funding sources for the 2022 CIP, eligible candidate projects were limited to bicycle

and/or pedestrian projects and programs, transit-related capital projects, and shuttle operations.

In response to the call for projects, Alameda CTC received a total of 35 applications requesting approximately \$38.0M for transportation improvements in Alameda County.

Alameda CTC evaluated the candidate applications within designated categories for bike/pedestrian, transit-capital, shuttle operations, and plans/studies. All applications were evaluated against the Commission approved CIP programming and project selection criteria weighted scores for Project Readiness (45%), Needs/Benefits (35%), Communities of Concern (10%), and Matching Funds (10%). The CIP Needs/Benefits criteria considers project impacts to the high injury network, gap closures, priority development areas, communities of concern, disadvantage communities, access and mobility, state of good repair, and economic benefits.

Simultaneously, in February 2021, MTC released a call for project nominations for the Safe and Seamless Mobility Quick-Strike Program, a one-time, competitive grant program within its OBAG 2 program framework. Alameda CTC took the opportunity to incorporate the MTC's Quick-strike program into the overall CIP programming strategy and coordinated with local jurisdictions to submit Quick-Strike project nominations from the existing 2022 CIP list of applications. In May 2021, MTC approved the programming of approximately \$12.0M of the \$15.1M requested by Alameda CTC (\$2.0M awarded) and the local jurisdictions (\$9.9M collectively awarded).

With programming finalized for the Quick-Strike program, Alameda CTC resumed its programming evaluation against the remaining candidate 2022 CIP applications. The programming evaluated projects under the CIP selection criteria, factored 2020 Countywide Transportation Plan transportation priorities, and considered the overall funding distribution among the planning areas.

The 2022 CIP recommends the programming and allocation of a total of \$22.8M of the \$26.0M programming capacity available in Measure B, VRF, and TFCA discretionary funds for the projects submitted to the 2022 CIP call for projects. This recommendation maximizes all available funding capacity for bicycle/pedestrian and transit improvements submitted to the CIP. The remaining programming capacity that was constrained to transit specific and TFCA funding eligibilities will be programmed in a future cycle. At this time, a balance of \$693,000 of TFCA funding remains available for programming. If jurisdictions have eligible TFCA candidate projects in mind they are encouraged to contact Alameda CTC staff to discuss. If no additional TFCA projects are recommended for funding this fall the remaining balance will be rolled over and

included in the fund estimate for next year's TFCA call for projects, scheduled for March 2022.

In total, the combined Alameda CTC funding recommendation (\$22.8M), and the MTC Quick-strike program (\$11.9M), amounts to \$34.7M in awards to 30 of the 35 submitted applications.

Refer to Attachment B: 2022 CIP Table New Programming Recommendations for the 2022 CIP (Tables 2B and 2C) and Attachment C: 2022 CIP Discretionary Funding Requests and Recommendations.

- C. New Programming Recommendations - The 2022 CIP includes programming recommendations for Measure BB named capital improvements identified in the 2014 Transportation Expenditure Plan for:
- a. Alameda CTC's I-80/Ashby Interchange Improvement Project (\$3M)
 - b. BART's 19th Street Oakland BART Modernization Project (\$7.7M),
 - c. BART's Vehicle Overhaul and Heavy Repairs Shop (\$5M reprogrammed from the Bay Fair Connector/BART Metro Project).

These programming actions will advance the delivery of 2014 TEP projects and further the leveraging success of Measure BB for Alameda County's transportation improvements.

Other notable new recommendations include

- Measure BB discretionary technology funds is recommended for MTC/West Oakland Environmental Indicators Project's (WOEIP) Adapt Oakland: Urban Greening in West Oakland project (\$600,000) as a matching contribution to an MTC Priority Conservation Area Grant;
- Measure B bike/pedestrian discretionary programming to Alameda CTC's Safe Routes to School operations (\$200,000) as a match to the MTC Quick-Strike program award; and
- Measure B paratransit discretionary programming to the Seniors Support Program of the Tri-Valley (\$141,000).

Refer to Attachment B: 2022 CIP New Programming Recommendations for the 2022 CIP (Table 2D)

3. Programming to Allocations Conversion (\$35.4M)

The 2020 CIP included programming in FY 2021-22 and FY 2022-23 that are now eligible for allocation due to these fiscal years shifting into the 2022 CIP's two-year allocation window. These programming to allocation conversions includes funds for the operations of Seniors and People with Disabilities programs, transit operations, and

capital improvements ready to continue with the next phase of implementation. A total of \$35.4M is recommended to be converted from programming to allocations.

Refer to Attachment B: 2022 CIP Table Previously Programmed Converted to Allocations (Table 3).

4. General Technical Adjustments

The 2022 CIP includes general CIP technical adjustments include reprogramming funds to a later fiscal year and/or deallocation of funds due to project implementation issues resulting from cancelled projects or revised project sponsor's project delivery strategies.

Refer to Attachment B: 2022 CIP Other Technical Programming Adjustments (Table 4).

The 2022 CIP programming recommendations described in these four sections are included formally in the CIP record as the technical changes detailed in Attachment D: 2022 CIP Changes to Current Programming.

The final 2022 CIP includes \$141.6M in programming for FYs 2021-22 through 2025-26, with \$107.7 in allocations during the first two years of the CIP as detailed in Attachment E: 2022 CIP Programming and Allocations. The effective date of the allocations will be as of July 1st of the respective fiscal year within the CIP.

Staff recommends the Commission approve the following actions:

1. Approve the 2022 CIP, which includes incorporating the following:
 - a. \$54.7M in previously approved programming actions occurring after the current 2020 CIP Update was approved (May 28, 2020)
 - b. \$53.2M in new programming and allocation recommendations consisting of Measure B, Measure BB, Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and MTC's Safe and Seamless Quick-Strike Program funds
 - c. \$35.4M in allocations of previously programmed funds
 - d. Technical CIP adjustments including reprogramming, deprogramming, and documenting exchanges.
2. Authorize Executive Director or designee to execute Project Funding Agreements related to CIP allocation recommendations.

Next Steps

If approved by the Commission, the Alameda CTC's 2022 CIP document which includes the CIP background, programming and allocation records, programming principles, policies and procedures will be posted here: <https://www.alamedactc.org/news-publications/reports/>

For funds allocated through the 2022 CIP, Alameda CTC will enter into project funding agreements, as applicable. The proposed amounts by fund source identified may need to be revised ahead of a funding agreement. Such fund source adjustments that do not impact the total funding award identified to the project will be captured in a future CIP Update.

The few Sponsors of projects not recommended for funding through the 2022 CIP are encouraged to apply for future funding opportunities, including the upcoming MTC federal One Bay Area Grant Cycle 3 Program, scheduled for development during FY 2021-22. Staff will coordinate with local agencies to identify and evaluate potential candidates for the remaining balance of TFCA funding.

Fiscal Impact: The recommended actions will result in the subsequent encumbrance and expenditure of the funds allocated through the 2022 CIP. The corresponding encumbrance amounts will be included in the annual budget of the Alameda CTC for the applicable fiscal year.

Attachments:

- A. 2020 CIP Update (*Current CIP, approved May 28, 2020*)
- B. 2022 CIP Table Summaries of CIP Adjustments
- C. 2022 CIP Discretionary Funding Requests and Recommendations
- D. 2022 CIP Changes to Current Programming
- E. 2022 CIP Programming and Allocations

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Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							6.4A
Current Programming									Prior Allocations	Prior Programming					Total Programmed (Thru FY22-23)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase		Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650		7,650					
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827						827

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
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Previously Approved Programming and Allocations (2020 CIP Update -5/28/2020)									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376		6,376					
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300		9,300					
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000

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00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400	2,400						2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500						5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	20,000						20,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500	81,500						81,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	6,200	6,200						6,200
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000		12,000					
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	85,500	85,500						85,500

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00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	10,000	10,000						10,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000	23,000						23,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000	37,000						37,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	4,200	4,200						4,200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270						270

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00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,089	1,089						1,089
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	644	644						644
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,508	1,508						1,508
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	1,500		500	500	500			
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	200	200						200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	6,000	3,000	3,000					3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500	22,500						22,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,595	16,595						16,595
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	500	500						500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,000	5,000						5,000
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500	5,500						5,500
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500	2,800	6,700	6,700	7,300			2,800
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95

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00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797	305	159	164	169			305
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	10,000	10,000						10,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613

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00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004	389	192	198	225			389
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940	376	188	188	188			376
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486	324	162					324
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	970	388	194	194	194			388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661

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00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747	272	153	157	165			272
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952	380	225	171	176			380
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,000	500					2,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225	225						225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431

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00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731	279	149	151	152			279

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00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env								
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250		250					
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318

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00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	39	16	16	16			39
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140	49	28	30	33			49
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023	339	200	234	250			339
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000	4,000						4,000
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500

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00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	Multiple	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000

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00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,320	330					1,320
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	603						603
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000	4,000						4,000

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Previously Approved Programming and Allocations (2020 CIP Update -5/28/2020)									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Previously Approved Programming and Allocations (2020 CIP Update -5/28/2020)									Prior Allocations	Prior Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Programmed (Thru FY22-23)
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	820	200					820
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821		1,821					
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	560	215	112	115	118			215
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221	221						221
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419	96	103	108	112			96
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
Totals								1,307,389	1,238,357	50,508	8,926	9,598			1,238,357

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2022 Comprehensive Investment Plan

Previously Approved Programming Actions made after the 2020 CIP Update approval (May 28, 2020).

\$ x 1,000

Table 1: Previously Approved Programming									
No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount	Approval Date	Notes
1	00345	Alameda	Alameda Commercial and Slow Streets Program	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
2	00335	Alameda	West End Bike Ped Bridge Project	2014 MBB	TEP-37	Planning/Scoping	\$ 1,555	1/28/2021	
3	00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	TFCA	Prog Mgr	CON	\$ 137	10/22/2020	
4	00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2000 MB	Disc-BP	CON	\$ 40	11/19/2020	COVID-19 Rapid Response Grant Program
5	00077	Alameda CTC	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Interchange)	2014 MBB	TEP-38	PS&E	\$ 5,125	7/23/2020	
6	00077	Alameda CTC	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Interchange)	2014 MBB	TEP-39	PS&E	\$ 5,125	7/23/2020	
7	00190	Alameda CTC	Transportation Demand Management (TDM) Program	TFCA	Prog Mgr	O&M	\$ 678	10/22/2020	
8	00288	Alameda CTC	Rail Safety Enhancement Program	2014 MBB	TEP-41	PS&E	\$ 1,500	11/19/2020	
9	00287	Alameda CTC	Oakland Alameda Access Project	2014 MBB	TEP-37	PE/Env	\$ 800	11/19/2020	
10	00069	Alameda CTC	I-80 Gilman Interchange Improvements Project	2014 MBB	TEP-26	CON	\$ 1,587	3/26/2021	
11	00209	Alameda CTC	Goods Movement Emissions Reduction Program	2014 MBB	TEP-27	O&M	\$ (3,640)	4/21/2021	\$3,640M moved to CIPID 00339
12	00069	Alameda CTC	I-80 Gilman Interchange Improvements Project	2014 MBB	TEP-26	CON	\$ 10,102	4/22/2021	
13	00287	Alameda CTC	Oakland Alameda Access Project	2014 MBB	TEP-37	PS&E	\$ 10,000	5/27/2021	
14	00287	Alameda CTC	Oakland Alameda Access Project	2014 MBB	TEP-37	ROW	\$ 5,966	5/27/2021	
15	00287	Alameda CTC	Oakland Alameda Access Project	STIP	RIP	CON	\$ 50	5/27/2021	STIP Allocation subject to MTC/CTC final approval.
16	00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	STIP	RIP	CON	\$ 50	5/27/2021	STIP Allocation subject to MTC/CTC final approval.
17	00077	Alameda CTC	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Interchange)	STIP	RIP	CON	\$ 50	5/27/2021	STIP Allocation subject to MTC/CTC final approval.
18	00070	Alameda CTC	I-80 Ashby Interchange Improvements Project	STIP	RIP	CON	\$ 50	5/27/2021	STIP Allocation subject to MTC/CTC final approval.
19	00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	STIP	RIP	CON	\$ 5,793	5/27/2021	STIP Allocation subject to MTC/CTC final approval.
20	00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	STIP	RIP	Various	\$ 315	5/27/2021	STIP Allocation subject to MTC/CTC final approval.
21	00346	Albany	Solano and Marin Ave Sidewalk Improvements	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
22	00330	Berkeley	Citywide Bicycle Parking Program	TFCA	Prog Mgr	CON	\$ 117	10/22/2020	
23	00347	Berkeley	Berkeley Healthy Streets Program Expansion	2000 MB	Disc-BP	CON	\$ 52	11/19/2020	COVID-19 Rapid Response Grant Program
24	00339	BAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	TEP-46	Freight	CON	\$ 3,640	4/22/2021	Original source changed from fund TEP-27 to TEP-46.
25	00348	Dublin	Regional Street Improvement Project	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
26	00284	Emeryville	Quiet Zone Safe Engineering Measures on 65th, 66th and 67th Streets	CMATIP	CMATIP	CON	\$ 1,380	11/19/2020	
27	00349	Emeryville	Shared Doyle Street Quick-Build Project	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
28	00350	Fremont	Centerville Complete Streets Pilot Road Diet	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
29	00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
30	00334	LAVTA	Route 30R Weekday Operations	TFCA	Prog Mgr	CON	\$ 490	10/22/2020	
31	00340	LAVTA	Rapid Bus Stop Improvement Project	RM2	Other	Various	\$ 2,300	5/27/2021	
32	00352	Livermore	Downtown Livermore Bicycle Parking Project	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
33	00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
34	00180	Oakland	Broadway Shuttle Operations	TFCA	Prog Mgr	O&M	\$ 187	10/22/2020	
35	00331	Oakland	E. 12th St Bike Lanes	TFCA	Prog Mgr	CON	\$ 215	10/22/2020	
36	00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
37	00332	Piedmont/ EBCE	EV Charging in Piedmont	TFCA	Prog Mgr	CON	\$ 120	10/22/2020	
38	00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	2000 MB	Disc-BP	CON	\$ 62	11/19/2020	COVID-19 Rapid Response Grant Program
39	00192	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	TFCA	Prog Mgr	O&M	\$ 128	10/22/2020	
40	00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2000 MB	Disc-BP	CON	\$ 75	11/19/2020	COVID-19 Rapid Response Grant Program
TOTAL							\$ 54,724		

2022 Comprehensive Investment Plan

New Programming Recommendations for the 2022 CIP.

\$ x 1,000

Table 2A: SR2S Mini-Grant Program

No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00358	Alameda	Implement 8 School Safety Assessments in Alameda	2000 MB	Disc-BP	CON	\$ 84
2	00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2000 MB	Disc-BP	CON	\$ 136
3	00359	Berkeley	Washington Elementary – Bancroft Way Project	2000 MB	Disc-BP	Various	\$ 74
4	00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	2000 MB	Disc-BP	CON	\$ 94
5	00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	2000 MB	Disc-BP	CON	\$ 267
6	00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2000 MB	Disc-BP	CON	\$ 162
7	00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	2000 MB	Disc-BP	CON	\$ 101
8	00366	Newark	Newark Safe Routes to School Improvements	2000 MB	Disc-BP	CON	\$ 43
9	00367	Oakland	Lincoln Elementary Safe Routes to School	CMA-TIP	CMA-TIP	CON	\$ 200
10	00367	Oakland	Lincoln Elementary Safe Routes to School	2000 MB	Disc-BP	Various	\$ 185
11	00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	2000 MB	Disc-BP	CON	\$ 19
12	00371	Union City	Enhancements of Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	2000 MB	Disc-BP	CON	\$ 81
						TOTAL	\$ 1,446

Table 2B: 2022 CIP Measure B/VRF/TFCA Competitive Discretionary Funds

No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00381	AC Transit	Oakland Traffic Management Center	2000 MB	Disc-Transit	CON	\$ 375
2	00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	2000 MB	Disc-BP	CON	\$ 192
3	00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	TFCA	Prog Mgr	CON	\$ 100
4	00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2010 VRF	Disc-BP	CON	\$ 1,950
5	00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2000 MB	Disc-BP	CON	\$ 1,852
6	00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	TFCA	Prog Mgr	CON	\$ 98
7	00395	Albany	Lower Codornices Creek Restoration Project Phase IV	2000 MB	Disc-BP	CON	\$ 741
8	00395	Albany	Lower Codornices Creek Restoration Project Phase IV	TFCA	Prog Mgr	CON	\$ 85
9	00392	Berkeley	Telegraph Avenue Multimodal Corridor	2000 MB	Disc-TCD	Planning / Scoping	\$ 110
10	00392	Berkeley	Telegraph Avenue Multimodal Corridor	2000 MB	Disc-TCD	PE/Env	\$ 180
11	00400	Berkeley	Ohlone Greenway Modernization & Safety	2010 VRF	Disc-BP	PE/Env	\$ 61
12	00400	Berkeley	Ohlone Greenway Modernization & Safety	2010 VRF	Disc-BP	Final Design (PS&E)	\$ 153
13	00400	Berkeley	Ohlone Greenway Modernization & Safety	2010 VRF	Disc-BP	CON	\$ 1,057
14	00410	Berkeley	Adeline Street Transportation Improvements	2010 VRF	Disc-Transit	PE/Env	\$ 495
15	00402	Dublin	Safe Routes to School Improvements Dublin	2010 VRF	Disc-BP	Final Design (PS&E)	\$ 500
16	00403	Dublin	Downtown Dublin Streetscape Plan Implementation	2000 MB	Disc-TCD	Final Design (PS&E)	\$ 41
17	00403	Dublin	Downtown Dublin Streetscape Plan Implementation	2000 MB	Disc-TCD	CON	\$ 226
18	00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	2010 VRF	Disc-Transit	O&M	\$ 2,000
19	00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	2000 MB	Disc-TCD	Final Design (PS&E)	\$ 2,000

2022 Comprehensive Investment Plan

New Programming Recommendations for the 2022 CIP.

								\$ x 1,000
20	00389	LAVTA	Atlantis O&M Facility Bridging Documents	2010 VRF	Disc-Transit	Final Design (PS&E)	\$	541
21	00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	2000 MB	Disc-BP	Final Design (PS&E)	\$	81
22	00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	2000 MB	Disc-BP	CON	\$	242
23	00401	Newark	Cherry Street Class IV Separated Bikeways	2000 MB	Disc-BP	CON	\$	323
24	00401	Newark	Cherry Street Class IV Separated Bikeways	TFCA	Prog Mgr	CON	\$	130
25	00384	Oakland	West Oakland Transit Improvements	2010 VRF	Disc-Transit	Planning / Scoping	\$	200
26	00384	Oakland	West Oakland Transit Improvements	2010 VRF	Disc-Transit	PE/Env	\$	98
27	00384	Oakland	West Oakland Transit Improvements	2010 VRF	Disc-Transit	Final Design (PS&E)	\$	207
28	00384	Oakland	West Oakland Transit Improvements	2010 VRF	Disc-Transit	ROW	\$	21
29	00384	Oakland	West Oakland Transit Improvements	2010 VRF	Disc-Transit	CON	\$	1,398
30	00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	2000 MB	Disc-BP	CON	\$	717
31	00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	TFCA	Prog Mgr	CON	\$	150
32	00190	San Leandro	LINKS Shuttle Operations	2010 VRF	Disc-Transit	O&M	\$	743
33	00190	San Leandro	LINKS Shuttle Operations	TFCA	TFCA	Prog Mgr	\$	114
34	00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2000 MB	Disc-TCD	CON	\$	1,387
35	00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	TFCA	Prog Mgr	CON	\$	92
36	00405	San Leandro	MacArthur Boulevard Park & Ride	2010 VRF	Disc-Transit	CON	\$	543
37	00405	San Leandro	MacArthur Boulevard Park & Ride	TFCA	Prog Mgr	CON	\$	80
38	00382	SJRRRC	Newark-Albrae Siding Connection Project	2010 VRF	Disc-Transit	Final Design (PS&E)	\$	235
39	00382	SJRRRC	Newark-Albrae Siding Connection Project	2010 VRF	Disc-Transit	CON	\$	1,765
40	00390	Union City	Union City Electric Bus Infrastructure	TFCA	Prog Mgr	CON	\$	1,500
TOTAL							\$	22,783

Table 2C: MTC Safe Seamless Mobility Quick-Strike Grant Program							
No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00379	AC Transit	Quick Builds	STP/CMAQ	STP/CMAQ	CON	\$ 954
2	00380	AC Transit	Tempo Quick Build Transit Lane Delineation	STP/CMAQ	STP/CMAQ	CON	\$ 300
3	00377	Alameda County	Anita Avenue Streetscape Improvements	STP/CMAQ	STP/CMAQ	CON	\$ 2,000
4	00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	STP/CMAQ	STP/CMAQ	Planning / Scoping	\$ 160
5	00407	Alameda CTC	Alameda County Safe Routes to Schools	STP/CMAQ	STP/CMAQ	Planning / Scoping	\$ 1,500
6	00408	Alameda CTC	CTA planning & programming	STP/CMAQ	STP/CMAQ	Planning / Scoping	\$ 354
7	00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	STP/CMAQ	STP/CMAQ	CON	\$ 1,271
8	00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	STP/CMAQ	STP/CMAQ	CON	\$ 1,415
9	00378	LAVTA	Passenger Facilities Enhancements	STP/CMAQ	STP/CMAQ	CON	\$ 2,000
10	00375	Oakland	14th Street Complete Streets Project	STP/CMAQ	STP/CMAQ	CON	\$ 1,000
11	00376	Oakland	East Bay Greenway Segment II	STP/CMAQ	STP/CMAQ	CON	\$ 1,000
TOTAL							\$ 11,954

\$ x 1,000

Table 2D: New Programming Recommendations							
No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Final Design (PS&E)	\$ 3,000
2	000208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	O&M	\$ 200
3	00280	Alameda CTC	Toll Revenue Forecasting	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	\$ 375
4	00304	BART	19th Street Oakland BART Modernization	2014 MBB	TEP-19	CON	\$ 7,650
5	00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2014 MBB	TEP-18	Final Design (PS&E)	\$ 5,000
6	00342	MTC/WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	2014 MBB	TEP-46	CON	\$ 600
7	00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	2000 MB	Disc-PT	O&M	\$ 141
						TOTAL	\$ 16,966
						GRAND TOTAL NEW PROGRAMMING	\$ 53,149

Note:

1. The City of Emeryville's 40th Street Transit-Only Lanes and Multimodal Enhancements recommendation includes \$154,500.90 that serves as the city's local match for an Active Transportation Plan (ATP) grant secured by the City.

2. The proposed amounts by fund source identified in may need to be revised ahead of the funding agreement. Such fund source adjustments that do not impact the total funding award identified to the project will be captured in a future CIP Update.

2022 Comprehensive Investment Plan

Previously Programmed Converted to Allocations

\$ x 1,000

Table 3: Programming to Allocations

No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	CON	\$ 6,376
2	00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	STP/CMAQ	STP/CMAQ	CON	\$ 9,300
3	00289	Alameda CTC	Student Transit Pass Program	2014 MBB	TEP-07	O&M	\$ 13,400
4	00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	2000 MB	Disc-PT	O&M	\$ 323
5	00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	2014 MBB	TEP-12	O&M	\$ 390
6	00293	CIL	Community Connections Program (CoCo)	2000 MB	Disc-PT	O&M	\$ 376
7	00291	CRIL	Travel Training: Oh The Places You Will Go!	2000 MB	Disc-PT	O&M	\$ 162
8	00292	Eden I&R	Mobility Management Through 211 Alameda County	2000 MB	Disc-PT	O&M	\$ 310
9	00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	2014 MBB	TEP-12	O&M	\$ 396
10	00230	Emeryville	Emery Go Round General Benefit Operations	2014 MBB	TEP-45	O&M	\$ 500
11	00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	2000 MB	Disc-PT	O&M	\$ 300
12	00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	2014 MBB	TEP-21	Final Design (PS&E)	\$ 250
13	00298	LAVTA	Para-Taxi Debit Card	2000 MB	Disc-PT	O&M	\$ 32
14	00299	LAVTA	Para-Taxi Operations	2000 MB	Disc-PT	O&M	\$ 58
15	00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	2000 MB	Disc-PT	O&M	\$ 434
16	00180	Oakland	Broadway Shuttle Operations	2014 MBB	TEP-45	O&M	\$ 330
17	00190	San Leandro	LINKS Shuttle Operations	2014 MBB	TEP-45	O&M	\$ 200
18	00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2014 MBB	TEP-26	CON	\$ 1,821
19	00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	2000 MB	Disc-PT	O&M	\$ 227
20	00294	USOAC	Senior Public Transportation Training and Education Program	2000 MB	Disc-PT	O&M	\$ 211
						TOTAL	\$ 35,396

Table 4: Other Programming Adjustments									
No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount		Notes
1	00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	CON	\$	7,650	Reprogrammed to Future Year.
2	00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	Final Design (PS&E)	\$	12,000	Reprogrammed to Future Year.
3	00071	Alameda CTC	SR-84 from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements (SR-84 and I-680 I/C) project	2014 MBB	TEP-26	CON	\$	(4,800)	Reprogramming as an LPP exchange. \$4.8M in MBB exchanged to CIPID 00155: GoPort
4	00071	Alameda CTC	SR-84 from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements (SR-84 and I-680 I/C) project	SB-1	LPP	CON	\$	8,600	Reprogramming as an LPP exchange. Originally \$3.8M. added \$4.8M exchanged from CIPID 00155: GoPort
5	00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	Final Design (PS&E)	\$	4,800	Reprogramming as an LPP/MBB exchange. \$4.8M in MBB TEP-26 exchanged from CIPID 00071: SR84-I680.
6	00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	SB-1	LPP	CON	\$	3,800	Reprogramming as an LPP/MBB exchange. Originally \$8.6M LPP. \$4.8M moved to CIPID 00071: SR84-I680.
7	00208	Alameda CTC	Safe Routes to School Program	2000 MB	Disc-BP	CON	\$	(1,246)	Reprogrammed funds to specific SR2S Mini-Grants.
8	00208	Alameda CTC	Safe Routes to School Program	CMA-TIP	Other	CON	\$	(200)	Reprogrammed funds to specific SR2S Mini-Grants.
9	00209	Alameda CTC	Goods Movement Emissions Reduction Program	2014 MBB	TEP-27	CON	\$	2,360	Previously Approved Programming on 4/22/21: \$3,640M moved to CIPID 00339; \$2,360 funds reprogrammed.
10	00084	Alameda CTC	East-West Connector in Fremont & Union City	1986 MB	MB226	Final Design (PS&E)	\$	(66,150)	Previously approved reprogramming on March 2018, Alameda CTC (CIPID0084) to Union City (CIPID 00333).
11	00216	BART	Bay Fair Connection	2014 MBB	TEP-18	PE/Env	\$	(5,000)	Reprogrammed funds to CIPID 00341: BART Vehicle Overhaul and Heavy Repairs Shop (VOHRS)
12	00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	2000 MB	Disc-PT	O&M	\$	(388)	Deprogrammed. Project Sponsor cancelled project.
13	00333	Union City	East-West Connector / Quarry Lakes Parkway	1986 MB	MB226	Final Design (PS&E)	\$	6,700	Previously approved reprogramming on March 2018, Alameda CTC (CIPID0084) to Union City (CIPID 00333).

2022 Comprehensive Investment Plan**Bicycle/Pedestrian**

Rank	Organization Name	Application Title	Amount Requested	Total Project Cost
1	City of Oakland	14th Street Complete Streets Project	\$ 1,000,000	\$ 14,031,998
2	City of Oakland	East Bay Greenway Segment II	\$ 1,000,000	\$ 5,740,000
3	Alameda County Public Works Agency	Mission Boulevard Phase III Corridor Improvements	\$ 1,950,000	\$ 30,943,000
4	City of Albany	Lower Codornices Creek Restoration Project Phase IV	\$ 825,084	\$ 1,445,603
5	Alameda County Public Works Agency	East Lewelling Blvd Streetscape Improvements Phase II	\$ 1,950,000	\$ 9,233,000
6	City of Alameda	Cross Alameda Trail Gap-Closing Connectors	\$ 292,000	\$ 450,000
7	City of San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	\$ 1,479,000	\$ 1,983,000
8	City of Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	\$ 867,000	\$ 1,156,000
9	Alameda County Public Works Agency	Anita Avenue Streetscape Improvements	\$ 2,000,000	\$ 5,550,000
10	City of Berkeley	Ohlone Greenway Modernization & Safety	\$ 1,271,000	\$ 1,696,000
11	City of Newark	Cherry Street Class IV Separated Bikeways	\$ 453,000	\$ 755,000
12	City of Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	\$ 1,271,000	\$ 1,865,000
13	City of Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	\$ 1,415,000	\$ 2,124,000
14	City of Dublin	Safe Routes to School Improvements Dublin	\$ 2,000,000	\$ 5,311,228
15	City of Dublin	Downtown Dublin Streetscape Plan Implementation	\$ 267,040	\$ 356,054
16	City of Livermore	Robertson Park/Concannon and Epsom/Concannon Crossing Improvements	\$ 322,500	\$ 430,000
17	City of Dublin	Tassajara Rd Widening from N. Dublin Ranch Drive to City Limit	\$ 1,995,040	\$ 8,216,000
18	City of Emeryville	Village Greens and Greenways Program Shared Doyle Street (Phase 3)	\$ 385,000	\$ 385,000
19	City of Livermore	First and Scott Street Crossing Improvements	\$ 292,500	\$ 390,000

TOTAL **\$ 21,035,164** **\$ 92,060,883**

RECOMMENDATION	
Total Alameda CTC Award	MTC Quick Strike
	\$ 1,000,000
	\$ 1,000,000
\$ 1,950,000	
\$ 825,084	
\$ 1,950,000	
\$ 292,000	
\$ 1,479,000	
\$ 867,000	
	\$ 2,000,000
\$ 1,271,000	
\$ 453,000	
	\$ 1,271,000
	\$ 1,415,000
\$ 500,000	\$ -
\$ 267,040	
\$ 322,500	
\$ -	
\$ -	
\$ -	

\$ 10,176,624 **\$ 6,686,000**

Note:

1. City of Dublin Safe Routes to School Improvements funding recommendation includes a recommendation for the design phase only

Transit Capital

Rank	Organization Name	Application Title	Amount Requested	Total Project Cost	RECOMMENDATION	
					Alameda CTC Award	MTC Quick Strike
1	Alameda-Contra Costa Transit District	Oakland Traffic Management Center	\$ 375,000	\$ 500,000	\$ 375,000	
2	San Joaquin Regional Rail Commission	Newark-Albrae Siding Connection Project	\$ 2,000,000	\$ 9,800,000	\$ 2,000,000	
3	Livermore Amador Valley Transit Authority	Passenger Facilities Enhancements	\$ 2,000,000	\$ 2,918,000		\$ 2,000,000
4	City of Oakland	West Oakland Transit Improvements	\$ 1,924,000	\$ 2,697,000	\$ 1,924,000	
5	Alameda-Contra Costa Transit District	Quick Builds	\$ 954,000	\$ 1,272,000		\$ 954,000
6	Alameda-Contra Costa Transit District	Tempo Quick Build Transit Lane Delineation	\$ 300,000	\$ 400,000		\$ 300,000
7	Livermore Amador Valley Transit Authority	Atlantis O&M Facility Bridging Documents	\$ 541,000	\$ 902,000	\$ 541,000	
8	City of San Leandro	MacArthur Boulevard Roundabout, Streetscape, and Park & Ride	\$ 1,500,000	\$ 3,613,000	\$ 623,000	
9	City of Union City - Union City Transit	Union City Electric Bus Infrastructure	\$ 1,500,000	\$ 2,000,000	\$ 1,500,000	
10	City of Berkeley	Adeline Street Transportation Improvements	\$ 495,000	\$ 660,000	\$ 495,000	
11	City of Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	\$ 2,000,000	\$ 16,803,000	\$ 2,000,000	
12	City of Berkeley	Telegraph Avenue Multimodal Corridor	\$ 290,000	\$ 460,000	\$ 290,000	

TOTAL	\$ 13,879,000	\$ 42,025,000	\$ 9,748,000	\$ 3,254,000
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Note:

1. The City of San Leandro funding recommendation includes a partial recommendation and is for the MacArthur Park & Ride Lot component only.
2. The City of Emeryville funding recommendation includes \$154,500.90 that serves as the city's local match for an Active Transportation Plan (ATP) grant secured by the City.

Shuttle Operations

Rank	Organization Name	Application Title	Amount Requested	Total Project Cost	RECOMMENDATION	
					Alameda CTC Award	
1	City of Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	\$ 2,000,000	\$ 21,635,086	\$ 2,000,000	
2	City of San Leandro	LINKS Shuttle	\$ 857,000	\$ 4,232,000	\$ 857,000	
TOTAL			\$ 2,857,000	\$ 25,867,086	\$ 2,857,000	

Plans and Studies

Rank	Organization Name	Application Title	Amount Requested	Total Project Cost	RECOMMENDATION	
					Alameda CTC Award	
1	City of Fremont	East Bay Greenway Trail Study (City of Fremont)	\$ 100,000	\$ 200,000	\$ -	
2	University of California, Berkeley	Ultra Light Rail Freight and Transit Feasibility Study	\$ 100,000	\$ 200,000	\$ -	
TOTAL			\$ 200,000	\$ 400,000	\$ -	

Funding Request and Recommendation Summary

			RECOMMENDATION	
			Alameda CTC Award	MTC Quick Strike
Category	Bicycle/Pedestrian	\$ 21,035,164	\$ 10,176,624	\$ 6,686,000
	Transit	\$ 13,879,000	\$ 9,748,000	\$ 3,254,000
	Shuttle Operations	\$ 2,857,000	\$ 2,857,000	\$ -
	Plans and Studies	\$ 200,000	\$ -	\$ -
	Total	\$ 37,971,164	\$ 22,781,624	\$ 9,940,000
Total Combined Funding Recommendation			\$ 32,721,624	

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Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							6.41	
Changes to Current Programming																
Programming And Allocation Adjustments to previously approved 2020 CIP Update									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954		954					954	New programming/allocation.
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300		300					300	New programming/allocation.
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375		375					375	New programming/allocation.
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON			(7,650)		7,650			(7,650)	Reprogrammed to future year.
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84	New programming/allocation.
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192		192					192	New programming/allocation.
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100		100					100	New programming/allocation.
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	\$ 1,555	\$ 1,555						1,555	Previously Approved Allocation on 1/28/21.
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137	Previously Approved Allocation on 10/22/20.
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40	Previously Approved Allocation on 11/19/20.
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136		136					136	New programming/allocation.
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000		2,000					2,000	New programming/allocation.
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950			1,950				1,950	New programming/allocation.
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852		1,852					1,852	New programming/allocation.
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98		98					98	New programming/allocation.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	11,689	11,689						11,689	Previously Approved Allocation of \$1,587M and \$10,102M respectively on on 3/26/21 and 5/25/21.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	3,000		3,000					3,000	New programming/allocation.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50		50					50	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	(4,800)		(4,800)					(4,800)	Reprogramming as an LPP exchange. \$4.8M in MBB exchanged to CIPID 00155: GoPort
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	3,800	4,800					8,600	Reprogramming as an LPP exchange. Originally \$3.8M. added \$4.8M exchanged from CIPID 00155: GoPort
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Final Design (PS&E)	5,125	5,125						5,125	Previously Approved Allocation on 7/23/20.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125	Previously Approved Allocation on 7/23/20.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	STIP	RIP	HWY	CON	50		50					50	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)			(12,000)		12,000			(12,000)	Reprogrammed to future year.
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	(66,150)	(66,150)						(66,150)	Previously approved reprogramming on March 2018, Alameda CTC (CIPID0084) to Union City (CIPID 00333).
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50		50					50	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	4,800		4,800					4,800	Reprogramming as an LPP/MBB exchange. \$4.8M in MBB TEP-26 exchanged from CIPID 00071: SR84-I680.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800		3,800						Reprogramming as an LPP/MBB exchange. Originally \$8.6M LPP. \$4.8M moved to CIPID 00071: SR84-I680.

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)									
Changes to Current Programming									Prior Allocations		Two-Year Allocation Plan		Future Programming				
Programming And Allocation Adjustments to previously approved 2020 CIP Update																	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes	
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	678	678						678	Previously Approved Allocation on 10/22/20.	
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	360		360					360	New Programming/Allocation.	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	200		200					200	New programming/allocation serving as match to MTC Quick-Strike program funds (CIPID 00407).	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	(1,246)		(500)	(500)	(246)			(1,000)	New programming/allocation to specific SR2S Mini-grants CIPID 00357 to 00372.	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	(200)	(200)						(200)	New programming/allocation to specific SR2S Mini-grants CIPID 00357 to 00372.	
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	(3,640)	(3,000)	(3,000)		2,360			(6,000)	Previously Approved Programming on 4/22/21: \$3,640M moved to CIPID 00339; funds reprogrammed.	
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793		5,793					5,793	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.	
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	375		375					375	New programming/allocation.	
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	800	800						800	Previously Approved Allocation on 11/19/20.	
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	10,000	10,000						10,000	Previously Approved Allocation on 5/27/21.	
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966	Previously Approved Allocation on 5/27/21.	
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50		50					50	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.	
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	1,500	1,500						1,500	Previously Approved Allocation on 11/19/20.	
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Various	Various	315		315					315	Previously Approved Recommendation 5/27/21. Allocation subject to MTC/CTC final approval.	
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	160		160					160	New programming/allocation.	
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	1,500		1,500					1,500	New programming/allocation.	
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	354		354					354	New programming/allocation.	
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.	
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741			741				741	New programming/allocation.	
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85			85				85	New programming/allocation.	
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-27	Freight	CON	\$ 3,640	\$ 3,640						3,640	Previously Approved Programming on 4/22/21: \$3,640M moved from CIPID 00209 to CIPID 00339.	
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-27	Freight	CON	\$ (3,640)	\$ (3,640)						(3,640)	Deprogrammed TEP-27 to change fund source to TEP-46 funds in like amount.	
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	\$ 3,640	\$ 3,640						3,640	Adjustment to o change fund source to TEP-46 funds in like amount of TEP-27.	
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	(5,000)	(5,000)						(5,000)	Reprogrammed funds to CIPID 00341: BART Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	7,650		7,650					7,650	New programming/allocation.	
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	\$ 5,000		5,000					5,000	New programming/allocation. Reprogrammed funds from CIPID 00216: BART Bay Fair Connection.	
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117	Previously Approved Allocation on 10/22/20.	
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52	Previously Approved Allocation on 11/19/20.	
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22		22					22	New programming/allocation.	

Alameda CTC Comprehensive Investment Plan Changes to Current Programming Programming And Allocation Adjustments to previously approved 2020 CIP Update								Programming and Allocations (\$ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52		52					52	New programming/allocation.
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110		110					110	New programming/allocation.
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180		180					180	New programming/allocation.
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61		61					61	New programming/allocation.
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153		153					153	New programming/allocation.
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057			1,057				1,057	New programming/allocation.
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Transit	Transit	PE/Env	495			495				495	New programming/allocation.
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(388)		(194)	(194)	(194)			(388)	Deallocation. Project Sponsor cancelled project.
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94		94					94	New programming/allocation.
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	\$ 500		500					500	New programming/allocation.
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41		41					41	New programming/allocation.
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226			226				226	New programming/allocation.
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380	Previously Approved Allocation on 11/19/20.
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000		2,000					2,000	New programming/allocation.
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022- FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000			500	500	500	500	500	New programming/allocation.
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267		267					267	New programming/allocation.
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271		1,271					1,271	New programming/allocation.
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415		1,415					1,415	New programming/allocation.
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162		162					162	New programming/allocation.
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490	Previously Approved Allocation on 10/22/20.
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	\$ 2,300		2,300					2,300	Previously Approved Recommendation on 5/27/21. Allocations subject to MTC final approval.
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000		2,000					2,000	New programming/allocation.
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541		541					541	New programming/allocation.
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17		17					17	New programming/allocation.

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)									
Changes to Current Programming									Prior Allocations		Two-Year Allocation Plan		Future Programming				
Programming And Allocation Adjustments to previously approved 2020 CIP Update																	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes	
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84	New programming/allocation.	
00404	Livermore	Robertson Park/Concannon and Epton/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81		81					81	New programming/allocation.	
00404	Livermore	Robertson Park/Concannon and Epton/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242			242				242	New programming/allocation.	
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	600		600					600	New programming/allocation.	
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.	
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43		43					43	New programming/allocation.	
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323		453					453	New programming/allocation.	
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130		130					130	New programming/allocation.	
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	187	187						187	Previously Approved Allocation on 10/22/20.	
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215	Previously Approved Allocation on 10/22/20.	
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.	
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60		60					60	New programming/allocation.	
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125		125					125	New programming/allocation.	
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200		200					200	New programming/allocation.	
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000	New programming/allocation.	
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000	New programming/allocation.	
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200					200	New programming/allocation.	
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98		98					98	New programming/allocation.	
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207		207					207	New programming/allocation.	
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21		21					21	New programming/allocation.	
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398			1,398				1,398	New programming/allocation.	
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19		19					19	New programming/allocation.	
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120	Previously Approved Allocation on 10/22/20.	
00355	Pleasanton	Division Street/St. Mary’s Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62	Previously Approved Allocation on 11/19/20.	
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717			717				717	New programming/allocation.	
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150			150				150	New programming/allocation.	
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128	Previously Approved Allocation on 10/22/20.	
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	743			149	154	217	223	149	New programming/allocation.	
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114			57	57			57	New programming/allocation.	

Alameda CTC Comprehensive Investment Plan Changes to Current Programming Programming And Allocation Adjustments to previously approved 2020 CIP Update								Programming and Allocations (\$ x 1,000)									
									Prior Allocations	Two-Year Allocation Plan		Future Programming					
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes	
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75	Previously Approved Allocation on 11/19/20.	
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387		1,387					1,387	New programming/allocation.	
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92		92					92	New programming/allocation.	
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Transit	Transit	CON	543				543				New programming/allocation.	
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80				80				New programming/allocation.	
00382	SJRRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235		235					235	New programming/allocation.	
00382	SJRRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765			1,765				1,765	New programming/allocation.	
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	141		67	74				141	New programming/allocation.	
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	2,500	4,200					6,700	Previously approved reprogramming on March 2018, Alameda CTC (CIPID0084) to Union City (CIPID 00333).	
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10		10					10	New programming/allocation.	
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71		71					71	New programming/allocation.	
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500		1,500					1,500	New programming/allocation.	
Totals								54,349	(18,294)	39,323	8,912	22,904	717	723	26,141		

Total 2-year Allocations	\$ 48,235
Total 5-year Programming	\$ 72,579

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Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							6.4E
2022 CIP Five-Year Programming and Two-Year Allocation Plan									Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY22-23)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase		Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954		954					954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300		300					300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375		375					375
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY22-23)
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487					3,487	
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827					827	
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124					124	
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443					443	
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451					4,451	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244					244	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244					244	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434					434	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097					1,097	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376		6,376				6,376	
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200					8,200	
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75					75	
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84		84				84	
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192		192				192	
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100		100				100	
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555					1,555	
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565					1,565	
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000					7,000	
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62					62	
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88					88	
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600					7,600	
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245					245	

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300		9,300					9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136		136					136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000		2,000					2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950			1,950				1,950
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852		1,852					1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98		98					98
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400	2,400						2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	11,689	11,689						11,689
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	8,500	5,500	3,000					8,500
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	CON	50		50					50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	20,000						20,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500	81,500						81,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	1,400	6,200	(4,800)					1,400
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	3,800	4,800					8,600
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	STIP	RIP	HWY	CON	50		50					50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000						20,000

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	10,000	10,000						10,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50		50					50
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	22,800	18,000	4,800					22,800
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000	23,000						23,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000	37,000						37,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800		3,800					3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	4,200	4,200						4,200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270						270

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,767	1,767						1,767
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,004	644	360					1,004
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,708	1,508	200					1,708
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	254				254			
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	2,360				2,360			
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500	22,500						22,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	5,793		5,793					5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,595	16,595						16,595
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	875	500	375					875
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	10,000	10,000						10,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50		50					50
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500	5,500						5,500

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	1,500	1,500						1,500
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500	2,800	6,700	6,700	7,300			16,200
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Various	Various	315		315					315
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	160		160					160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	1,500		1,500					1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning/ Scoping	354		354					354
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741			741				741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85			85				85
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797	305	159	164	169			628
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-27	Freight	CON	3,640	3,640						3,640
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-27	Freight	CON	(3,640)	(3,640)						(3,640)
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env								
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	10,000	7,650					17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000		5,000					5,000
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22		22					22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52		52					52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110		110					110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180		180					180
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61		61					61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153		153					153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057			1,057				1,057
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Transit	Transit	PE/Env	495			495				495
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004	389	192	198	225			779
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940	376	188	188	188			752
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486	324	162					486
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	582	388						388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94		94					94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	500		500					500
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41		41					41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226			226				226
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747	272	153	157	165			582
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952	380	225	171	176			776
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,000	500					2,500
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225	225						225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000		2,000					2,000
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000			500	500	500	500	500
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646

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2022 CIP Five-Year Programming and Two-Year Allocation Plan															
2022 CIP Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731	279	149	151	152			579
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / Warm Springs Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267		267					267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271		1,271					1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415		1,415					1,415
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250		250					250

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162		162					162
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	39	16	16	16			71
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140	49	28	30	33			107
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300		2,300					2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000		2,000					2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541		541					541
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023	339	200	234	250			773
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17		17					17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81		81					81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242			242				242
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	600		600					600
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325

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00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000	4,000						4,000
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	Multiple	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43		43					43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323		453					453
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130		130					130
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,320	330					1,650
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	790	790						790
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000	4,000						4,000
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60		60					60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125		125					125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200		200					200
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200					200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98		98					98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207		207					207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21		21					21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398			1,398				1,398
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19		19					19
00332	Piedmont/ EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped		CON	120	120					
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary’s Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717			717				717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150			150				150
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	820	200					1,020
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	743			149	154	217	223	149
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114			57	57			57
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821		1,821					1,821
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387		1,387					1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92		92					92
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Transit	Transit	CON	543				543			
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80				80			
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235		235					235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765			1,765				1,765
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	215	179	189	118			583
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51

Alameda CTC Comprehensive Investment Plan 2022 CIP Five-Year Programming and Two-Year Allocation Plan 2022 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	2,500	4,200					6,700
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10		10					10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71		71					71
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500		1,500					1,500
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419	96	103	108	112			307
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
Totals								1,361,738	1,220,063	89,831	17,838	32,502	717	723	1,327,732

Total 2-year Allocations	\$ 107,669
Total 5-year Programming	\$ 141,611



Memorandum

6.5

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• 510.208.7400

• www.AlamedaCTC.org

DATE: July 15, 2021

TO: Alameda County Transportation Commission

FROM: Gary Husingh, Deputy Executive Director of Projects
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Approve actions necessary to facilitate project advancement into the construction phase for the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project

Recommendation

It is recommended the Commission approve the following actions related to the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project (Project), which is included in the 2014 Transportation Expenditure Plan:

1. Approve Resolution 21-013 and Regional Measure 3 Initial Project Report (RM3-IPR) (Attachment A) to request Metropolitan Transportation Commission (MTC) allocation of \$80 million RM3 funds for the Construction (CON) phase through a Letter of No Prejudice (LONP);
2. Approve final project funding of \$66.4 million;
3. Authorize the Executive Director or designee to enter into all necessary agreements including a Cooperative Agreement with the California Department of Transportation (Caltrans).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard project (Project).

The delivery of the I-680 Southbound Express Lane is currently being coordinated with an upcoming Caltrans pavement rehabilitation project along the same section of I-680. Coordination of these two projects will lead to a significant cost savings of approximately \$18 million and, more importantly, will minimize inconvenience and reduce impacts to the traveling public during the many months of construction in an already very congested corridor.

The current estimated total cost of the project is \$259 million, from inception to completion of construction. The project is currently funded by a combination state, regional and local funds totaling \$192.6 million. The Project is currently in the Design phase and scheduled to be ready for construction advertisement by fall 2021.

In order to address Caltrans' requirements and to advance the project into the construction phase, staff is recommending several Commission actions to finalize the project funding plan. The current funding required to complete the project is \$66.4 million.

Background

The Alameda CTC is the project sponsor and implementing agency of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard project which passes through the community of Sunol and the cities of Dublin and Pleasanton. The Project includes reconstruction of the concrete median barrier, construction of retaining walls, relocation of existing sound walls, pavement widening, and reconstruction to accommodate the addition of 9-miles of southbound High Occupancy Vehicle/Express Lane (HOV/EL) from SR-84 to Alcosta Boulevard. Tolling equipment, including vehicle sensors, toll readers, rear-facing cameras, enforcement beacons, and utility cabinets will also be installed. The project includes HOV/EL signage, including larger signs mounted on cantilevered overhead sign structures spanning the HOV/EL, and smaller signs mounted on the concrete median barrier. The larger signs will include Variable Toll Message Signs (VTMS) to display the prices for using the express lane facility.

Anticipated benefits of the southbound project include improved efficiency of the transportation system on southbound I-680 between SR-84 and Alcosta Boulevard to accommodate the current and future traffic demand, improved travel time and travel reliability for all users, including HOV and transit users, and optimization of freeway system management and traffic operations. When this project is complete, it will close a gap in the southbound HOV/EL along I-680, by connecting the I-680 Sunol Express Lanes, operated by Alameda CTC, with the Bay Area Infrastructure Finance Authority's (BAIFA) I-680 HOV/EL in Contra Costa County, resulting in a 48-mile long I-680 southbound express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to SR-237 in Milpitas (in Santa Clara County). This will relieve congestion on two of MTC's ten most congested freeway segments, and will provide benefits such as significantly relieving congestion and improving regional and interregional traffic. This will allow for increased people-throughput by providing infrastructure for express buses and carpools and optimize freeway system management and traffic operations.

In early 2019, staff learned that Caltrans had begun the final design of a major project to rehabilitate the pavement along I-680 from SR-84 to Alcosta Boulevard – the same corridor segment as this project. This Caltrans project is programmed to be funded with the State Highway Operation and Protection Program (SHOPP) funds and was scheduled to start construction in fall 2020. Alameda CTC staff approached Caltrans to discuss combining the Caltrans project with Alameda CTC's I-680 Express Lane Project. Caltrans was receptive to combining the southbound portion of their SHOPP project with Alameda

CTC's I-680 Southbound Express Lane Project. Combining the two projects required Caltrans to delay the construction of their project by one year, and Alameda CTC to expedite delivery of the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project by one year. Staff has prepared an expedited schedule to meet this deadline, including advancing the design of the southbound Project, with the final design phase anticipated to be complete in mid-July 2021.

The current estimated total cost of the project is \$259 million, from inception to completion of construction. The current funding plan includes funding secured through the following fund sources:

Fund Source	Funding Program	Amount (\$ millions)
Local	2014 Measure BB I-680 HOT/HOV Lane from SR-237 to Alcosta (TEP-35)	54.5
State	Senate Bill 1 (SB1) Local Partnership Program (LPP) Competitive	25.0
	SB1- LPP formula funds (MTC-BATA share)	10.0
	SB1- LPP formula funds (Alameda CTC share)	12.0
	State Transportation Improvement Program (STIP)	11.1
Regional	Regional Measure 3 (RM3)	80.0
Total Secured Funding		\$192.6

As indicated in the table above, strategic investment of \$54.5 million local 2014 Measure BB funds has resulted in leveraging \$138.1 million of external state and regional funds for this project. The project is ready to move into the construction phase with the state anticipated to recommend allocations for the SB-1 and STIP funds in December 2021. As often is the case for any agency investing in the state highway system, the State has strict requirements including having an approved project funding plan in time to enter into cooperative agreements with Caltrans by September 2021.

In order to address Caltrans' requirements and to advance the project into the construction phase, staff is recommending several Commission actions to finalize the project funding plan. The current funding required to complete the project is \$66.4 million. A detailed summary of each recommended action is listed below.

Action 1 – Regional Measure 3 (RM3) Program and Letter of No Prejudice (LONP) Request

RM3 was approved by voters in the nine county San Francisco Bay Area in June 2018. The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane

improvements, major transit investments in operations and capital projects, and active transportation, funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

RM3 provides a total of \$300 million in toll funds for the Bay Area Express Lane Network, which is one of six RM3 programmatic categories subject to further programming by MTC. At its May 2020 meeting, MTC approved a recommendation for initial programming of the RM3 Bay Area Corridor Express Lanes program category, which included \$80 million towards the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project.

RM3 is currently under litigation, and revenue collected to date is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC Commission adopted the RM3 Policies and Procedures that included a process to advance projects through an LONP process. Under an RM3 LONP, a project sponsor can obtain MTC Commission approval to move forward with a specific scope of work, using non-RM3 funds, and retain RM3 eligibility for that scope. If and when RM3 litigation is resolved and the MTC Commission can make RM3 allocations, the project sponsor would be able to receive an allocation for that scope of work, and be reimbursed with RM3 funds. The project sponsor would proceed with an LONP at their own risk; if RM3 funds do not become available for allocation, there is no expectation that MTC will provide alternate funds.

In the event RM3 funds are not made available, staff will bring back an alternate funding proposal that could include a combination of eligible state, regional and local funding sources to be proposed towards the Project.

Staff recommends Commission approval of Resolution 21-013 and RM3-IPR to request an MTC allocation of \$80 million RM3 funds for the construction phase of the Project, through a LONP. Upon approval, Alameda CTC will forward the LONP request to MTC for consideration.

Action 2 – Final project funding of \$66.4 million to close funding need

At the February 2021 meeting, the Commission approved a STIP amendment action to include the Project into the STIP and prioritized an amount up to \$40 million of future STIP revenues on the construction phase of the project, subject to availability by the California Transportation Commission (CTC). In June 2021, the CTC informed Alameda CTC the available STIP capacity was approximately \$11.1 million. The CTC's capacity constraint for providing the entire \$40 million STIP funds has increased the overall funding gap of the Project to \$66.4 million.

To close this \$66.4 million funding gap for the construction phase of the Project, it is recommended that the Commission program a loan of \$66.4 million from the 2000 Measure B capital account. Based on current cash flow projections for the I-680 express lane operations, the \$66.4 million of net operating revenues needed to reimburse the 2000 Measure B capital account could be generated within approximately 20 years of opening

the southbound express lane. In effect, the recommended action is a means by which the construction can be funded by advancing the anticipated express lane revenues.

Staff recommends the following actions required to advance the Project into the construction phase:

1. Approve Resolution 21-013 and RM3-IPR to request MTC allocation of \$80 million RM3 funds for the Construction (CON) phase through an LONP;
2. Approve the final project funding of \$66.4 million;
3. Authorize the Executive Director or designee to enter into all necessary agreements including a Cooperative Agreement with Caltrans.

Next Steps

Upon Commission approval, staff will forward the RM3 forward the LONP request to MTC for consideration. Staff will also work with Caltrans to submit the request for allocation of SB 1 LPP and STIP funds to CTC, which includes execution of the cooperative agreement by September 2021, CTC will be considering these allocations at their December 2021 meeting.

Fiscal Impact: The action will authorize the allocation of \$80 million RM3 funds for subsequent expenditure. The recommended action will also result in \$66.4 million from the 2000 Measure B Capital account being allocated to the construction phase of the Project. The toll revenue pay back plan to the 2000 Measure B Capital account will be included in the future I-680 Corridor Express Lanes Expenditure Plan. No expenditures from the advancement of the anticipated toll revenues will be approved until the Sunol Joint Powers Authority (JPA) commits to paying back the funds used to advance the toll revenues. Based on the recommended actions a total of \$146.4 million will be incorporated into the project funding plan, and sufficient budget will be included in the proposed Alameda CTC FY 2021-22 Capital Program Budget.

Attachments:

- A. Resolution 21-013 and RM3 Initial Project Report
- B. I-680 Express Lanes from SR-84 to Alcosta Boulevard Project Fact Sheet

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Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board President Elsa Ortiz

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Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution No. 21-013

RM3 Implementing Agency Resolution of Project Compliance Letter of No Prejudice Request

Implementing Agency: Alameda County Transportation Commission
**Project Title: I-680 Southbound Express Lanes from SR-84 to Alcosta
Boulevard**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report and LONP Request Form, and incorporated herein as though set forth at length, lists the project,

purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Alameda CTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Alameda CTC will fund the scope of work covered under the LONP with Alameda CTC Local Measure funds; and be it further

RESOLVED, that Alameda CTC proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that Alameda CTC will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Alameda CTC approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Alameda CTC is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC is authorized to submit an application for an LONP request for Regional Measure 3 funds for (project name) in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Alameda CTC certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact

Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Alameda CTC making LONP requests for Regional Measure 3 funds; and be it further

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

RESOLVED, that Alameda CTC shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Alameda CTC agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Alameda CTC shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Alameda CTC authorizes its Executive Director or his/her designee to execute and submit an LONP request for the environmental phase with MTC for Regional Measure

RESOLVED, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the RM3 LONP Request and Subproject IPR, as detailed in Exhibit A

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

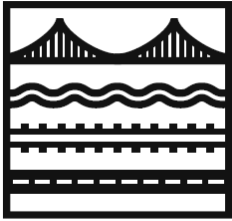
SIGNED: _____ **ATTEST:** _____

Pauline Russo Cutter

Chair, Alameda CTC

Vanessa Lee

Clerk of the Commission



Regional Measure 3

LONP Request

SB 595 Project Information

Project Number	2
Project Title	Bay Area Corridor Express Lanes
Project Funding Amount	\$300 million

Subproject Information

Subproject Number	2.1
Subproject Title	I -680 Southbound Express Lane between SR84 and Alcosta Blvd
Subproject Funding Amount	\$80 million

I. RM3 LONP Request Information

Describe the scope of the deliverable phase requested for LONP. Provide background and other details as necessary.

Project funding requested is for the construction phase of I-680 Southbound Express Lane between SR84 and Alcosta Blvd. The Project includes reconstruction of the concrete median barrier, construction of retaining walls, relocation of existing sound walls, and pavement widening and reconstruction to accommodate the addition of 9-miles of southbound express lane. Tolling equipment, including vehicle sensors, toll readers, rear-facing cameras, enforcement beacons, and utility cabinets will also be installed. The project includes express lane signage, including larger signs mounted on cantilevered overhead sign structures spanning the express lane, and smaller signs mounted on the concrete median barrier. The larger signs will include Variable Toll Message Signs (VTMS) to display the prices for using the express lane facility. Final Environmental and Project Approval was completed in November 2020. Currently project is in the Plans, Specifications & Estimate (PS&E) and right of way acquisition phase. PS&E and right of way work is scheduled to be completed in October 2021 and construction work is expected to begin in April 2021.

At its May 27, 2020 meeting, MTC approved a recommendation for initial programming of the RM3 Bay Area Corridor Express Lanes program category, which included \$80 million towards the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project.

Project phase being requested	Construction
RM3 funding amount planned for this phase	\$80 million
Substitute funding source (if multiple, list amounts)	Alameda CTC tax measure
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 IPR resolution for the allocation being requested	07/22/2021

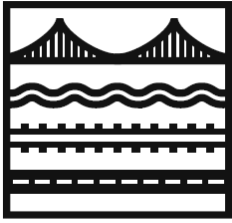
Note: LONP requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

Describe your plan for fully funding this project in the case that RM3 funding is not made available. This includes funding through construction if the LONP request is for an earlier phase.

The 2014 Measure BB Transportation Expenditure Plan (TEP) identifies funds for congestion relief projects within Alameda County. With the limited MBB funds available, Alameda CTC has developed a strategic investment plan to invest these funds for a suite of projects (on the SHS and Arterials). In the event RM3 funds are not made available, MBB funds intended for these projects would have to be reprioritized and repurposed towards the I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project.

List any other planned bridge toll allocation requests in the next 12 months

None.



Regional Measure 3

Initial Project Report

Subproject Details

SB 595 Project Information

Project Number	2
Project Title	Bay Area Corridor Express Lanes
Project Funding Amount	\$300 million

Subproject Information

Subproject Number	2.1
Subproject Title	I-680 Southbound Express Lane between SR84 and Alcosta Blvd.
Subproject Funding Amount	\$80 million

I. Overall Subproject Information

a. Subproject Sponsor / Co-sponsor(s) / Implementing Agency

Alameda County Transportation Commission (Ala CTC)

b. Detailed Subproject Description *(include definition of deliverable segment if different from subproject)*

I-680 Southbound Express Lane extends from SR-84 to Alcosta Boulevard through the community of Sunol and the cities of Dublin and Pleasanton. The Project includes reconstruction of the concrete median barrier, construction of retaining walls, relocation of existing sound walls, and pavement widening and reconstruction to accommodate the addition of 9-miles of southbound express lane. Tolling equipment, including vehicle sensors, toll readers, rear-facing cameras, enforcement beacons, and utility cabinets will also be installed. The project includes express lane signage, including larger signs mounted on cantilevered overhead sign structures spanning the express lane, and smaller signs mounted on the concrete median barrier. The larger signs will include Variable Toll Message Signs (VTMS) to display the prices for using the express lane facility.

Anticipated benefits of the southbound express lane project include improved efficiency of the transportation system on southbound I-680 between SR-84 and Alcosta Boulevard to accommodate the current and future traffic demand, improved travel time and travel reliability for all users, including highway occupancy vehicle (HOV) and transit users, and optimization of



freeway system management and traffic operations. When this project is complete, it will close a gap in the southbound HOV/EL along I-680, by connecting the I-680 Sunol Express Lanes, operated by Alameda CTC, with the Bay Area Infrastructure Finance Authority's (BAIFA) I-680 HOV/EL in Contra Costa County, resulting in a 48-mile long I-680 southbound express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to SR-237 in Milpitas (in Santa Clara County). This will relieve congestion on two of MTC's ten most congested freeway segments, and will provide benefits such as significantly relieving congestion and improving regional and interregional traffic. This will allow for increased people-throughput by providing infrastructure for express buses and carpools and optimize freeway system management and traffic operations.

c. Impediments to Subproject Completion

Environmental: This project requires permits from California Department of Fish and Wildlife (CDFW), United States Army Corps of Engineers (USACE), and California Regional Water Quality Control Board (CRWQCB). All these agencies have been well briefed about the project through various coordination meetings. All the permit applications have already been submitted. Based on follow up meetings with the regulatory agencies, there are no outstanding issues that would impact the issuance of these permits in time. All permits expected to be issued by mid-August 2021, well before the ready to list (RTL) date of October 15, 2021. Environmental mitigation has been identified, and mitigation agreements have been already been executed.

Design - Plans, Specifications and Estimates (PS&E): PS&E work has been in progress since March 2020. 95% PS&E plans were reviewed by Caltrans in April 2021 and design team is on schedule to complete 100% PS&E by mid-July 2021. Since this project has only one build alternative and the project geometrics have been vetted through Caltrans and various permitting agencies, no risks are anticipated completing the project design by mid-October 2021.

Right-of-Way Activities/Acquisition: This project requires 5 temporary construction easements (TCEs) from 4 property owners. No permanent property rights are required. Offers have been made and negotiations are in progress with these property owners. Based on initial discussions with the property owners, no risks are anticipated to complete the negotiations and right of way contracts in time to achieve right of way certification by mid-October 2021. Project requires a permit from Bay Area Regional Transit (BART) and design plans review by Union Pacific Rail Road (UPRR) Company. BART has already issued a draft permit. Alameda CTC has submitted design plans to UPRR through an expedited review process.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

The project team has been proactively managing scope, schedule and budget risks throughout project development activities that will be continued during construction to minimize/mitigate the risks. The project has already achieved 95% and on schedule to complete 100% design by mid-July 2021 including confirmation of the project scope elements and cost estimates. Project plans, specifications, estimates and other technical aspects have been gone through PEER reviews at various milestones and have been fully



vetted. The project team uses a master schedule and a deliverable log to status project on a regular basis. A risk register has been developed capturing scope, schedule and cost variables using Caltrans guidelines. The project team reviews and updates the risk register on a regular basis to reflect the latest status and to identify avoidance and mitigation measures.

Support budget has been developed with a bottoms-up approach, being managed at a very detailed task level and expenditures are well within the planned budget and consistent with the project progress. Capital construction budget is developed using Caltrans engineering estimate methodology based on a detailed contract item list and using unit prices reflective of latest market conditions. Capital and support budgets both include 10% contingency and capture appropriate escalations to the years of expenditures. These contingencies and escalation factors have been developed using current & future market conditions, considering magnitude, complexity and duration of the project and using data from similar projects.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

California Department of Transportation (Caltrans) as the owner and operator of the state highway system will be responsible for maintaining existing general purpose lanes and associated traffic elements. Alameda CTC will maintain and operate the express lane and associated tolling equipment. Ala CTC and Caltrans will enter into an operations and maintenance agreement to cover roles and responsibilities of both agencies.

f. Project Graphic(s)

See Figure 1

II. Subproject Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☒ No ☐

Environmental Document for this project is Initial Study with Negative Declaration pursuant to California Environmental Quality Act (CEQA) and Environmental Assessment (EA) pursuant to National Environmental Policy Act (NEPA). EIR/EA was completed in November 2020.

b. Design

Project is currently in detailed design (Plans, Specifications and Estimate – PS&E) phase. 95% PS&E was completed in March 2021. Final PS&E is scheduled to complete in July 2021. This project will be design bid build.

c. Right-of-Way Activities / Acquisition



Regional Measure 3 Initial Project Report

Final R/W appraisal maps and property appraisals have already been completed, and offers made to various property owners. Project requires only temporary construction easements. Project team is currently negotiating with the property owners. Based on the on-going discussions with the property owners, no issues are anticipated completing right of way contracts with these property owners consistent with the right of certification schedule. There is a strong public support for this project. Project requires a permit from Bay Area Regional Transit (BART) and design plans review by Union Pacific Rail Road (UPRR) Company. There is no construction work involved within UPRR right of way. BART has already issued a draft permit. Alameda CTC has submitted design plans to UPRR through an expedited review process.

d. Construction / Vehicle Acquisition / Operating

Alameda CTC has successfully completed construction of many large and complex projects including Proposition 1B funded projects. Project team has already engaged Caltrans construction staff, third party constructability reviews as well as private industry experts to develop a biddable and buildable construction contract plans through comprehensive constructability reviews. Project team has developed a draft construction schedule to manage design development and plan for an effective construction management. Project team is using a comprehensive risk management plan to proactively anticipate and manage potential delivery risks.

III. Subproject Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	October 2018	November 2020
Final Design - Plans, Specs. & Estimates (PS&E)	February 2020	October 2021
Right-of-Way Activities /Acquisition (R/W)	February 2020	October 2021
Construction (Begin – Open for Use) / Acquisition (CON)	April 2022	March 2025

IV. Subproject Budget

Capital

Subproject Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$7,000
Design - Plans, Specifications and Estimates (PS&E)	\$20,000



Regional Measure 3 Initial Project Report

Right-of-Way Activities /Acquisition (R/W)	\$7,000
Construction / Rolling Stock Acquisition (CON)	\$225,003
Total Project Budget (in thousands)	\$259,003

Deliverable Segment Budget (if different from subproject budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	

V. Subproject Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

Excel Attachment Included ☒

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Vivek Bhat

Title: Director of Programming

Phone: (510) 208 -7430

Email: VBhat@alamedactc.org



Regional Measure 3 Initial Project Report

Mailing Address: 1111 Broadway, Suite 800, Oakland, CA 94607

Person Preparing Initial Project Report (if different from above)

Name: Gary Sidhu

Title: Project Manager

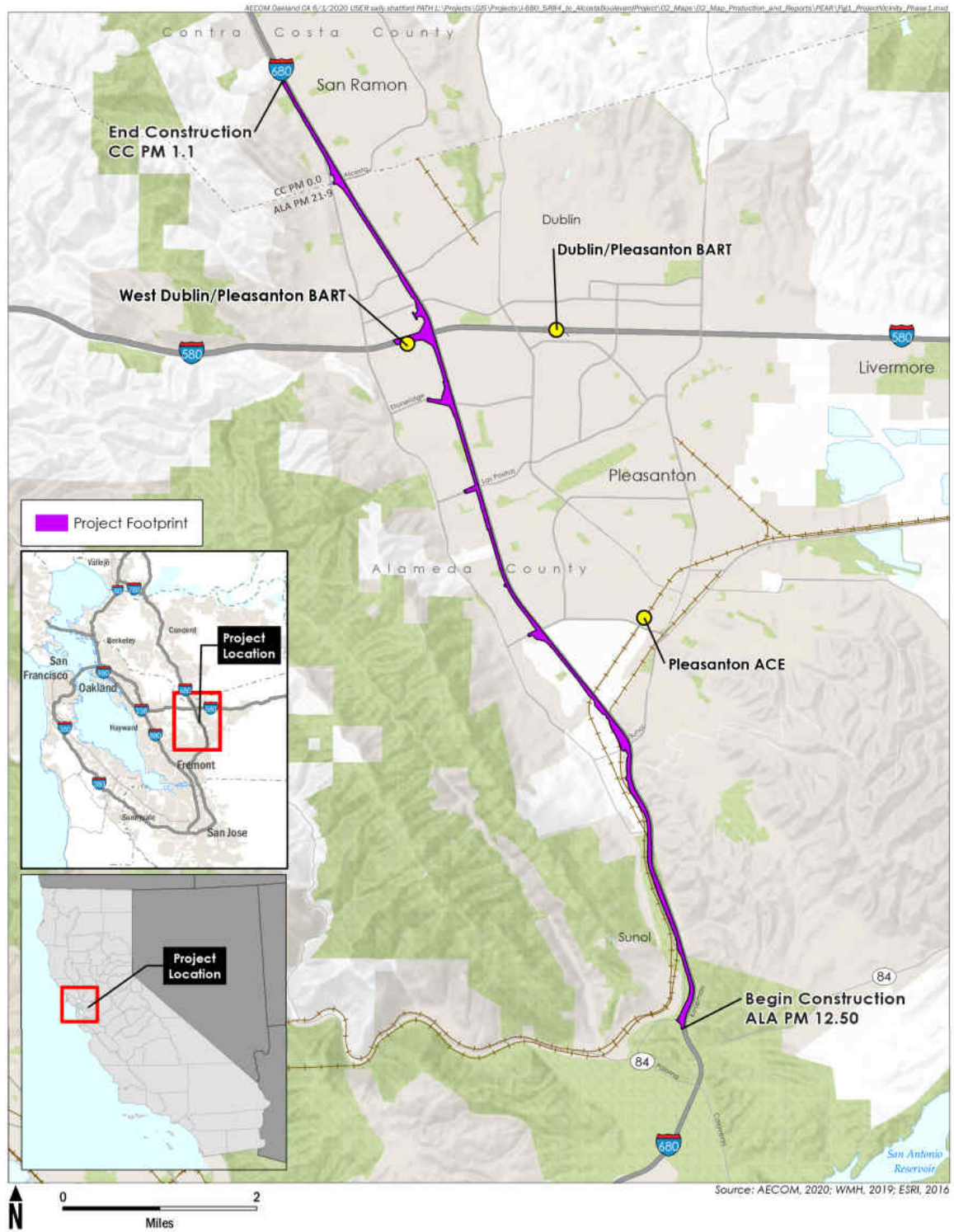
Phone: 510-208-7414

Email: gsidhu@alamedactc.org

Mailing Address: 1111 Broadway, Suite 800, Oakland, CA 94607



Regional Measure 3 Initial Project Report



I-680 Southbound Express Lane (Koopman Road to Alcosta Boulevard)
Alameda and Contra Costa Counties

FIGURE 1
Location Map

Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan

Project Title:	Bay Area Corridor Express Lanes	
Subproject Title	I-680 Southbound Express Lane from SR84 to Alcosta Blvd.	
Project/Subproject Number:	2 / 2.1	
Total RM3 Funding:	\$	80,000,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
	ENV				\$ -
Alameda CTC tax measure		Yes	\$ 7,000	\$ 4,607	\$ 2,393
					\$ -
					\$ -
					\$ -
					\$ -
ENV Subtotal			\$ 7,000	\$ 4,607	\$ 2,393
	PSE				\$ -
Alameda CTC tax measure		Yes	\$ 20,000	\$ 11,075	\$ 8,925
					\$ -
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 20,000	\$ 11,075	\$ 8,925
	ROW				\$ -
Alameda CTC tax measure		Yes	\$ 7,000		\$ 7,000
					\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 7,000	\$ -	\$ 7,000
	CON				\$ -
Alameda CTC tax measure		Yes	\$ 20,500		\$ 20,500
Regional Measure 3		Yes	\$ 80,000		\$ 80,000
Local Partnership Program (Competitive)		Yes	\$ 25,000		\$ 25,000
Local Partnership Program (Formulaic)		Yes	\$ 22,009		\$ 22,009
State Transportation Improvement Program (RIP)		Yes	\$ 11,066		\$ 11,066
Future Toll Revenues		No	\$ 66,428		\$ 66,428
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 225,003	\$ -	\$ 225,003
Capital Funding Total			\$ 259,003	\$ 15,682	\$ 243,321

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Bay Area Corridor Express Lanes
Subproject Title	I-680 Southbound Express Lane from SR84 to Alcosta Blvd.
Project/Subproject Number:	2 / 2.1
Total RM3 Funding:	\$ 80,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM-3	ENV												\$ -		\$ -
Alameda CTC tax measure		\$ 7,000											\$ 7,000	\$ 4,607	\$ 2,393
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 4,607	\$ 2,393
RM-3	PSE												\$ -		\$ -
Alameda CTC tax measure			\$ 20,000										\$ 20,000	\$ 11,075	\$ 8,925
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
PSE Subtotal		\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 11,075	\$ 8,925
RM-3	ROW												\$ -		\$ -
Alameda CTC tax measure			\$ 7,000										\$ 7,000		\$ 7,000
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ROW Subtotal		\$ -	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ -	\$ 7,000
RM-3	CON				\$ 80,000								\$ 80,000		\$ 80,000
Alameda CTC tax measure					\$ 20,500								\$ 20,500		\$ 20,500
LLP (competitive)					\$ 25,000								\$ 25,000		\$ 25,000
LPP (Formulaic)					\$ 22,009								\$ 22,009		\$ 22,009
STIP (IIP)					\$ 11,066								\$ 11,066		\$ 11,066
Future Toll Revenues					\$ 66,428								\$ 66,428		\$ 66,428
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ 225,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225,003	\$ -	\$ 225,003
RM-3 Funding Subtotal		\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ 80,000
Capital Funding Total		\$ 7,000	\$ 27,000	\$ -	\$ 225,003	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 259,003	\$ 15,682	\$ 243,321

Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan

Project Title:	Bay Area Corridor Express Lanes	
Subproject Title	I-680 Southbound Express Lane from SR84 to Alcosta Blvd.	
Project/Subproject Number:	2 / 2.1	
Total RM3 Funding:	\$	80,000,000

(add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

Funding Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
RM 3	ENV												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW												\$ -
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON				\$ 10,000	\$ 30,000	\$ 30,000	\$ 10,000					\$ 80,000
Alameda CTC tax measure					\$ 5,000	\$ 10,000	\$ 5,500						\$ 20,500
LPP (Competitive)					\$ 5,000	\$ 8,000	\$ 7,000	\$ 5,000					\$ 25,000
LPP (Formulaic)					\$ 3,000	\$ 7,000	\$ 10,000	\$ 2,009					\$ 22,009
STIP -RIP					\$ 2,000	\$ 3,566	\$ 3,500	\$ 2,000					\$ 11,066
Future Toll Revenues						\$ 25,000	\$ 25,000	\$ 16,428					\$ 66,428
													\$ -
													\$ -
													\$ -
													\$ -
													\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ 25,000	\$ 83,566	\$ 81,000	\$ 35,437	\$ -	\$ -	\$ -	\$ -	\$ 225,003
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ 10,000	\$ 30,000	\$ 30,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Capital Funding Total		\$ -	\$ -	\$ -	\$ 25,000	\$ 83,566	\$ 81,000	\$ 35,437	\$ -	\$ -	\$ -	\$ -	\$ 225,003

**Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan**

Project Title:	Bay Area Corridor Express Lanes
Subproject Title	I-680 Southbound Express Lane from SR84 to Alcosta Blvd.
Project/Subproject Number:	2 / 2.1
Total RM3 Funding:	\$ 80,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Caltrans -Construction	130000	\$150.00	\$ 19,500,000
Caltrans - Materials & Testing	25000	\$150.00	\$ 3,750,000
Caltrans - Surveys	25000	\$140.00	\$ 3,500,000
Caltrans Environmental	5000	\$129.00	\$ 645,000
Caltrans Design	10000	\$150.00	\$ 1,500,000
Alameda CTC	1598	\$250.00	\$ 399,500
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 29,294,500
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Highway construction	1	155003000	\$ 155,003,000
Toll System Installation	1	33000000	\$ 33,000,000
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 188,003,000
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Alameda CTC Consultant Project Managers			\$ 962,225
Alameda CTC Consultant Toll System Integrator			\$ 5,236,406
Consultants Subtotal			\$ 6,198,631
5. Other direct costs			
			Total Estimated cost
Caltrans - Travel	1		\$ 1,022,322
Alameda CTC - Travel	1		\$ 484,547
Other Direct Costs Subtotal			\$ 1,506,869
Total Estimated Costs			\$ 225,003,000

Comments:

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I-680 Southbound Express Lane (Phase 1) from SR-84 to Alcosta Boulevard

6.5B

JUNE 2021

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard project will close the gap between existing and in-progress high-occupancy vehicle (HOV)/express lane projects directly to the north and south. The project extends for approximately nine miles along I-680 through Sunol, Pleasanton, Dublin and San Ramon.

Design and construction of this project is being rolled out in two phases—southbound (Phase 1) and northbound (Phase 2). Environmental and preliminary engineering studies are complete. Phase 1 final design work was initiated in February 2020.

Concurrent projects in the area include:

- [SR 84 Widening \(Pigeon Pass to I-680\) and SR 84/I-680 Interchange Improvements](#)
- [I-680 Sunol Express Lanes \(Phase 1\)](#)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a nine-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic to and from Silicon Valley, especially in the morning peak period, results in traffic congestion for approximately 10 hours each day.



PROJECT BENEFITS

- Increases the efficiency of the transportation system on I-680 between SR-84 and Alcosta Boulevard to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



I-680 northbound approaching the Calaveras Road off-ramp.



I-680 northbound approaching the SR-84 off-ramp in Sunol.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Plans, Specifications and Estimate (PS&E) for Phase 1.

Project Study Report-Project Delivery Support (PSR-PDS) was approved in September 2018.

Project Report and Environmental Document were approved in November 2020.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, Alameda County, Contra Costa County, the community of Sunol and the cities of Dublin, Pleasanton and San Ramon

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

Planning/Scoping	\$1,000
PE/Environmental	\$6,000
Final Design (PS&E)	\$20,000
Right-of-Way	\$7,000
Construction	\$225,000
Total Cost Estimate	\$259,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$54,500
State (STIP and SB 1) ¹	\$58,100
Regional	\$80,000
TBD	\$66,400
Total Revenues	\$259,000

¹State Transportation Improvement Program (STIP); Senate Bill 1 (SB 1).

SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Fall 2018
Preliminary Engineering/ Environmental (PE-ENV)	Fall 2018	Fall 2020
Final Design	Spring 2020	Fall 2021
Right-of-Way	Spring 2020	Fall 2021
Construction	Spring 2022	Late 2024

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



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 15, 2021

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: Approve actions necessary to facilitate toll system integration services for the I-680 Sunol Express Lanes Project (Phase 1) and I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project

Recommendation

It is recommended that the Commission approve the following actions related to the I-680 Sunol Express Lanes Project (Phase 1) (I-680 Sunol EL Project) and I-680 Southbound Express Lane from SR 84 to Alcosta Boulevard Project (I-680 SB Gap Project):

1. Authorize the Executive Director to execute a sole source agreement with Electronic Transaction Consultants, LLC (ETC) for a not-to-exceed amount of \$4.5 million to design and deploy an interim toll system for the I-680 Sunol EL Project;
2. Approve inclusion of Toll System Integrator (TSI) Services for the I-680 Sunol EL Project in the previously authorized Request for Proposals (RFP) for TSI services for the I-680 Southbound Gap Project;
3. Approve inclusion of Electronic Toll System Operations and Maintenance (O&M) Services in the RFP for TSI services for both the I-680 Sunol EL and I-680 Southbound Gap EL.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency of the I-680 Sunol EL Project, which has constructed a new 9-mile express lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84 and converted the existing southbound controlled-access express lane to an open-access facility between SR 84 and SR 262. The express lanes have been open for use only to carpools since fall 2020. Alameda CTC has terminated the contract with the TSI initially contracted to design and deploy the toll system.

The Alameda CTC is the project sponsor and implementing agency for the I-680 Southbound Gap Project, which will construct a new southbound express lane from SR 84 to Alcosta Boulevard. The Project is currently in the Design phase and scheduled to go into construction

by fall 2021. The Commission authorized the release of an RFP for professional services for a TSI in February 2021, but that authorization was only for the design and deployment of the toll system. A TSI typically provides ongoing O&M services for the life of the toll system because of the proprietary nature of the software coding involved in most aspects of the system.

Staff is recommending several actions to establish an interim tolling system on the existing I-680 Sunol EL and procure a new TSI for a full toll system for both the I-680 Sunol EL and I-680 Southbound Gap EL, and ensure ongoing TSI support for O&M services of the toll system.

Background

Alameda CTC is the project sponsor and implementing agency of the I-680 Sunol Express Lanes Project (I-680 Sunol EL Project), which passes through the cities of Milpitas and Fremont and the community of Sunol, and which has constructed a new 9-mile express lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84 and converted the existing southbound controlled-access express lane to an open-access facility between SR 84 and SR 262. Alameda CTC is also the project sponsor and implementing agency of the I-680 Southbound Express Lanes from SR 84 to Alcosta Boulevard project (I-680 Southbound Gap Project), which passes through the community of Sunol and the cities of Dublin and Pleasanton and which will construct a new 9-mile southbound express lane from SR 84 to Alcosta Boulevard. Collectively, the benefits of these express lanes include improved efficiency of the transportation system on southbound I-680 between SR 237 and Alcosta Boulevard, and on northbound I-680 between Auto Mall Parkway and SR 84, to accommodate the current and future traffic demand; improved travel time and travel reliability for all users, including HOV and transit users; and optimization of freeway system management and traffic operations. In addition, when the I-680 Southbound Gap Project is completed, it will close a gap in the southbound HOV/EL along I-680, by connecting the I-680 Sunol EL, operated by Alameda CTC, with the Bay Area Infrastructure Finance Authority's (BAIFA's) I-680 Express Lanes in Contra Costa County, resulting in a 48-mile long I-680 southbound express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to SR 237 in Milpitas (in Santa Clara County).

In 2016, Kapsch TrafficCom USA, Inc. was selected to provide TSI Services for the I-680 Sunol EL Project. The I-680 Sunol EL have been open for use only to carpools since fall 2020; the toll system for the project has not yet been fully designed or developed. Alameda CTC terminated the contract with Kapsch in June 2021 based on Kapsch's failure to comply with contract requirements. Staff is recommending several actions be taken to expedite initiation of revenue generation on the I-680 Sunol EL and completion of the project.

The first staff recommendation is to authorize the Executive Director to execute a sole source agreement with Electronic Transaction Consultants, LLC (ETC) to design and deploy an interim toll system for the I-680 Sunol EL Project. This interim toll system would expedite initiation of revenue collection and would allow the public to obtain the transportation benefits of express lanes. The interim toll system will not include all functionality expected in a full toll system. These two key features of the interim system that differ from the full toll system:

- The I-680 Sunol Express Lanes will have three southbound toll zones and two northbound toll zones. Motorists using the express lanes will see a FasTrak® charge on

their invoice for each toll zone they use rather than a single charge for the entire trip. This does not affect the total amount charged, only the number of individual charges shown on the invoice. Carpool and Clean Air Vehicle discounts will be applied in accordance with currently adopted toll policies.

- Pricing will be displayed on the variable toll message signs and will vary by time of day, but will not be based on real-time traffic conditions. Staff will develop pricing schedules based on typical traffic conditions and will monitor traffic and update the schedules as needed to closely mimic dynamic toll pricing.

ETC was selected through competitive processes in 2009 and 2013 as the TSI for the I-580 Express Lanes and has been providing ongoing Operations and Maintenance services since the lanes opened for use in 2016. With this experience, ETC has a detailed understanding of Alameda CTC's operational policies and business rules, as well as the regional express lanes electronic interface with the Bay Area Toll Authority's (BATA's) Regional Customer Service Center that is utilized for transaction processing and reconciliation. This interim toll system is expected to operate until a fully functional toll system is designed, developed, and deployed, as noted below.

The second staff recommendation is to approve inclusion of the I-680 Sunol EL Project TSI Services in the previously authorized RFP for the I-680 Southbound Gap Project. This RFP was authorized in February 2021 and is expected to be released in August 2021. The scope of work for the RFP would be expanded to include design, development, and implementation of a full toll system for the I-680 Sunol EL with all of the functionality originally envisioned, which is consistent with all of the Bay Area express lanes. The selected TSI would develop a single toll host system for both segments of the I-680 express lanes corridor in Alameda County; the roadside toll systems would have the same functionality but may have some differences in equipment. The joint procurement is cost-effective and will ensure both projects are completed in a timely manner. Once the fully-functional I-680 Sunol EL toll system is in operation, the interim toll host system will be decommissioned and the field equipment (toll gantries, cabinets, signage) absorbed into the new full toll system.

The third staff recommendation is to approve inclusion of Electronic Toll System O&M Services in the RFP for TSI services for both the I-680 Sunol EL and I-680 Southbound Gap project. Once a new toll system has begun revenue services and completed all operational testing, ongoing O&M is necessary to ensure transaction and toll collection is being performed accurately, toll pricing and other messages are being displayed accurately, and all operations are in accordance with the agency's business rules. A TSI typically provides ongoing O&M services for the life of the toll system because of the proprietary nature of the software coding involved in most aspects of the system.

Staff notes that the interim I-680 Sunol EL toll system will require ongoing O&M services as long as it is in use. Because the performance metrics associated with O&M services have not yet been fully developed, this element of the scope of work will be included only as an optional task. Staff anticipates bringing an action item to the Commission in October 2021 to address the budget to incorporate O&M services for the interim I-680 Sunol EL toll system.

Levine Act Statement: ETC did not report a conflict in accordance with the Levine Act.

Fiscal Impact: This action will commit \$4.5 million in previously allocated Measure B funds, which are included in the project funding plan and in Alameda CTC's FY 2021-22 Capital Program Budget.



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 15, 2021

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Approve actions to facilitate the completion of environmental permit requirements for the State Route 84 Expressway Widening Project

Recommendation

It is recommended that the Commission approve the following actions related to the State Route 84 (SR-84) Expressway Widening project:

1. Award a contract in the amount of \$350,920 to Marshall Brothers Enterprises, Inc. (MBE) for plant establishment work along State Route 84 in Livermore from Ruby Hill Drive to Jack London Boulevard (R21-0005); and
2. Authorize the Executive Director to execute Amendment No. 9 to the Professional Services Agreement No. A05-0004 with AECOM Technical Services, Inc. (AECOM) for an additional amount of \$50,000 for a total not-to-exceed amount of \$16,760,000 and an extension to December 31, 2024 to provide support as required to ensure compliance with project permit requirements.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the SR-84 Expressway Widening Project, which opened to the public on November 27, 2018. As part of the Vegetation Restoration Plan and environmental permits pertaining to the Project, Alameda CTC was required to replace impacted landscape features and maintain them for a period of five years. Replacement planting and two years of the five-year plant establishment work was achieved as part of the main roadway contract. To fulfill the plant establishment work required for the remaining three years, Alameda CTC advertised Contract No. R21-0005.

Alameda CTC received only a single bid on the contract, from MBE. A thorough evaluation of MBE's bid was completed and staff has concluded that an award to MBE for the bid amount of \$350,920 is competitive, fair and reasonable. Annual permit compliance reporting will be required for this work which is anticipated to be completed by December 31, 2024. It

is proposed that AECOM, the Engineer of Record, continue to perform this reporting service until the permit conditions are satisfied with an additional budget of \$50,000.

Background

The SR-84 Expressway Widening Project is one of several projects on SR-84 that will bring the overall facility to expressway standards. The SR-84 from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements Project, which broke ground last month, is the final phase of the improvements on SR 84 between I-580 and I-680. In cooperation with Caltrans, the SR-84 Expressway Widening Project was opened to the public on November 27, 2018. Under the Vegetation Restoration Plan and environmental permits pertaining to the Project, Alameda CTC has various responsibilities, including replacement planting and plant establishment work that must be completed before Caltrans will accept the Project. On-site restoration landscaping, irrigation, and two years of the required five-year plant establishment period were completed as part of the main construction contract. Alameda CTC, under the cooperative agreement with Caltrans and the associated project permits, must perform the remaining three years of plant establishment work.

It is estimated that approximately 945 plants of the 15,194 plants (or 6.2 percent) that were installed as part of the roadway construction work will require replacement. Replacements observed at the project location have been attributed to several species, that while drought tolerant, have displayed sensitivities to the salinity of reclaimed water. Only plant groups that have demonstrated higher on-site resiliency have been selected for use in the replacement strategy. In addition to general project landscaping, there is also on-site mitigation plantings. Overall the mitigation replanting areas are on track to meet the success criteria outlined in the permits and it is anticipated that only a routine maintenance regimen will be required. The cost of the project landscape and mitigation plantings incorporated into the roadway work was approximately \$3.0 million. Plant bid items totaled \$296,820 (or 9.7 percent of the total cost) in 2016. The Engineer's Estimate for the work required to perform the remaining three years of plant establishment work beginning in 2021 is \$260,435 with plant bid items accounting for \$27,145 (or 10.4 percent of the total cost).

On May 18, 2021, Alameda CTC advertised Contract No. R21-0005 for plant establishment work including plant replacement, irrigation system repairs, and other plant establishment activities, all for a three-year duration. All work is anticipated to be completed by December 31, 2024

A total of four potential prime bidders registered as plan holders, and three potential bidders were represented at the optional pre-bid meeting held on May 26, 2021. On June 15, 2021, one responsive bid was received from MBE, in the amount of \$399,282, which was higher than the Engineer's Estimate (EE). In accordance with Alameda CTC's Construction Management and Administration Guide (CMAG), a thorough evaluation of the bid was conducted by Alameda CTC's Construction Management Team (CMT). The evaluation of the sole bid considered the following:

- Was competition adequate? Three of the four potential prime bidders attended the optional pre-bid meeting. Staff contacted the three potential prime bidders that did not submit a bid, who cited lack of resources and/or pursuit of other contracts as reasons for their decision to not submit a bid. Conclusion: Factors other than the solicitation were responsible for lack of bidders. The competition was adequate.
- Is the bid fair and reasonable? On June 23, 2021, The CMT met with MBE to better understand MBE's assumptions and to make the determination as to whether MBE's bid was fair and reasonable. A total of nine bid items that were higher than the EE were discussed during this meeting. At the conclusion of the meeting, MBE acknowledged that it had relied on one or more assumptions that were no longer considered valid and determined that its bid required revisions based on the clarifications provided by Alameda CTC. MBE's revised bid in the amount of \$350,920 was received on June 24, 2021 and reflects a cost reduction as to five of the items discussed. Staff has reviewed the revised bid in light of MBE's described means, methods and considerations for safety. Conclusion: The revised bid is fair and reasonable.

When only a single bid is being considered, it must be shown that the bid is competitive, fair and reasonable, or acceptance of the bid must be found to be in the public's interest. Staff's evaluation has concluded that MBE's revised bid is competitive, fair and reasonable. Alternatively, if the contract were to be re-advertised, it is not certain additional bids will be obtained. Additionally, other factors such as inflation and a higher rate of plant failures due to the current drought conditions could result in even higher bids. After careful consideration of all aspects of the bid, and in consultation with Alameda CTC legal counsel as stipulated by the CMAG, staff recommends an award to MBE in the amount of \$350,920.

With Commission approval of this award recommendation, work is anticipated to begin August 16, 2021 and finish at the completion of the three-year plant establishment period which is anticipated to be December 31, 2024. Annual inspection and reporting to Caltrans, the United States Fish and Wildlife Service and the California Department of Fish and Wildlife are required during this period. It is proposed that AECOM continue to provide this inspection and reporting service under its existing contract A05-0004. The estimated cost for this work is \$50,000 for the three-year duration. Upon completion of this work by MBE and AECOM, Caltrans will accept the project and all future maintenance responsibilities. Previously allocated CMA-TIP funding has been budgeted for the proposed actions.

Levine Act Statement: Marshall Brothers Enterprises, Inc. and AECOM Technical Services, Inc. both did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$400,920 in CMA-TIP funding for subsequent expenditure. This amount is included in the appropriate project funding plans and is included in the Alameda CTC Adopted FY 2021-2022 Capital Program Budget.

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 15, 2021

TO: Alameda County Transportation Commission

FROM: Chris G. Marks, Associate Transportation Planner

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

Recommendation

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

Summary

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

Since the last update on June 14, 2021, Alameda CTC reviewed one NOP and submitted comments included in Attachment A.

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

Attachment:

- A. Response to the Notice of Preparation of a DEIR for the Oakland International Airport Terminal Development Project

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June 7, 2021

Colleen Liang
Port of Oakland
530 Water Street
Oakland, CA 94568

SUBJECT: Response to the Notice of Preparation of the Oakland International Airport Terminal Development Project

Dear Collen Liang,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Oakland International Airport Terminal Development Project. The proposed project would construct a new terminal, north of the existing terminal complex, and modernize terminals 1 and 2. The proposed project would also replace and create new parking for both employees and the public. The proposed project is located at various locations within the Oakland International Airport.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project may generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.

- MTS roadway facilities in the project area include: I-880, Doolittle Dr, Hagenberger Rd, and Davis St.
- For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts. Note that automobile delay cannot be deemed a significant environmental impact under current CEQA guidelines, however this analysis is required pursuant to the 2019 CMP. This impacts analysis may be included in an EIR appendix or in a separate document provided to Alameda CTC.
- The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information).
- Please see the changes made to the CMP Land Use Analysis Program made in response to SB743 here: https://www.alamedactc.org/wp-content/uploads/2020/07/Amendment_Land_Use_Analysis_Program_SB743.pdf
- The DEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: BART and AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the [Countywide Active Transportation Plan](#).
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Cathleen', followed by a long horizontal flourish.

Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	July 15, 2021
TO:	Alameda County Transportation Commission
FROM:	Carolyn Clevenger, Deputy Executive Director of Planning and Policy Maisha Everhart, Director of Government Affairs and Communications
SUBJECT:	Federal, state, regional, and local legislative activities update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

Background

The Commission approved the 2021 Legislative Program in January 2021. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC 2021 adopted Legislative Program.

Federal Update

During the month of June, bipartisan discussions continued between the Senate and Biden Administration regarding an infrastructure package. On June 24, 2021, the White House announced that a bipartisan agreement had been reached on an infrastructure bill. The bipartisan proposal calls for \$973 billion of total spending over five years, or \$1.2 trillion of total spending over eight years. Those figures include \$579 billion of new, additional spending, including \$312 billion for transportation infrastructure, on top of presumed baseline expenditures. While the details are anticipated to be negotiated over the course of the summer, the initial framework of the \$579 billion in new spending is detailed in Table 1.

Table 1. Bipartisan Infrastructure Framework

Area	Amount (billions)
Transportation	\$312
• <i>Roads, bridges, major projects</i>	\$109
• <i>Safety</i>	\$11
• <i>Public transit</i>	\$49
• <i>Passenger and Freight Rail</i>	\$66
• <i>EV infrastructure</i>	\$7.5
• <i>Electric buses/transit</i>	\$7.5
• <i>Reconnecting communities</i>	\$1
• <i>Airports</i>	\$25
• <i>Ports & Waterways</i>	\$16
• <i>Infrastructure financing</i>	\$20
Other Infrastructure	\$266
• <i>Water infrastructure</i>	\$55
• <i>Broadband infrastructure</i>	\$65
• <i>Environmental remediation</i>	\$21
• <i>Power infrastructure</i>	\$73
• <i>Western water shortage</i>	\$5
• <i>Resilience</i>	\$47

In terms of surface transportation reauthorization, the Senate Committees continue to advance surface transportation reauthorization titles. The Senate Commerce Committee, which oversees rail, marked up its surface transportation reauthorization title, the Surface Transportation Investment Act, on Wednesday, June 16. The bill would provide \$78 billion over five years for multimodal surface transportation including \$36 billion for rail, \$28 billion for multimodal grants and freight initiatives, and \$13 billion for

safety programs. The transit title, which is developed by the Banking Committee, has not yet been released.

The first week of June, the House Transportation and Infrastructure Committee approved its surface transportation reauthorization bill, the INVEST in America Act, and House leadership has announced that the INVEST Act will be packaged to include wastewater and drinking water provisions. The Ways and Means Committee will be required to determine how to pay for the bill. Later this summer, the House and Senate bills will need to be reconciled.

State Update

On May 14, 2021 Governor Gavin Newsom introduced his May Revision to the Governor's 2021-22 budget. The May revise reflects a \$75.7 billion budget surplus across two fiscal years. The Governor's office emphasized the goal of the budget is to be strategic and position California to be competitive for federal funding with President Biden's proposed American Jobs Plan and federal legislation to reauthorize surface transportation.

The Senate and Assembly approved the budget on June 14 to meet the June 15 deadline. The Governor signed the budget (AB 128) on June 28, 2021, and the legislature voted on a revised budget "junior" bill (AB/SB129). The legislature then passed AB 149, a transportation trailer bill, on July 1, 2021, with a number of additional trailer bills under development. These trailer bills will inform and direct transportation funding. The deadline to pass budget trailer bills is October 10, 2021.

State Legislation

Staff continues to review proposed legislation and identify bills relevant to our 2021 Legislative Program. No new bill positions are recommended this month.

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

Attachment:

- A. Alameda CTC 2021 Legislative Program

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2021 Alameda County Transportation Commission Legislative Program

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

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020Countywide Transportation Plan:

“Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.” Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

- *Accessible, Affordable and Equitable – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels.*
- *Safe, Healthy and Sustainable – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.*
- *High Quality and Modern Infrastructure – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.*
- *Economic Vitality – Support the growth of Alameda County's economy and vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system.”*

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Seek COVID-19 state and federal recovery and operations funding and waive federal cost sharing requirements for transit.• Support means-based fare programs while being fiscally responsible.• Leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies.• Oppose efforts to repeal transportation revenue streams enacted through SB1.• Support efforts that protect against transportation funding diversions.• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.• Support the implementation of more stable and equitable long-term funding sources for transportation.• Ensure fair share of sales tax allocations from new laws and regulations.• Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support legislative efforts that increase funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support efforts that streamline financing and delivery of transportation projects and programs.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.

Multimodal Transportation, Land Use, Safety and Equity	Expand multimodal systems, shared mobility and safety and advance equity	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes while ensuring privacy is protected. • Support efforts to allow automated parking enforcement of parking or stopping in bus stops. • Support policies that enhance equity and transportation access. • Support means-based fare programs while being fiscally responsible. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county including express bus on shoulder opportunities. • Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes. • Engage in legislation and regulation of new/shared mobility technology with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy that enhance the economy, local communities, and the environment. • Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.
	Enhance Transportation Safety	<ul style="list-style-type: none"> • Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities. • Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions. • Support efforts to enable automated speed enforcement. • Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule). • Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emission transit fleets and trucks consistent with and supportive of Governor Newsome's Executive order N-79-20. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and technology to reduce GHG emissions. • Support efforts to address sea level rise adaptation including planning, funding and implementation support. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations and station infrastructure for buses. • Support for safer vehicles and telecommuting.

		<ul style="list-style-type: none">• Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.• Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs.• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none">• Support expanded opportunities for HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.• Support innovation and managed delivery of lane conversions.• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.• Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs).• Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none">• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings.• Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

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**Alameda CTC Community Advisory Committee Appointment Detail for
Paratransit Advisory Planning Committee**

Check the box and date and sign this form to approve appointment of PAPCO representative to the Independent Watchdog Committee.

Independent Watchdog Committee (IWC)

☒ **Appoint**
(action required)

Herb Hastings



Term Began: July 2021

Term Expires: July 2023

A handwritten signature in blue ink, reading "Carolyn Clevenger", is written over a horizontal line.

7/12/2021

Date

Carolyn Clevenger, Deputy Executive Director of Planning
and Policy

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

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

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Independent Watchdog Committee Meeting Summary Notes Monday, July 12, 2021, 5:30 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

The Independent Watchdog Committee (IWC) met on July 12, 2021 and one item included the action for staff to provide specific notes to the Commission. Full minutes from the meeting will be forth coming at a later Commission meeting. This memo from staff is to share information in advance of providing the full minutes. The IWC covered the following items on the agenda.

1. Call to Order

Independent Watchdog Committee (IWC) Vice Chair Murphy McCalley called the meeting to order. A quorum was not present.

2. Roll Call

A roll call was conducted and all members were present with the exception of Keith Brown, Curtis Buckley, Oscar Dominguez, Ed Hernandez, Glenn Nate, Carl Tilchen, and Hale Zukas. A quorum was not present.

Subsequent to the Roll Call:

Ed Hernandez and Hale Zukas arrived during item 9.1, which was presented before items 5.1, 6.1, 7.1, 7.2, and 8.1, and with that a quorum was achieved.

3. Public Comment

There were no public comments.

4. Presentation and Public Hearing of the Draft IWC Annual Report

4.1. Open Public Hearing on the Draft IWC Annual Report

Murphy McCalley opened the public hearing for review of the *19th Annual Report to the Public*.

4.2. Presentation of the Draft IWC Annual Report

Murphy McCalley presented the draft IWC *19th Annual Report to the Public for review*.

4.3. Public Comment on the Draft IWC Annual Report

There were no public comments.

4.4. Close Public Hearing on the Draft IWC Annual Report

Murphy McCalley closed the public hearing.

5. Meeting Minutes

(This item was presented after 9.1)

5.1. Approve March 8, 2021 IWC Meeting Minutes

Tom Rubin made a motion to approve this item. Pat Piras seconded the motion. The motion passed.

6. Election of Officers

(This item was presented after 9.1)

6.1. Approve the Election of the IWC Chair and Vice Chair for FY2021-22

Murphy McCalley made a motion for Pat Piras as Chair and Pat Piras made a motion for Murphy McCalley as Vice Chair. Pat Piras accepted the nomination of Chair, and Murphy McCalley accepted the nomination of Vice Chair. The motion passed.

7. IWC Annual Report, Publication Methods and Costs, and Press Release

7.1. Approve the Draft IWC Annual Report and Findings

(This item was presented after 9.1)

IWC members discussed the findings in the report and asked staff to provide the following message to the Commission:

"The Independent Watchdog Committee acknowledges that the last quarter of FY 2019-20 was marked by the onset of the Coronavirus-19 (COVID) pandemic with the resulting statewide "lockdown." This resulted in noteworthy impacts to both community life and public agencies' planning, implementation, and public meeting activities, lasting throughout at least most of FY 2020-21.

The IWC is required to evaluate the effectiveness and benefits of the Measure BB DLD programs based on performance measures adopted the ACTC. The performance measurement vary depending on the program (i.e., transit, streets and roads, etc.). Based on the established measurements and the data submitted as an annual "snapshot" by the DLD recipients, we do not believe that a determination can be made of the effectiveness of the Measure BB expenditures since inception. In several instances, performance measurement and/or the data provided is not sufficient to ascertain the impact of the Measure BB expenditures and what progress has occurred. In most cases, there is no documentation of the leveraging of other fund sources by Measure BB recipients. Further, the adopted performance measures should be reviewed to identify additional measures of public benefit.

Recommendation: In order to address this issue, the IWC has recommended that periodically (i.e., every 3-5 years), the ACTC engage an independent party to conduct an overall comprehensive analysis of the Measure BB DLD program performance, which need not be expensive. In response to the IWC's initial requests, ACTC staff has compiled a preliminary summary of performance trends by jurisdiction and program; we believe that this data should be public through a regular report to the Commission. As one example, several cities have consistently fallen short of the adopted Pavement Condition Index for their Local Streets & Roads programs."

Murphy McCalley move to approve this item with this specific memo note to the Commission and Ed Hernandez seconded the motion. The motion passed.

7.2. Approve the Proposed Publication Costs and Distribution

(This item was presented after 9.1)

Patricia Reavey presented the summary of publication costs for the IWC Annual Report and noted the overall costs were slightly less than the prior year.

Ed Hernandez made a motion to approve this item and Tom Rubin seconded the motion. The motion passed.

7.3. Review Draft IWC Annual Report Press Release

The IWC members made a few suggested edits to the IWC Annual Report Press Release.

8. IWC Calendar/Work Plan

(This item was presented after 9.1)

8.1. Approve the IWC Calendar/Work Plan for FY2021-22

Pat Piras asked that we add a discussion item under the Compliance and Audited Financial Reports section of the work plan to discuss performance metrics. Ed Hernandez moved to approved this item with the added discussion item. Murphy McCalley seconded the motion. The motion passed.

9. Independent Auditor Work Plan

9.1. Overview of Independent Auditor's Work Plan

David Alvey with Maze and Associates discussed the audit timing and scope for the upcoming FY2020-21 audit. Mr. Alvey stated that the interim phase of the audit was completed the week of June 21, 2021 and the final phase is scheduled for the weeks of August 30, 2021 and September 6, 2021. He stated that the draft Comprehensive Annual Financial Report (CAFR) will be presented at the Audit Committee meeting on October 28, 2021, and the Finance and Administration Committee (FAC) and IWC meetings in November 2021, and finally at Alameda CTC Commission meeting on December 2, 2021.

10. Direct Local Distribution Program Compliance Summary

10.1. FY2019-20 Measure B and Measure BB Program Compliance Summary Report

John Nguyen presented this item to provide the IWC with an update on the Measure B and Measure BB Direct Local Distribution (DLD) Program Compliance for the Fiscal Year 2019-20 (FY19-20) reporting period. He reviewed the compliance requirements, recipients' expenditure, and program performance. Mr. Nguyen stated that all recipients were in program compliance.

11. Measure B/Measure BB Projects

11.1. Measure B and Measure BB Capital Project Update

Joy Sharma provided an update on Measure B and Measure BB capital projects. The presentation covered funding highlights from the sales tax programs as well as information on project management and corridor improvements. Ms. Sharma provided details on projects directly managed by Alameda CTC, updating the

committee on 2020 and 2021 milestones, achievements, as well as anticipated milestones for the coming fiscal year.

12. IWC Member Reports/Issues Identification

12.1. Chair's Report

The Chair used this time to allow Al Exner, a new member, to introduce himself to the rest of the committee.

Pat Piras also asked if there was going to be an update to Alameda CTC's website, and if so, she would like to be able to provide input.

12.2. IWC Issues Identification Process and Form

Pat Piras explained the use of these forms for the benefit of the new member.

12.3. Member Reports

Tom Rubin asked when we should expect to start holding meetings in person. Ms. Ready responded that staff doesn't really know when that will happen for these committee meeting yet.

13. Staff Reports

13.1. FY2021-22 IWC Budget

Patricia Reavey reviewed the budget adopted by the Commission for IWC production of the annual report and per diems for their meetings.

13.2. Staff Responses to Requests for Information

Patricia Reavey noted that all responses to IWC requests for information since the last meeting have been included in this packet including: redline bylaws approved by the Commission, memo to subcommittee of trend information of performance metrics, and notification to IWC that final compliance reports for FY2019-20 were received and posted to the agency's website for their review.

13.3. IWC Projects and Programs Watchlist Next Steps

Patricia Reavey provided an update on the IWC Projects and Programs Watchlist Next Steps. A letter will be prepared on behalf of the Chair and sent to each city and agency sponsor to request a notification to IWC members of all public meetings for Measure B and Measure BB – funded projects and programs. IWC members will receive a notification if they signed up to “watch” the particular project and/or program.

13.4. IWC Roster

The Committee roster was provided in the agenda packet for review purposes.

14. Adjournment

The meeting was adjourned. The next meeting is scheduled for November 8, 2021.



Independent Watchdog Committee Meeting Minutes Monday, March 8, 2021, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Special Annual Compliance Review

1.1. Orientation/Workshop on Measure B and Measure BB Direct Local Distribution Audit and Compliance Reports

The Independent Watchdog Committee (IWC) members received an orientation on the compliance report review process from staff. Members agreed to review the audited financial statements and compliance reports received from Direct Local Distribution (DLD) recipients in further detail on their own and submit comments to Alameda CTC via email by March 19, 2021.

1.2. Measure B and Measure BB FY2019-20 Direct Local Distribution Audit and Program Compliance Report

Staff reviewed a sample of audited financial statements and a compliance report with the IWC to orient members on the information contained within these reports and how to proceed with their review.

REGULAR MEETING AGENDA

1. Call to Order

Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order. A quorum was not present.

2. Roll Call

A roll call was conducted and all members were present with the exception of Keith Brown, Curtis Buckley, Oscar Dominguez, Glenn Nate, Karina Ryan, Tom Rubin, and Hale Zukas. A quorum was not present.

Patricia Reavey requested that Committee members and staff introduce themselves and welcome new member Ed Hernandez. Mr. Hernandez then gave a brief self-introduction.

Steve Jones announced that this is his last meeting. He stated that he is moving out of the state.

Subsequent to the Roll Call:

Keith Brown arrived during item 2.0 and with that a quorum was achieved. Tom Rubin arrived during item 6.0 which was presented before item 5.0.

3. Public Comment

There were no public comments.

4. Meeting Minutes

4.1. Approve March 8, 2021 IWC Meeting Minutes

Pat Piras made a motion to approve this item. Murphy McCalley seconded the motion. The motion passed with the following votes:

Yes: Brown, Hernandez, Jones, McCalley, Piras, Tilchen, Waltz

No: None

Abstain: None

Absent: Buckley, Dominguez, Nate, Rubin, Ryan, Zukas

5. Establishment of IWC Annual Report Ad Hoc Subcommittee

(This item was presented after 6.1)

5.1. Establish an IWC Annual Report Subcommittee and schedule the first Ad Hoc Subcommittee meeting

Steve Jones asked for volunteers to serve on the Annual Report Ad Hoc Subcommittee. Ed Hernandez, Murphy McCalley, Pat Piras, and Esther Waltz volunteered to serve on the committee. Mr. Jones requested staff to reach out to Hale Zukas to determine if he is interested in participating on the subcommittee. The committee selected March 26, 2021, at 3 p.m. for the first IWC Annual Report Subcommittee meeting. Since the IWC is meeting remotely, and the entire committee cannot take a photo for the IWC Annual Report, Ms. Reavey suggested that the members submit a thumbnail picture to be included in this year's report.

6. IWC Bylaws

(This item was presented before 5.1)

6.1. Review IWC Bylaws

The committee reviewed the IWC Bylaws and Mr. McCalley suggested one minor edit to add the words "adopted by the Commission" in item 1.25. The proposed modifications to the bylaws are on Page 19 in the packet. Patricia Reavey stated that the IWC's recommended changes to the bylaws would go before the Finance and Administration Committee for approval on May 10, 2021, and then to the Commission later in the month.

Pat Piras made a motion to recommend approval of the IWC Bylaws with the suggested changes. Esther Waltz seconded the motion. The motion passed with the following votes:

Yes: Brown, Hernandez, Jones, McCalley, Piras, Rubin, Tilchen, Waltz

No: None

Abstain: None

Absent: Buckley, Dominguez, Nate, Ryan, Zukas

7. Projects and Programs Watchlist

7.1. Projects and Programs Watchlist

Steve Jones informed the committee that signing up on the watchlist provides an opportunity for IWC members to monitor projects and programs of interest to them. Ms. Reavey noted that annually, a letter is sent to project sponsors requesting that

they notify the IWC members who have signed up to monitor specific projects or programs whenever there is a public meeting regarding the project or program. Carl Tilchen requested that Angie Ayers mail a hard copy of the Projects and Programs Watchlist to him with a self-addressed envelope.

8. IWC Member Reports/Issues Identification

8.1. Chair's Report

Chair Jones and Vice Chair McCalley had no new items to report. Mr. Jones said it has been a pleasure working with everyone on the IWC.

8.2. Member Reports

Mr. Hernandez stated that it is an honor to be a part of the IWC.

8.3. IWC Issues Identification Process and Form

Patricia Reavey informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the committee.

9. Staff Report

9.1. Staff Response to IWC Members Requests for Information

Patricia Reavey noted that responses to questions from IWC members following the previous committee meeting have been included in the packet for the full committee. She noted that there is nothing to report at this time.

9.2. IWC Calendar

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

9.3. IWC Roster

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

10. Adjournment

The meeting adjourned at 7:00 p.m. The next meeting is scheduled for July 12, 2021.

Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2021-2022

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Ms.	Piras, Chair	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Exner	Alfred	Pleasanton	Alameda County Mayor's Conference, D-4	Jun-21		Jun-23
7	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-21		Jul-23
8	Mr.	Hernandez	Ed	San Leandro	Alameda County Mayors' Conference, D-3	Feb-21		Feb-23
9	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Jan-20	Jan-22
10	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
11	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor David Haubert, D-1	Oct-18		Oct-20
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jan-20	Jan-22



1. Call to Order

Sylvia Stadmire, PAPCO Chair, requested Krystle Pasco, Alameda CTC staff, to facilitate the meeting via Zoom. Ms. Pasco called the meeting to order at 1:30 p.m.

Ms. Pasco provided instructions to the Committee regarding the Zoom technology procedures, including instructions on administering public comments during the meeting.

2. Roll Call

A roll call was conducted and all members were present with the exception of Kevin Barranti, Bob Coomber, Will Scott, Linda Smith, and Cimberly Tamura

Subsequent to the roll call:

Carmen Rivera-Hendrickson arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Approval of Consent Calendar

4.1. Approve the June 29, 2020 PAPCO Meeting Minutes

4.2. Approve the October 26, 2020 PAPCO Meeting Minutes

4.3. Receive the FY 2020-21 PAPCO Meeting Calendar

4.3. Receive the PAPCO Roster

Tony Lewis asked if the PAPCO October 2020 meeting is still considered an official meeting. Ms. Pasco stated that it was an official meeting, but a vote could not be taken with items that required action due to the lack of achieving PAPCO quorum.

Mr. Lewis asked if the committee needs to vote on the October minutes. Ms. Pasco stated that the October minutes are included in this month's agenda packet and there are four items on the Consent Calendar.

Sylvia Stadmire moved to approve the consent calendar. Herb Hastings seconded the motion. The motion passed with the following votes:

Yes: Costello, Hastings, Johnson, Lewis, Orr, Ross, Rousey, Stadmire, Waltz, Zukas

No: None

Abstain: Bunn

Absent: Barranti, Coomber, Rivera-Hendrickson, Scott, Smith, Tamura

5. Paratransit Programs and Projects

5.1. Approve the revised Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program for FY 2021-22

Krystle Pasco recommended that the Committee approve the revised Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program for FY 2021-22. Ms. Pasco introduced Naomi Armenta to provide an update on this item. Ms. Armenta stated that the Implementation Guidelines for the Special Transportation for Seniors and People with Disabilities (Paratransit) Program identify the types of services that are eligible to be funded with Alameda County 2000 Measure B, 2014 Measure BB and Vehicle Registration Fee, and Direct Local Distribution revenues. She noted that the Paratransit Technical Advisory Committee reviewed the Implementation Guidelines and Performance Measures proposed changes at their October 2020 meeting. PAPCO reviewed these at their October meeting; however, a quorum was not present for a vote. Ms. Armenta gave a summary of all the proposed edits, including changes that occurred since October, and asked for feedback from PAPCO members.

Shawn Costello asked if the Program Plan Review already happened. Ms. Pasco stated that the Program Plan Review is scheduled for April and it will be covered under item 5.3.

Tony Lewis asked if priority is being given to people going to vaccination sites. Ms. Armenta stated that this is being discussed at some of the regional meetings and noted that ADA-mandated paratransit is not allowed to prioritize by trip purposes; however, it will require coordination in determining the right timing as paratransit vehicles may not be appropriate as they may have to drive people to the sites, drop them off and then continue their schedule. The individual's return ride may be on a different vehicle.

Carmen Rivera-Hendrickson asked if the changes for Union City will be for all people with disabilities and seniors or limited to people that are 70 and above. Ms. Armenta stated that the policy changes being proposed are for everyone except Union City at this time. Staff will follow up with Union City to get clarification on their age requirements.

A public comment was made by Chonita Chew, Travel Trainer with United Seniors of Oakland and Alameda County, who asked if the discussion had taken place for seniors between age 50 and 55. Ms. Armenta stated that the programs being discussed were for people with disabilities and seniors between the ages of 70 and 79.

Herb Hastings moved to approve this item. Sandra Johnson seconded the motion. The motion passed with the following votes:

Yes: Bunn, Costello, Hastings, Johnson, Lewis, Orr, Rivera-Hendrickson, Ross, Rousey, Stadmire, Waltz, Zukas

No: None

Abstain: None

Absent: Barranti, Coomber, Scott, Smith, Tamura

5.2. Paratransit Discretionary Grant Program Progress Reports for FY 2020-21

Naomi Armenta presented information on Alameda CTC's Paratransit Discretionary Grant Program for FY 2020-21. The Commission approved funding for the 2020 Paratransit Discretionary Grant Program on June 17, 2019. She noted that PAPCO receives a summary of progress reports and a similar report was given in October 2020. Ms. Armenta reviewed the grant allocations for the sponsors and described how their grants were affected by COVID-19.

Carmen Rivera-Hendrickson asked how many of the programs closed due to the pandemic. Ms. Pasco stated that many of the programs suspended their services temporarily and have since altered their operations to be responsive to local officials' health and safety guidelines. She also noted that Drivers for Survivors that provided a service for cancer patients closed permanently.

5.3. Receive the FY 2021-22 Paratransit Program Plan Review Overview and Complete Request for Subcommittee Volunteers

Krystle Pasco presented this item. She noted that Program Plan Review is a primary PAPCO responsibility that is assigned by the Commission. Ms. Pasco described PAPCO's program plan responsibilities as stated in Article 2.3.1 in the Bylaws. This year, PAPCO will review both Measure B and Measure BB Direct Local Distribution (DLD) funded paratransit programs totaling over \$26.2 million. This review process will incorporate a review of any unspent fund balances and notable trends in revenues and expenditures. Program Plan Review will consist of five subcommittees held virtually via Zoom over two days, and members may be appointed to one or more of these subcommittees. The subcommittees are planning area focused and include a separate subcommittee for East Bay Paratransit. Ms. Pasco noted that the subcommittees are scheduled to take place on Monday, April 26, 2021, and Tuesday, April 27, 2021, from 1:00 to 4:45 p.m. Members who were interested were given a volunteer

form to complete and were told they would be notified of their appointment via email or phone.

5.4. Mobility Management Update – National Center for Mobility Management: Mobility for All and One-Call/One-Click Systems

Naomi Armenta presented this item and noted that more detailed information can be found in the agenda packet.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Esther Waltz stated that the IWC met on November 9, 2020, and Alameda CTC's independent auditor, Maze & Associates, presented the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the year ended June 30, 2020. IWC also met on January 11, 2021, and they received a presentation on Measure B and Measure BB Compliance and Audited Financial Reports.

6.2. East Bay Paratransit Service Review Advisory Committee (SRAC)

Michelle Rousey was not able to report on SRAC meetings due to audio problems.

6.3. Other ADA and Transit Advisory Committees

Herb Hastings reported that the GoDublin pilot program has expanded to the entire Tri-Valley. It allows riders to travel between the three cities.

Mr. Hastings stated that Livermore activated their autonomous van which starts from the West Dublin BART Station. Currently, the van drives approximately two blocks and it turns around.

Shawn Costello noted that the autonomous van is not wheelchair accessible.

Shawn Fong announced that Fremont's Ride-on Tri-City! Program is helping seniors to schedule their vaccine appointments and provide rides to those appointments.

7. Member Reports

Herb Hastings stated that East Bay Paratransit and AC Transit are providing rides free of charge to the Coliseum for vaccine appointments.

Mr. Hastings stated that County Connection along with neighboring transit providers are piloting a Paratransit One-Seat Regional Ride Program. He noted that transit agencies currently participating in this program are County Connection, Tri-Delta, WestCat, and LAVTA.

Mr. Hastings noted that the BART Accessibility Task Force is continuing to meet the third Thursday of each month virtually via Zoom.

Ms. Pasco stated that Alameda CTC has information on their website and social media regarding AC Transit and BART's efforts to get individuals to the Coliseum vaccination site.

Shawn Costello stated that since the October meeting, he's had his 16th election for office. He noted that he missed it by eight votes. He noted that he is on the City of Dublin Human Services Committee and they are distributing grant funds.

Tony Lewis requested Ms. Pasco to send a list of vaccine sites and Ms. Armenta stated that calling 2-1-1 is a great source for vaccine information.

Ms. Fong said that for certain zip codes in Oakland, 2-1-1 will help people schedule vaccine appointments at the Coliseum site.

8. Staff Reports

Naomi Armenta informed the Committee that the Joint PAPCO and ParaTAC meeting is scheduled for March and staff is working on providing panelists related to updates on COVID-19.

Ms. Armenta provided an update to ParaTAC on UberWAV services. She noted that Lyft's accessible pilot program is operating only in San

Francisco. The programs that are offering Uber/Lyft rides pre-COVID are still doing so; however, the rides are not shared rides.

9. Adjournment

The meeting adjourned at 3:00 p.m. The next Joint PAPCO and ParaTAC meeting is scheduled for March 22, 2021, at 1:30 p.m. The next PAPCO meeting is scheduled for June 28, 2021, at 1:30 p.m.

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Joint Paratransit Advisory and Planning Committee
and Paratransit Technical Advisory Committee
Meeting Minutes
Monday, March 29, 2021, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Krystle Pasco called the meeting to order at 1:30 p.m.

Ms. Pasco provided instructions to the Committee regarding the Zoom technology procedures, including instructions on administering public comments during the meeting.

2. Roll Call

Introductions were conducted. All PAPCO members were present with the exception of Kevin Barranti, Bob Coomber, Carmen Rivera-Hendrickson, Christine Ross, Will Scott, Linda Smith, and Cimberly Tamura.

All ParaTAC members were present with the exception of Shawn Fong, Pedro Jimenez, Carol Lee, and David Zehnder.

3. Public Comment

There were no public comments.

4. Navigating COVID-19 Recovery Overview

Krystle Pasco introduced Naomi Armenta and stated that she is a Principal Planner at Nelson\Nygaard Consulting Associates with 15 years of experience working on accessible transportation issues. In addition to extensive work with the Alameda County Transportation Commission (Alameda CTC), Naomi has also worked on projects in Contra Costa and Santa Clara Counties, with BART, and the Metropolitan Transportation Commission. Ms. Armenta's presentation covered an overview of the topic of navigating COVID-19 recovery and key highlights of how Alameda CTC supported its paratransit programs and public meetings during the pandemic. She covered how the ADA-mandated paratransit agencies partnered with other programs to serve the community and provided alternative services

like meal delivery. She provided an update on the City-based programs and how they created and/or changed their programs to ensure county residents had meaningful services such as meal deliveries and free trips to vaccine sites.

5. Panel and Discussion

- 5.1. Naomi Armenta introduced Aneeka Chaudhry, Health Care Services Agency Assistant Director, and Dr. Tri Do, Vaccine Clinical Consultant, and Benjamin Chen, Disabilities Coordinator for Alameda County Public Health Department. Their presentation covered how the Alameda County Public Health Department and the Health Care Services Agency are approaching coordinating vaccines in Alameda County. Dr. Do specifically discussed their strategy for seniors and people with disabilities and Mr. Chen discussed how the agencies are planning to implement those strategies.
- 5.2. Naomi introduced Richard Weiner with Nelson\Nygaard. Richard introduced Rashida Kamara and stated that she is Manager of Accessible Services for the Central Contra Costa Transportation Authority, also known as, County Connection. She has over 24 years in the transportation field specializing in paratransit services. Ms. Kamara stated that navigating transit during COVID-19 has opened up a unique opportunity, and that is to address certain service gaps that transit agencies like County Connection were unable to address under normal non-COVID-19 circumstances. As a result, County Connection collaborated with neighboring transit providers to pilot a Paratransit One-Seat Regional Ride Program to make traveling across multiple public transit service areas easier and safer for paratransit riders. She noted that a one-seat ride means that once your reservation has been booked, the rider will be provided a one-seat ride with no need to transfer. Ms. Kamara noted that as all of us continue to navigate through COVID-19 and all the things that COVID-19 has given us, it has afforded some very beautiful opportunities and one of the goals that we have is to use these opportunities to

continue to make sure that we offer transit solutions for all, even through pilot programs.

- 5.3. Richard Weiner introduced Arun Prem and stated that he is the Executive Director for Facilitating Access to Coordinated Transportation (FACT) in San Diego County. Mr. Prem noted that RideFACT transportation is available in all cities in San Diego County. His presentation covered RideFACT services, demand, and budget during the pandemic. Mr. Prem shared the San Diego experience with the post-COVID-19 transportation mobility challenges. He noted how RideFACT ridership plummeted at the onset of COVID-19 and he shared how the ridership is catching up and going above pre-COVID-19 numbers. Typically, RideFACT served seniors 60+ and people with disabilities, but they re-purposed their services to provide transit for essential workers, essential needs for students, people for sensitive travel, meal deliveries, etc. He reviewed the factors affecting the RideFACT budget such as low fare revenue, and vendor costs increasing. On a positive note, Mr. Prem discussed the opportunities as a result of the pandemic such as partnering with other agencies to increase their service, and expand service options, such as shopping and meal deliveries.
- 5.4. Richard Weiner introduced Kathy Pereira and stated that she is the Director of Access Transit Service Delivery for Coast Mountain Bus Company, Translink in Vancouver, British Columbia, which has a larger paratransit system than the Bay Area. Mr. Weiner noted that Ms. Pereira has been working in paratransit for two and a half years; however, before that, she led teams in the fields of disability human rights management, operator training, and safety. Ms. Pereira shared how they reached out to approximately 3,900 people over eight weeks to find out how they were doing and how their transit services provided food services to the residents as well. Ms. Pereira stated that they focused on client care and safety and security of the system, as well as the emotional impact to their employees and customers and recovery planning.

6. Questions and Answers

Members and guests had an opportunity to ask the panelists questions about their programs.

7. Adjournment

The meeting adjourned at 4:30 p.m. The next PAPCO meeting is scheduled for June 28, 2021 at 1:30 p.m. The next ParaTAC meeting is scheduled for September 14, 2021.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Member Roster - Fiscal Year 2021-2022**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Board of Supervisors, District 3	Sep-07	Jul-19	Jul-21
2	Ms.	Johnson, Vice Chair	Sandra	San Leandro	Alameda County Board of Supervisors, District 4	Sep-10	Jul-19	Jul-21
3	Mr.	Barranti	Kevin	Fremont	City of Fremont	Feb-16		Feb-18
4	Mr.	Bunn	Larry	Union City	Union City Transit	Jun-06	Feb-19	Feb-21
5	Mr.	Coomber	Robert	Livermore	City of Livermore	May-17	May-19	May-21
6	Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Jun-16	Jun-18
7	Mr.	Hastings	Herb	Dublin	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	Oct-20
8	Mr.	Lewis	Anthony	Alameda	City of Alameda	Jul-18		Jul-20
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland	Oct-05	Jan-14	Jan-16
10	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09	Apr-19	Apr-21
11	Ms.	Ross	Christine	Hayward	Alameda County Board of Supervisors, District 2	Oct-17	Dec-19	Dec-21

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
12	Ms.	Rousey	Michelle	Oakland	BART	May-10	Jan-16	Jan-18
13	Mr.	Scott	Will	Berkeley	Alameda County Board of Supervisors, District 5	Mar-10	Jun-16	Jun-18
14	Ms.	Smith	Linda	Berkeley	City of Berkeley	Apr-16		Apr-18
15	Mr.	Suter	John	Emeryville	City of Emeryville	May-21		May-23
16	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro	Dec-15	Mar-19	Mar-21
17	Ms.	Waltz	Esther Ann	Livermore	LAVTA	Feb-11	Jun-16	Jun-18
18	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Feb-16	Feb-18



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MEMORANDUM

ITEM 9.1

July 15, 2021

ATTORNEY-CLIENT PRIVILEGE

TO: Alameda CTC Commissioners

FROM: R. Zachary Wasserman

RE: Discussion of Cease and Desist Letter from Tobias Lester on behalf of Jason Bezis regarding Commissioner comments related to statements by Mr. Bezis

This memo describes a Cease and Desist demand from attorney Tobias Lester representing Jason Bezis regarding comments made by certain Commissioners responding to statements made by Mr. Bezis during discussion of the recommendation for a salary increase for Executive Director Tess Lengyel at the September 24, 2020 Commission Meeting.

The basis of this request is:

"The approved minutes of the September 24, 2020 Alameda CTC meeting state:

11.3 Approve the annual performance evaluation of the Executive Director for 2020, objectives for 2021, and a salary adjustment pursuant to the approved contract.

There was a public comment made by Jason Bezis stating that the staff report did not state the salary increase for the Executive Director and he made disparaging comments about the current Executive Director.

Commissioners Bauters, Dutra-Vernaci, Ortiz and Haggerty stated that the public comment was out of line, that the Executive Director's salary was below her counterparts, and she has done an exceptional job during her time in the job. Commissioner Halliday asked what the proposed 3-percent increase equated to. Mr. Wasserman stated that approval of the item will increase the Executive Director's salary to \$304,252."

As noted below, nothing in these remarks violated the law or Mr. Bezis rights. Mr. Bezis' lawyer relies on the language of Government Code §54954.3 (c) which states: "The legislative body of a local agency shall not prohibit public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body. Nothing in this

subdivision shall confer any privilege or protection for expression beyond that otherwise provided by law." The letter then goes on to cite several appellate court cases regarding policies adopted by local agencies that prohibit or discourage public criticism of acts of government or government officials.

Alameda CTC has adopted no policies discouraging or prohibiting public criticism in any way. The lawyer basically takes the position that by publicly disagreeing with Mr. Bezis, the Commissioners were attempting to interfere with his free speech rights. His letter essentially asks that the Commission prohibit its Commissioners from exercising their own free speech rights in responding to members of the public. No law or court decision requires or supports such an action.

Nevertheless, we recommend that the Commission adopt and send Mr. Lester a letter that, without admitting any violation of the Ralph M. Brown Act, commits that the Commission will cease and desist from prohibiting and will not prohibit during its meetings public criticism of the policies, procedures, programs, and services of Alameda CTC and of the acts or omissions of Alameda CTC, including its Commissioners, officers, employees and contractors, including during public discussions pursuant to Government Code §54953(c)(3) concerning salaries, salary schedules, or compensation paid in the form of fringe benefits of a local agency executive. The purpose would be to make clear that the Commission encourages full and fair public discussion and criticism of its actions and the actions of its members and employees. The letter includes a statement that nothing in the commitment shall limit the free speech rights of Commissioners or employees of the Commission exercised lawfully in responding to member of the public.

The primary reason for this recommendation is to avoid the ability of Mr. Bezis to bring a lawsuit based on his request. As we have previously discussed with the Commission, the Brown Act provides for a procedure where a citizen must request in writing that an agency cease and desist from the specified violations of the Act before filing a lawsuit based on those violations, and if the agency commits to not repeat the actions, then the citizen cannot file the lawsuit or obtain attorneys' fees.

Therefore, we recommend that the Commission adopt and approve sending the attached letter to Mr. Bezis' lawyer.

Attachment A: Alameda CTC Letter to Mr. Lester

Mr. Tobias Lester
P.O. Box 5404
Walnut Creek, CA 94596

Email: tobiaslester@gmail.com

Re: Cease and Desist Letter to Alameda CTC regarding alleged Brown Act violation

Mr. Lester:

The Alameda County Transportation Commission has received your cease and desist letter dated June 23, 2021, alleging that the following described past action of the Commission violated the Ralph M. Brown Act:

"At the Alameda CTC meeting on September 24, 2020, Jason Bezis made a verbal comment during Item 11.3. He also submitted a written comment about Item 11.3 to Alameda CTC prior to the meeting. Both his verbal and written comments criticized the job performance of the current Alameda CTC Executive Director. Both his verbal and written comments criticized Alameda CTC's "Annual Performance Review of the Executive Director" report, especially its Attachment C, a "Base Salary Compensation Data" table, in the meeting agenda packet for Item 11.3.

The approved minutes of the September 24, 2020 Alameda CTC meeting state:

11.3 Approve the annual performance evaluation of the Executive Director for 2020, objectives for 2021, and a salary adjustment pursuant to the approved contract.

There was a public comment made by Jason Bezis stating that staff report did not state the salary increase for the Executive Director and he made disparaging comments about the current Executive Director.

Commissioners Bauters, Dutra-Vernaci, Ortiz and Haggerty stated that the public comment was out of line, that the Executive Director's salary was below her counterparts, and she has done an exceptional job during her time in the job.

Commissioner Halliday asked what the proposed 3-percent increase equated to. Mr. Wasserman stated that approval of the item will increase the Executive Director's salary to \$304,252.

Government Code §54954.3 (c) states, "The legislative body of a local agency shall not prohibit public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body. Nothing in this subdivision shall confer any privilege or protection for expression beyond that otherwise provided by law."

Your letter then goes on to cite several appellate cases regarding policies adopted by government agencies that prohibit or discourage public criticism of acts of government or government officials.

Alameda CTC has adopted no policies discouraging or prohibiting public criticism in any way. Your complaint essentially asks that the Commission prohibit its Commissioners from exercising their own free speech rights in responding to members of the public. No law or court decision requires or supports such an action.

Nonetheless, in order to avoid unnecessary litigation and without admitting any violation of the Ralph M. Brown Act and to make clear that the Commission encourages full and fair public discussion and criticism of its actions and the actions of its members and employees, the Commission hereby unconditionally commits that it will cease and desist from and will not prohibit during its meetings public criticism of the policies, procedures, programs, and services of Alameda CTC and of the acts or omissions of Alameda CTC, including its Commissioners, officers, employees and contractors, including during public discussions pursuant to Government Code §54953(c)(3) concerning salaries, salary schedules, or compensation paid in the form of fringe benefits of a local agency executive.

Nothing in this commitment shall limit the free speech rights of Commissioners or employees of the Commission exercised lawfully in responding to member of the public.

The Commission may rescind this commitment only by a majority vote of its membership taken in open session at a regular meeting and noticed on its posted agenda as “Rescission of Brown Act Commitment.” You will be provided with written notice, sent by any means or media you provide in response to this message, to whatever address or addresses you specify, of any intention to consider rescinding this commitment at least 30 days before any such regular meeting.

In the event that this commitment is rescinded, you will have the right to commence legal action pursuant to subdivision (a) of §54960 of the Government Code. That notice will be delivered to you by the same means as this commitment, or may be mailed to an address that you have designated in writing.

Pauline Cutter
Chair, Alameda County Transportation Commission



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MEMORANDUM

ITEM 9.2

July 15, 2021

TO: Alameda CTC Commissioners

FROM: R. Zachary Wasserman

RE: Response to Cease and Desist Letter regarding procedure for approval of salaries and benefits for agency executives

This memo describes a Cease and Desist demand from Jason Bezis regarding the process used to approve a salary increase of 3% for Executive Director Tess Lengyel at the September 24, 2021 Commission meeting. Mr. Bezis' specific objection is that there was not an oral report describing any increase in her fringe benefits. He is not requesting that the approval be changed in any way but is requesting that the Commission commit to not approving any future increases in salary and/or benefits for the Executive Director and other agency executives without such an oral report.

The basis of his request is the language in a part of the Brown Act, Government Code §54953(c)(3), which requires an oral summary of a recommendation for "a final action on the salaries, salary schedules, and compensation paid in the form of fringe benefits of its local agency executives during the open meeting in which the final action is to be taken."¹ Mr. Bezis asserts that this oral report was not made regarding fringe benefits during the discussion of Tess Lengyel's salary increase that was approved at the September 24, 2020 meeting of the Commission. As discussed below, there was no direct action regarding her fringe benefits at that meeting; however, we recommend that the Commission respond to Mr. Bezis' demand by committing to not taking action to finally approve any such actions in the future without an oral report.

The primary reason for this recommendation is to avoid the ability of Mr. Bezis to bring a lawsuit based on his request. As we have previously discussed with the Commission, the Brown Act provides for a procedure where a citizen must request in writing that an agency cease and desist from the specified violations of the Act before filing a lawsuit based on those violations,

¹ Government Code §3511.1 defines "Local agency executive" as those who are the chief executive officer, a deputy chief executive officer, an assistant chief executive officer, or the head of a department of a local agency. For Alameda CTC, this would include the Executive Director, and the three Deputy Executive Directors. Alameda CTC does not have any department heads, other than the Deputy Executive Directors.

and if the agency commits to not repeat the actions, then the citizen cannot file the lawsuit or obtain attorneys' fees.

A few of the fringe benefits received by the Executive Director are determined by her contract, and the rest are determined by the Salary and Benefits Ordinance that applies to all Alameda CTC employees. None of those were directly changed by the action taken last September. However, the contribution by the agency to her retirement account was automatically increased pursuant to the contract with CalPERS based on the increase in her salary. The general practice of Alameda CTC has been to approve the Salary and Benefits Resolution that applies to all employees annually as a consent item at the December Commission meeting.

Based on the language of §54953(c)(3) we recommend that going forward, the Commission receive an oral report on the salary and benefits for all employees, which would specifically include an oral report on the salary and benefits for the local agency executives, and that approval of the Salary and Benefits Resolution be approved as a regular item rather than as part of the consent items. This will be incorporated in the administrative procedure for the development and adoption of the annual Salary and Benefits Resolution and Salary Ranges.

We also recommend that the Commission take action to adopt and approve sending the attached letter to Mr. Bezis.

Attachment A: Response Letter to Mr. Bezis

Mr. Jason Bezis
 3661-B Mosswood Drive
 Lafayette, CA 94549-3509

Email: jason@bezislaw.com

Mr. Bezis:

The Alameda County Transportation Commission has received your cease and desist letter dated June 23, 2021, alleging that the following described past action of the Commission violated the Ralph M. Brown Act:

"Alameda CTC failed to comply with Government Code §549539(c)(3) at its September 24 2020 meeting. Alameda CTC's analysis, prepared by an unknown author, focused entirely on "salary" and omitted "fringe benefits" (health care, pensions, etc.) neither the written report in the agenda packet nor the oral report at the meeting included any disclosure or discussion about the Executive Director's fringe benefits, including but not limited to any disclosure or discussion about whether or not her fringe benefits are automatically linked to her salary. Neither the written report in the agenda packet nor the oral report at the meeting included any discussion about the Executive Director's health care coverage and/or pension, including whether or not the proposed three-percent increase in salary affected fringe benefits and total compensation paid to the Executive Director."

In order to avoid unnecessary litigation and without admitting any violation of the Ralph M. Brown Act, the Commission hereby unconditionally commits that it will cease, desist from, and not repeat the challenged past action. Specifically the Commission commits that prior to taking final action, the Alameda County Transportation Commission shall orally report a summary of recommendations for a final action on the salaries, salary schedules, and compensation paid in the form of fringe benefits of its local agency executives during the open meeting in which the final action is to be taken concerning compensation of its local agency executives.

The Commission may rescind this commitment only by a majority vote of its membership taken in open session at a regular meeting and noticed on its posted agenda as "Rescission of Brown Act Commitment." You will be provided with written notice, sent by any means or media you provide in response to this message, to whatever address or addresses you specify, of any intention to consider rescinding this commitment at least 30 days before any such regular meeting.

In the event that this commitment is rescinded, you will have the right to commence legal action pursuant to subdivision (a) of §54960 of the Government Code. That notice will be delivered to you by the same means as this commitment, or may be mailed to an address that you have designated in writing.

Pauline Cutter
 Chair, Alameda County Transportation Commission

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