



Alameda County Technical Advisory Committee Meeting Agenda Thursday, October 7, 2021, 1:30 p.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC’s Commission Room but will instead convene remote meetings.

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

Committee Chair: Tess Lengyel

Staff Liaison: [Gary Huisingh](#)

Clerk: [Angie Ayers](#)

Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/89584812482?pwd=RzFRReDVXdDhqcG5HQINLVWVyNlVNQT09>
Webinar ID: 895 8481 2482
Passcode: 894952

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 895 8481 2482
Passcode: 894952

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

Meeting Agenda

1. Call to Order

2. Introductions/Roll Call

3. Public Comment

4. Consent Calendar		Page/Action
4.1.	Approve the September 9, 2021 ACTAC Meeting Minutes	1 A
4.2.	Alameda County Federal Inactive Projects Update	5 I
5. Planning / Programs / Monitoring		
5.1.	Approve Alameda County 2022 State Transportation Improvement Program	9 A
5.2.	Approve FY2021-22 Transportation Fund for Clean Air (TFCA) Program	21 A
5.3.	Approve the 2021 Congestion Management Program (CMP)	27 A
5.4.	FFY 2021-22 Annual Obligation Plan Update	41 I
5.5.	Priority Development Area Investment and Growth Strategy Update	63 I
6. Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Thursday, November 4, 2021

Notes:

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



Alameda CTC Schedule of Upcoming Meetings October through December 2021

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board President Elsa Ortiz

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

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Lori Droste

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor Bob Woerner

City of Newark
Councilmember Luis Freitas

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

City of Piedmont
Councilmember Jen Cavenaugh

City of Pleasanton
Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	October 28, 2021 December 2, 2021
4:00 p.m.	Alameda CTC Audit Committee	October 28, 2021
9:00 a.m.	I-680 Sunsol Smart Carpool Lane JPA (I-680 JPA)	November 8, 2021
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	October 21, 2021
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 25, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 4, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	November 8, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-15-21), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

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



Alameda County Technical Advisory Committee Fiscal Year 2021-2022

Member Agencies

AC Transit

BART

City of Alameda

City of Albany

City of Berkeley

City of Dublin

City of Emeryville

City of Fremont

City of Hayward

City of Livermore

City of Newark

City of Oakland

City of Piedmont

City of Pleasanton

City of San Leandro

City of Union City

County of Alameda

Other Agencies

Chair, Alameda CTC

ABAG

ACE

BAAQMD

Caltrans

CHP

LAVTA

MTC

Port of Oakland

Union City Transit

WETA



1. Call to Order

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

2. Roll Call

Roll call was conducted and all members were present with the exception of Kevin Connolly, Julie Chiu, Lt. Austin Danmeier, Anthony Fournier, Matt Maloney, Gopika Nair, Cedric Novenario, Craig Raphael, Radiah Victor, and John Xu.

Eric Hu attended as an alternate for Hans Larsen.
Nathan Landau attended as an alternate for Eve Ng.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the July 8, 2021, ACTAC Meeting Minutes

4.2. Alameda County Federal Inactive Projects Update

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

Yes: Ameri, Ayupan, Bhatia, Evans, Fried, Hu, Huisingsh, Imai, Javandel, Landau, Lee, Marquises, Ripperda, Yeamans

No: None

Abstain: Payne

Absent: Connolly, Chiu, Danmeier, Fournier, Maloney, Nair, Novenario, Raphael, Victor, Xu

5. Programs/Projects/Monitoring

5.1. Approve the 2022 State Transportation Improvement Program – Programming Principles and Schedule

Gary Huisingsh introduced Vivek Bhat to present this item. Mr. Bhat recommended the Commission approve the programming principles and schedule for the development of the Alameda County 2022 State Transportation Improvement Program (STIP) project list. Mr. Bhat reported that the 2022 STIP will cover Fiscal Years (FYs) 2022-23 through 2026-27, and based on the State's 2022 STIP Fund Estimate, California Transportation Commission (CTC) adopted with the final STIP program guidelines in August, approximately \$22.035 million of new programming

capacity is anticipated for Alameda County, of which \$15.87 million is anticipated to be available for programming to projects. Mr. Bhat reviewed the 2022 STIP principles stating that the principles are similar to what has been approved in prior STIP cycles and highlighted key principles for project prioritization related to eligibility and readiness. He informed the Committee that the Alameda County STIP project list needs to be adopted in October 2021, and MTC is anticipated to approve the regional list of projects by December 2021. To meet the short timeline to identify a draft project list, Mr. Bhat asked ACTAC members to contact Alameda CTC by Thursday, September 16th. Following the staff assessment of the eligibility and readiness of project nominations, a draft project list will be presented to the Commission in October 2021.

Eric Hu asked about the application process and timing of the required Project Study Report. Mr. Bhat stated staff will be requesting preliminary information due by September 16th. After an initial assessment, if the project met STIP prioritization criteria, staff would request the sponsor for further project details.

Donna Lee asked about the availability of Public Transit Account (PTA) funds in the 2022 STIP. David Ripperda clarified that the PTA balance is negative for the 2022 STIP, so proposed transit projects must be eligible for State Highway Account funds.

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

Yes: Ameri, Ayupan, Bhatia, Evans, Fried, Hu, Huisingh, Imai, Javandel, Landau, Lee, Marquises, Payne, Yeamans
No: None
Abstain: None
Absent: Connolly, Chiu, Danmeier, Fournier, Maloney, Nair, Novenario, Raphael, Ripperda, Victor, Xu

6. Members Report

Donna Lee reported that BART is offering fifty percent discount fares during September.

Nathan Landau reported that AC Transit is offering free fares on Fridays during September.

Ruben Izon asked staff for additional details on the Active Transportation Program Cycle 5 augmentation funding.

7. Staff Report

Kristen Villanueva provided an update on the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS). She stated that MTC's One Bay Area Grant (OBAG) Program requires county transportation agencies to update the PDA IGS periodically. She noted that as part of the 2021 PDA IGS Update, MTC is requiring the following three elements to be reported for PDAs in each county:

- Housing and mobility trends in PDAs
- Planned transportation projects in PDAs
- Affordable housing pipeline in PDAs

Ms. Villanueva informed the Committee that more information will be shared on the housing and mobility trends element of the PDA IGS in October. Ms. Villanueva mentioned that she will distribute an email to the Committee by September 10th requesting their input on a draft list of planned transportation projects in PDAs as well as housing permit data shared with us by MTC.

8. Adjournment

The meeting adjourned at 3:00 p.m. The next meeting is scheduled for October 7, 2021.

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DATE: October 4, 2021

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Alameda County Federal Inactive Projects Update

Recommendation

ACTAC members are requested to review the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk for deobligation due to delayed invoicing. For the identified projects, sponsors are requested to take the actions required to keep the funding obligation active and in compliance with Caltrans requirements. This is an information item.

Summary

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

Background

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

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

Obligations. The list is posted on the Caltrans website and updated weekly: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>. If the inactive list indicates a written justification is due to Caltrans, download the [justification form template from this same link](#).

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

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

Regional Requirements

The Metropolitan Transportation Commission (MTC) Regional Project Delivery Policy, MTC Resolution 3606, states that *“Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.”* Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on future federal funds. MTC actively monitors inactive obligations and periodically contacts project sponsors for status updates. MTC encourages Local Agencies to invoice more frequently than the 6-month minimum and preferably on a quarterly basis.

Invoice Submittal

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

Next Steps

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

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

Attachment:

- A. Alameda County Federal Inactive Projects List, dated 9/11/21

Alameda County Inactive Obligations
Updated by Caltrans 9/11/2021

Project Number	Status	Agency Action Required	Project Prefix	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5012037	Inactive	Invoice overdue. Contact DLAE.	STPLZ	Oakland	LAKE MERRITT CHANNEL BRIDGE (BR.NO.33C-0030) REPLACE BRIDGE (PER SEISMIC STRATEGY)	11/24/2021	11/24/2020	03/01/1998	11/24/2020	11/24/2020	8	\$31,446,836	\$27,595,632	\$26,279,636	\$1,315,996
5012028	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPLZ	Oakland	23RD AVE BR 33C0148, CAMPUS DR BR 33C0238 & COLISEUM WAY BR 33C0253 SEISMIC RETROFIT	5/14/2021	5/14/2020	09/01/1996	05/14/2020	01/07/2021	14	\$3,312,953	\$2,897,545	\$2,278,206	\$619,339
5041045	Inactive	Invoice returned to agency. Contact DLAE.	HSIPL	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF DAVIS ST AND CARPENTIER ST. INSTALL PEDESTRIAN ACTIVATED HAWK	11/27/2019	11/27/2018	04/21/2017	11/27/2018	04/20/2021	32	\$292,655	\$254,405	\$37,655	\$216,750
5050041	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	STPL	Hayward	INDUSTRIAL BLVD. - CLAWITER RD. TO 659 FT. SOUTH OF DEPOT RD. PAVEMENT REHABILITATION	4/10/2020	4/11/2019	01/23/2014	04/11/2019	04/11/2019	27	\$1,538,563	\$1,335,000	\$1,266,235	\$68,765
5012134	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	STPL	Oakland	7TH STREET FROM WOOD ST TO PERALTA ST. ROAD DIET, BICYCLE LANES, SIDEWALK ENHANCEMENT, AND PEDESTRIAN AMENITIES	4/9/2021	4/9/2020	04/06/2017	04/09/2020	04/09/2020	15	\$3,744,000	\$3,288,000	\$3,222,240	\$65,760
5322055	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	STPL	Fremont	FREMONT CITY CENTER & FREMONT BART STATION MULTIMODAL IMPROVMENTS	10/8/2021	10/8/2020	03/12/2015	10/08/2020	10/08/2020	9	\$3,285,974	\$2,095,586	\$2,068,180	\$27,406
5101029	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	BPMP	Pleasanton	CITY OF PLEASANTON: 5 BRIDGES, 33C0454, 33C0099, 33C0453, 33C0461, AND 33C0462. BRIDGE PREVENTIVE MAINTENANCE PROJECT	9/11/2021	9/11/2020	12/19/2015	09/11/2020	09/11/2020	10	\$1,575,426	\$134,532	\$131,090	\$3,442
5933160	Future	Invoice ASAP to avoid inactivity.	STPL	Alameda County	FOOTHILL BLVD FROM 164TH TO JOHN DR. REHABILITATE PAVEMENT	3/29/2022	03/29/2021	03/29/2021		03/29/2021	4	\$2,460,905	\$2,171,000	\$0	\$2,171,000
5933146	Future	Invoice under review by Caltrans. Monitor for progress.	STPL	Alameda County	UNINCORPORATED ALAMEDA COUNTY: VARIOUS ROADWAYS: STANLEY BLVD, BRUNS RD, AND KELSO RD. ROAD REHABILITATION	2/5/2022	2/5/2021	05/16/2018	02/05/2021	02/05/2021	5	\$2,489,750	\$1,874,915	\$109,036	\$1,765,879
5012140	Future	Invoice ASAP to avoid inactivity.	HSIPL	Oakland	SHATTUCK AVE AT 49TH ST, 51ST, 59TH, ALCATRAZ AVE; AND CLAREMONT AVE BETWEEN TELEGRAPH AVE AND CLIFTON ST. SIGNAL AND STRIKE ROAD DISTRICT	2/5/2022	2/5/2021	12/15/2016	02/05/2021	02/05/2021	5	\$1,363,072	\$1,221,072	\$202,166	\$1,018,906
5933142	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Alameda County	FAIRMONT DRIVE BETWEEN LAKE CHABOT ROAD AND 2700 FAIRMONT DRIVE INSTALL GUARDRAILS.	1/7/2022	1/7/2021	07/28/2017	01/07/2021	01/07/2021	6	\$1,185,300	\$908,800	\$128,269	\$780,531
5933154	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Alameda County	CROW CANYON ROAD, PALOMARES ROAD, NORTH VASCO ROAD, AND ALTAMONT PASS ROAD IN UNINCORPORATED ALAMEDA COUNTY	2/5/2022	2/5/2021	11/19/2019	02/05/2021	02/05/2021	5	\$334,940	\$301,430	\$15,405	\$286,025
5050046	Future	Invoice ASAP to avoid inactivity.	STPCML	Hayward	MAIN STREET FROM MCKEEVER AVENUE TO D STREET REDUCE ROADWAY FROM 4 TO 2 LANES, CONSTRUCT BIKE LANES, WIDEN SIDEWALKS AND ADA COMPLIANCE	2/24/2022	2/24/2021	01/14/2019	02/24/2021	03/24/2021	5	\$350,000	\$175,000	\$1,119	\$173,881
5041049	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	San Leandro	THE INTERSECTION OF WICKS BLVD AND MANOR BLVD. INSTALL SOUTHBOUND AND NORTHBOUND LEFT-TURN SIGNALS; UPGRADE SIGNAL HEADS AND SIGNAL	3/26/2022	3/26/2021	09/06/2019	03/26/2021	03/26/2021	4	\$41,500	\$37,350	\$1,511	\$35,839

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Memorandum

5.1

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

DATE: September 30, 2021

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve Alameda County 2022 State Transportation Improvement Program

Recommendation

It is recommended the Commission approve the following actions related to the 2022 State Transportation Improvement Program (STIP)

1. Approve Resolution 21-015 (Attachment A) regarding the approval of \$22.035 million of 2022 STIP funds for Alameda County, which includes \$15.87 million of new 2022 STIP funding for three projects: Alameda CTC's Oakland Alameda Access (\$11.87 million), City of Fremont's I-880 Decoto Road Interchange Modernization (\$3.0 million) and BART's Downtown Berkeley Station Elevator Modernization (\$1.0 million).
2. Staff recommendation also includes a provision that if the BART and City of Fremont projects do not meet the STIP readiness requirements, the 2022 STIP funds recommended for these projects will be reprogrammed to the Oakland Alameda Access project.

Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2022 STIP will cover Fiscal Years (FYs) 2022-23 through 2026-27. Alameda County's share of the State's 2022 STIP Fund Estimate is \$22.035 million and includes \$15.87 million of new programming capacity for projects that would be available in the outer years (FY2025-26 and 2026-27) of the 2022 STIP period.

The Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2022 Regional STIP program (2022 RTIP). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

Staff is recommending Commission approval of the Alameda County 2022 Program (Attachment A) which is consistent with the 2022 STIP Principles approved by the Commission in September 2021 (Attachment B). A final, approved project list and supporting documentation is due to MTC by November 1, 2021.

Background

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

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

The STIP is one of the discretionary funding sources included in the Comprehensive Investment Plan (CIP), Alameda CTC's near-term strategic programming document. The CIP includes a five-year programming horizon and is updated annually to capture new programming and allocation recommendations.

On July 22, 2022, the Commission approved the 2022 CIP which included \$141.6 million in programming for FYs 2021-22 through 2025-26, with \$107.7 million in allocations during the first two years of the CIP. Programming approved for the 2022 STIP will be incorporated in the next annual update of the CIP.

2022 STIP Fund Estimate

The biennial STIP programming process begins with the development of the STIP Fund Estimate (FE), approved by the CTC. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period.

The Final 2022 STIP Fund Estimate approved at the August 2021 CTC meeting indicates \$22.035 million new programming capacity is available for Alameda County in FYs 2025-26 or 2006-27. As indicated below, when adjustments for prior commitments and program administration are considered, the balance available for programming to projects is estimated to be \$15.87 million

2022 STIP - Alameda County Fund Estimate:

\$ 22.035 M 2022 STIP Fund Estimate for Alameda County

- \$ 5.063 M Payback of STIP funding advanced to ACTC by MTC through 2020 STIP for I-680 Southbound Express Lane from SR-84 to Alcosta Blvd project
- \$ 0.355 M STIP Administration funds for MTC
- \$ 0.747 M STIP Administration funds for Alameda CTC
- \$ 15.870 M 2022 STIP Funding Available to Program

2022 STIP Program

Based on the approved programming principles and schedule, jurisdictions were requested to provide preliminary information for projects and programs that could meet the 2022 STIP program requirements. Staff performed a preliminary analysis on the seven project requests received and contacted sponsors for further information. As listed in Attachment C, a total of five complete responses were received and evaluated for funding in accordance with the STIP principles, including an approved Project Study Report (PSR) or PSR-equivalent, federalized environmental document and potential to leverage external funds. Projects were also evaluated to ensure they align with the goals and objectives of the Alameda CTC's near-term strategic planning and programming documents, the Countywide Transportation Plan and the Comprehensive Investment Plan.

Staff is recommending Commission approval of the Alameda County 2022 STIP Program (Attachment A). A final, approved project list and supporting documentation including Resolution of Local Support, PSR/ PSR-equivalent and other final STIP application material) is due to MTC by November 1, 2021.

Currently, the City of Fremont (City) is working diligently with Caltrans to obtain final approval of the PSR for their proposed project. In order to meet MTC's deadline of November 1, 2021 for a complete program submittal, Alameda CTC has provided the City a timeline of October 29, 2021 to provide the approved PSR. The City has confirmed that they will be able to meet this deadline. In the event the City and/or BART are unable meet required STIP requirements and submittal timelines, staff recommends reprogramming the STIP funds recommended for the I-880 Decoto Road Interchange Modernization and/or Downtown Berkeley Station Elevator Modernization projects, to the Oakland Alameda Access project.

Next Steps

Due to the condensed programming schedule for the 2022 STIP, Alameda County's 2022 STIP program needs to be approved in October 2021 in order to meet MTC's November 1, 2021 submittal deadline for the county STIP programs and supporting documentation. In addition to a Commission-approved 2022 STIP project list, the documentation required by MTC for each project recommended for STIP funding includes:

- MTC Complete Streets Checklist,
- Electronic STIP Project Programming Request (ePPR) form,

- Performance measures analysis,
- Final Project Study Report (PSR) (or PSR Equivalent),
- MTC Resolution of Local Support, and
- STIP Certification of Assurances.

The MTC-approved RTIP is due to the CTC in December 2021 and the final 2022 STIP is scheduled to be adopted by the CTC in March 2022.

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

Attachments:

- A. Resolution 21-015, Alameda County 2022 STIP Program
- B. Principles for the Development of the Alameda County 2022 STIP Project List, Approved 09/23/21
- C. Alameda County 2022 STIP Program evaluation



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 21-015**

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City of San Leandro

Commission Vice Chair
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City of Emeryville

AC Transit
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Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
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Executive Director
Tess Lengyel

**Approval of the Alameda County 2022
State Transportation Improvement (STIP) Program**

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

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

WHEREAS, projects recommended for inclusion in the 2022 STIP must be consistent with the Commission-approved 2022 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the funding identified in the 2022 STIP Fund Estimate for Alameda County includes \$5.063 million of unprogrammed balances from prior STIP cycles, approximately \$1.102 million of new STIP funding for Planning, Programming and Monitoring (PPM) and \$15.87 million of new STIP funding for projects for a total Fund Estimate of \$22.035 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2022 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, October 28, 2021 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

EXHIBIT A

Alameda County 2022 STIP Program

Index #	Project	Proposed for 2022 STIP (\$ x 1,000)
1	Oakland Alameda Access (I-880 Broadway-Jackson)	\$11,870
2	I-880 Decoto Road Interchange Modernization ¹	\$3,000
3	Station Elevator Modernization Program ¹ (Downtown Berkeley)	\$1,000
4	Route 24 Corridor – Caldecott Project ² (2020 STIP Carryover project - ARRA Payback)	\$2,000
5	Improved Bike/Ped Connectivity to East Span SFOBB ² (2020 STIP Carryover project - MTC/BATA)	\$3,063
6	STIP Administration - Alameda CTC portion	\$747
7	STIP Administration - MTC portion	\$355
Total		\$22,035

Table Notes:

1. In the event the City of Fremont and/or BART are unable meet STIP requirements and submittal timelines, the STIP funds programmed to City of Fremont and/or BART may be reprogrammed to the Oakland Alameda Access project.
2. Payback of 2022 STIP funding to MTC totals \$5.063M. This amount had been advanced to ACTC by MTC through 2020 STIP for I-680 Southbound Express Lane from SR-84 to Alcosta Blvd project.

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Principles for the Development of the Alameda County 2022 STIP Project List

- It is anticipated that any new funding programmed in the 2022 STIP will be made available in FYs 2025-26 and/or 2026-27.
- Previously-approved commitments for STIP programming will be considered during the development of the 2022 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines, including federal requirements.
- Consideration of the following are proposed for the required project prioritization for the development of the 2022 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Projects that can leverage funds from other SB1 and Regional programs;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance, including federal National Environmental Policy Act (NEPA).
 - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

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Alameda County 2022 STIP Program Evaluation

Index	Sponsor	Project Name	\$ in millions			Phase	Evaluation Notes / Comments
			Total Project Cost	STIP funds Requested	2022 STIP Recommendation		
Recommended for 2022 STIP funds							
1	Alameda CTC	Oakland Alameda Access (I-880 Broadway/Jackson)	129.9	15.9	11.87	CON	Named project in 2014 MBB Expenditure Plan; In 10 year CTP Priority list; Addresses multimodal / safety needs; Addresses Regional connectivity; High potential to leverage external funds
2	Fremont	I-880/Decoto Road Interchange Modernization	24.5	10.0	3.00	CON	In 10 year CTP Priority list; Addresses multimodal / safety needs; Addresses Regional connectivity; High potential to leverage external funds
3	BART	Station Elevator Modernization Program (Downtown Berkeley)	10.0	7.0	1.00	CON	In CTP Programmatic Category; Addresses safety / access needs; Addresses Regional connectivity; Leverages other funding
NOT Recommended for 2022 STIP funds							
4	County of Alameda	D Street Corridor Improvements	10.2	5.0	-	-	Regional Connectivity low; Near term funding need, does not fit within 2022 STIP timeframe Potential OBAG 3 / ATP Cycle 6 candidate;
5	Pleasanton	I-680/Sunol Interchange	26.6	3.0	-	-	Funding Plan remains unsecured; Regional connectivity low; Near term funding need, does not fit within 2022 STIP timeframe
6	Pleasanton	West Las Positas Blvd. Roadway Reconstruction and Protected Bike Lanes	22.0	3.0	-	-	Sponsor did not submit Project Information for further assesment
7	Alameda	Central Ave Roundabouts	17.8	6.0	-	-	Sponsor did not submit Project Information for further assesment
Total			241.0	49.9	15.87		

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: September 30, 2021

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve FY 2021-22 Transportation Fund for Clean Air Funding for Oakland Projects

Recommendation

It is recommended that the Commission approve the programming of \$505,000 of Transportation Fund for Clean Air (TFCA) County Program Manager funds from the City of Oakland's share of the FY 2021-22 TFCA Fund Estimate to the following two projects:

1. \$350,000 for East Bay Greenway, Phase 2, and
2. \$155,000 for 14th Street Complete Streets Improvements.

Summary

TFCA County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. The Air District annually approves the program's policies and expenditure plan. For FY 2021-22, a total of \$3.11 million of funding was available for programming and the funds were included in the fund estimate for the Alameda CTC 2022 Comprehensive Improvement Plan (CIP). Following the July 2021 approval of the 2022 CIP, a balance of \$761,445 of unprogrammed TFCA funds remained. Staff is recommending \$505,000 of that balance for programming to two Oakland projects submitted for the 2022 CIP. Both projects were recommended for federal funding from MTC's Safe and Seamless Quick-strike Mobility Program, but a funding need remains. The complete FY 2021-22 TFCA program summary, including previously approved and currently recommended projects, is included as Attachment A.

The balance of \$256,445 remaining after this action will be carried over and included in the fund estimate for next year's FY 2022-23 TFCA program, scheduled for programming in spring/summer 2022.

Background

TFCA funding is generated by a four-dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve surplus emissions reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle facilities, transit signal priority, signal timing, alternative fuel infrastructure and travel demand management (TDM) programs. As the designated TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County. Per the established TFCA distribution formula for Alameda County, 70 percent of the available funds for projects are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent is available to transit-related projects on a discretionary basis. A jurisdiction's projected future shares may be borrowed against in order for a project to receive more funds in the current year, which can help facilitate the programming of the portion of funding subject to the Air District's annual programming deadline.

FY 2021-22 Program Development

An annual TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Projects proposed for TFCA funding this cycle are to be consistent with the Air District's FY 2021-22 TFCA County Program Manager Fund Policies (TFCA Policies) and cost-effectiveness requirements. Additionally, TFCA funding is intended for near-term transportation improvements that will commence within the next two years.

The Alameda CTC's FY 2021-22 TFCA Expenditure Plan Application, approved by the Commission in February 2021 and by the Air District Board in May 2021 identified \$2.4 million of funding available for programming to eligible projects. An additional balance of \$829,000 remained from the prior FY, bringing the total amount of TFCA available through the 2022 CIP to \$3.11 million. To date, \$2.35 million of TFCA has already been programmed to projects (Attachment A).

Oakland Projects

For the 2022 CIP, two of the City of Oakland's proposed projects, East Bay Greenway Phase 2 and 14th Street Complete Streets were evaluated for TFCA funding and both were found to be eligible and cost-effective. Because the projects were already federalized they were forwarded to MTC for funding consideration through the Safe and Seamless Mobility Quick-strike Program. Both were awarded federal funds by MTC, but have remaining funding needs. Alameda CTC staff is recommending programming TFCA funds from the City's share at this time in order to help keep these projects on schedule while

significantly reducing the FY 2021-22 TFCA fund balance. The complete FY 2021-22 TFCA project list, including the recommended Oakland projects, is detailed in Attachment A.

Next Steps

Alameda CTC will transmit the final FY 2021-22 TFCA Program to the Air District. Following the program submittal, the Alameda CTC will prepare and execute project-specific funding agreements with project sponsors.

The remaining unprogrammed balance of \$256,445 will be included in the fund estimate for the FY 2022-23 TFCA Program, with a call for projects tentatively scheduled for Spring 2022.

Fiscal Impact: TFCA County Program Manager funding is made available by the Air District has been included in the Alameda CTC's FY 2021-22 budget.

Attachment:

- A. Alameda CTC FY 2021-22 TFCA Program Summary (approved and recommended)

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TFCA County Program Manager Fund, FY 2021-22 Program Summary

Projects Approved 7/22/2021 (2022 CIP)								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share Balance	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Programmed (See Note 1)	Notes
Alameda	Cross Alameda Trail Class 1 Connectors	Construct four new Class 1 multi-use pathway connectors to close gaps in accessing a central segment of the cross-town Cross Alameda Trail within the Jean Sweeney Open Space Park (JSOSP).	\$ 450,000	\$ 292,000	\$ (85,053)	\$ 483,338	\$ 100,000	
Alameda County	Mission Blvd Phase III Corridor Improvements	Install Class IV separated bikeways on Mission Blvd, from East Lewelling Blvd/I-238 to Rose Street in unincorporated Alameda County. Other project elements include protected intersections, pedestrian hybrid beacons, curb extensions, median refuges, high-visibility crosswalks, signal retiming, sidewalk updates, and landscaping.	\$ 30,943,000	\$ 1,950,000	\$ 354,010	\$ 498,369	\$ 98,000	See Note 2
Albany	Lower Codornices Creek Class 1 Trail, Phase IV	Install a new Class 1 trail that will add 0.16 miles of new multi-use trail at the Albany/Berkeley border along Lower Codornices Creek from 8th St - 10th St and a wider sidewalk along 8th St connecting the new trail segment to the existing trail to the west via a new raised crossing at 8th St.	\$ 1,445,603	\$ 825,084	\$ 42	\$ 479,310	\$ 85,000	
Newark	Cherry Street Class 4 Separated Bikeways	Install a new Class 4 separated bikeway on Cherry Street between Central Avenue and Stevenson Boulevard that will eliminate gaps in and upgrade existing Class 2 lanes on Cherry Street and install other bicycle safety improvements.	\$ 755,000	\$ 453,000	\$ 534,519	\$ 495,433	\$ 130,000	
Pleasanton	West Las Positas Class 4 Separated Bikeway	On West Las Positas Ave, Foothill Rd - Iron Horse Trail, install new class 4 separated bikeway (with six foot bike lanes and a three-foot buffer zone) in each direction, eliminate gaps in and upgrade existing Class 2 facilities with reflective flexible posts in the buffer zone for added physical separation, and minor intersection striping.	\$ 1,156,000	\$ 867,000	\$ 164,978	\$ 488,284	\$ 150,000	
San Leandro	Hesperian Blvd Class 4 Bike Lane	Install Class IV bike lanes on Hesperian Boulevard, between Fairmont Drive and Springlake Drive. The project closes a gap in bike facilities from Drew to Springlake and upgrade the existing class II lanes to separate bicyclists from vehicles using curb medians, landscaping, and/or striping with flexible delineators.	\$ 1,983,000	\$ 1,479,000	\$ 324,898	\$ 494,588	\$ 92,000	See Note 3
San Leandro	MacArthur Boulevard Park and Ride Lot	Construct a 35-space park and ride lot with 2 bike lockers and 2 EV charging stations offering a transfer point from personal vehicle to a local or regional transit, carpool, or vanpool.	\$ 827,867	\$ 621,867	\$ 324,898	\$ 249,145	\$ 80,000	
San Leandro	San Leandro LINKS Shuttle, FYs 2022-23 & 2023-24	Operations of San Leandro LINKS Shuttle for FYs 2022-23 & 2023-24	\$ 1,667,480	\$ 128,000	\$ 324,898	\$ 247,433	\$ 114,000	
Union City	Union City Transit Electric Bus & Infrastructure	Purchase and install electrical vehicle charging equipment to support four (4) new zero-emission, battery-electric buses, scheduled to be procured by Union City Transit in 2022. Funds awarded for ZEB purchase may be used towards required charging equipment.	\$ 2,000,000	\$ 1,500,000	\$ 251,852	\$ 491,959	\$ 1,500,000	See Note 4
Subtotal Requested				\$ 8,115,951	Amount Programmed		\$ 2,349,000	

Projects Recommended October 2021								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share Balance	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Oakland	East Bay Greenway, Phase 2	Install second segment of the multi-use EBG trail along San Leandro Street from Seminary Ave (59th St) to 69th Avenue and install Class 2 bike lanes between 69th Avenue and 75th Avenue, connecting the Class 1 trail segments.	\$ 5,740,000	\$ 350,000	\$ 132,199	\$ 461,318	\$ 350,000	
Oakland	14th Street Complete Streets	On 14th St between Brush St and Oak St: Reduce travel lanes from 4 to 2, add paved Class IV protected bicycle lanes; transit boarding islands; improve ped facilities including refuges, crossings, signals, and landscaping.	\$ 15,030,000	\$ 155,000	\$ 132,199	\$ 496,993	\$ 155,000	
Subtotal Requested				\$ 505,000	Amount Recommended		\$ 505,000	

Program Summary	New FY 2021-22 Funding	Prior Year Adjustments	Total Funds Available to Program	Amount Requested	TFCA Recommended	Balance (Available less Recommended)
Subtotal 70% Cities/County	\$ 1,304,814	\$ 1,358,626	\$ 2,663,440	\$ 8,620,951	\$ 2,854,000	\$ (190,560)
Subtotal 30% Transit	\$ 559,206	\$ (112,201)	\$ 447,005	\$ -	\$ -	\$ 447,005
Total FY 2021-22 Program	\$ 1,864,020	\$ 1,246,425	\$ 3,110,445	\$ 8,620,951	\$ 2,854,000	\$ 256,445
Portion of remaining balance subject to Nov 2021 programming deadline (See Note 5):						\$ -

Notes:
1. The recommended and approved TFCA amounts are subject to final approval by BAAQMD. For the projects approved for 2022 CIP discretionary funding, if reductions to the proposed TFCA amounts are required by BAAQMD, the change will be backfilled with another 2022 CIP discretionary fund source.
2. TFCA recommendation assumes project will be fully funded through ATP Cycle 5 and other County sources. If a full project funding plan is not identified, this specific TFCA grant may need to be cancelled, but sponsor could request TFCA in a future cycle.
3. The entire project includes Class 4 bike lanes on Hesperian Blvd and Fairmont Dr, but the Fairmont segment has received Regional TFCA funding and is ineligible for additional funding through TFCA, so the County TFCA funds can only be used towards the Hesperian Blvd segment.
4. For EV fleets, the Air District allows TFCA funds awarded for EV purchase to be used towards the purchase and installation of the required EV charging equipment. If sponsor accepts TFCA, no other emission-reduction crediting fund sources can be used to procure the four (4) ZEB vehicles. If the vehicles cannot be procured with non-emission-reduction crediting fund sources and within the allowable TFCA timeline, the awarded TFCA will be replaced with other Alameda CTC-administered funds, such as VRF Transit.
5. Any new FY 2021-22 revenue left unprogrammed as of November 6, 2021 may be programmed directly by the Air District.

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DATE: September 30, 2021

TO: Alameda County Technical Advisory Committee

FROM: Colin Dentel-Post, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Approve the 2021 Congestion Management Program (CMP)

Recommendation

It is recommended that the Alameda County Technical Advisory Committee approve the 2021 Congestion Management Program (CMP). Upon subsequent approval by the Commission, the 2021 CMP report will be sent to the Metropolitan Transportation Commission (MTC).

Summary

State legislation requires Congestion Management Agencies (CMAs) to update their Congestion Management Program (CMP) every two years. Each update must include five required elements: (1) level of service monitoring, (2) a multimodal performance element, (3) a travel demand management element, (4) a land use analysis program, and (5) a capital improvement program.

Over time, Alameda CTC's CMP has evolved from a program focused on meeting the legislative requirements to a more robust effort that uses the legislative mandate as an opportunity to monitor and encourage development of a multimodal transportation system that is integrated with the county's land use patterns.

Approval of the 2021 CMP update ensures continued conformity with state legislation and enables programs to help the agency better understand the changing nature of our multimodal transportation system.

2021 Congestion Management Program Update

State CMP legislation requires biennial updates to the CMP. Alameda CTC develops and updates a CMP for Alameda County during odd-number years. The CMP defines how the agency will monitor the performance of the county's transportation system, develop strategies to address congestion and improve multimodal system performance, and

strengthen the integration of transportation and land use planning. The last update to the Alameda County CMP was completed in September 2019. The current 2021 update is an administrative update which makes no substantive changes to the 2019 CMP but ensures conformance with regional and state legislative requirements.

Existing CMP legislation, initially passed in 1991 and last updated in 2001, specifically requires CMAs to use a delay-based metric such as Level of Service (LOS) for roadway performance monitoring and for the traffic impact analysis in the Land Use Analysis Program. This CMP legislation requirement is in direct conflict with a more recent amendment to California Environmental Quality Act (CEQA) Guidelines pursuant to the implementation of Senate Bill 743 (SB 743), which requires the significance metric for traffic impact assessment to be Vehicle Miles Traveled. Alameda CTC anticipates amendments to the existing CMP legislation at the state level which could substantially change the CMP and its requirements to align with SB 743 requirements and current industry standards. Because of this, the 2021 CMP update is a focused update reporting on progress on the implementation of various CMP elements that occurred in the last two years. Alameda CTC is actively monitoring any changes to CMP legislation.

The following are the legislatively required elements of the CMP:

- Roadway Performance Monitoring: Monitor congestion levels against the LOS standards established for the county's designated CMP roadway system. If roadway LOS standards are not maintained in the CMP roadway system, a deficiency plan is required that defines how improvements will be implemented to bring the LOS to an acceptable standard. As noted above, this is in conflict with newer legislation requiring the use of VMT.
- Multimodal Performance Measurement: Evaluate the county's multimodal transportation system against adopted performance measures.
- Travel Demand Management: Promote alternative transportation strategies with a travel demand management element.
- Land Use Impact Analysis: Analyze the effects of local land use decisions on the regional transportation system. Develop and maintain a travel demand model to assess the land use impact.
- Capital Improvement Program: Prepare a capital improvement program that maintains or improves the performance of the countywide multimodal transportation system.

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

Attachment:

- A. 2021 Congestion Management Program

2021

Congestion Management Program

California law requires urban areas to develop and biennially update a Congestion Management Program (CMP)—a plan that describes strategies to assess and monitor the performance of the county's multimodal transportation system, addresses congestion and improves the performance of a multimodal system, and integrates transportation and land use planning.

As the Congestion Management Agency (CMA) for Alameda County, the Alameda County Transportation Commission (Alameda CTC) prepares the CMP. Alameda CTC coordinates with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans), and

the Bay Area Air Quality Management District (BAAQMD) to manage and update the CMP, and perform congestion management and monitoring activities.

The Alameda County CMP is a short-range plan that includes a variety of congestion management strategies, programs, and projects designed to meet, and often exceed, the legislative requirements with the goal of further improving the countywide transportation system to better meet the needs of all users. The CMP also supports the 2020 Countywide Transportation Plan (CTP).

Legislative Requirements

California's current CMP legislation defers considerable authority to CMAs to develop and update each CMP but requires CMAs incorporate five key elements:

1. level of service monitoring of a designated roadway network
2. a multimodal performance element;
3. a travel demand management element;
4. a land use analysis program; and
5. a capital improvement program.

Following the adoption of the 2021 CMP by the Alameda CTC Commission, Alameda CTC will submit the CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's Regional Transportation Plan (RTP) and with the CMPs of the other counties in the Bay Area.

2021 Approach

CMP legislation was initially passed in 1991 and last updated in 2001 and is currently in conflict with other regulations like Senate Bill 743 (SB 743), the California Environmental Quality Act (CEQA), Complete Streets legislation, and current industry best practices. To resolve this conflict, existing CMP legislation must be amended to align with other more recent regulations.

The metric used to measure performance is at the heart of this conflict. CMP legislation requires use of a delay-based metric, Level of Service (LOS), to measure roadway performance. However, recently amended CEQA guidelines based on SB 743 require use of vehicle miles-traveled (VMT) as the primary metric for traffic impacts. This move from LOS to VMT supports Greenhouse Gas (GHG) reduction goals, multimodal performance measurement, and is in line with the Complete Streets practice.

Given that state legislation has not yet addressed this conflict, Alameda CTC continues to comply with CMP legislation. This 2021 administrative update demonstrates compliance with state and regional CMP requirements and reports work performed by Alameda CTC related to the major CMP elements since the last update in 2019. Elements of the 2019 CMP not hereby updated still apply. Chapter references that appear in this document are referring to

Chapters of the [2019 CMP document](#), which can be found here on Alameda CTC's website.



Summary of Activity and Program Changes from 2019

Alameda CTC's 2021 Congestion Management Program builds off the program requirements and methodologies established in previous CMPs, most recently the 2019 CMP. The following sections briefly describe Alameda CTC's approach to the five key elements defined in CMP legislation, as well as recent activity focused on meeting those requirements.

1

CMP Network and LOS Standards

State law requires CMAs to monitor LOS on an established CMP Network. State legislation defers authority to CMAs to define both the LOS methodology and the CMP network, provided:

- The LOS methodology measures delay and is uniformly applied; and
- The CMP network includes the state highway system and principal arterials.

LOS Methodology: Alameda CTC uses LOS standards defined in the 1985 Highway Capacity Manual (HCM 1985), the nationally accepted guidelines published by the Transportation Research Board. Alameda CTC has evaluated the applicability of these standards several times against more recent versions of the HCM. A more recent version of the HCM would hinder the ability to compare past performance trends, important for determining conformity with CMP legislation.

The HCM 2000 and 2010 both require a density-based, rather than speed-based LOS methodology for freeways and changed speed classifications for arterials, which would require additional data collection in addition to complicating conformity findings.

CMP Network: Alameda CTC must define and identify components of the transportation system that are being monitored and improved. For the purposes of the CMP, two different systems are used: the designated CMP roadway network, last updated in 2017 (Chapter 2 of 2019 CMP, "Designated CMP Roadway Network") and the broader and older Metropolitan Transportation System (MTS). The CMP roadway network is generally a subset of the MTS. Alameda CTC monitors performance on the CMP roadway network in relation to established LOS standards.

The designated CMP roadway network was initially developed in 1991 and includes freeways, state highways, and principal arterials to satisfy state legislative

requirements. These roadways are significant for regional trips and connect major activity centers to the regional transportation system. The network was last updated in 2017 to add an additional 220 miles of arterial roadways based on the outcomes of three modal plans: Countywide Multimodal Arterial Plan, Countywide Transit Plan, and Countywide Goods Movement Plan. Additionally, Alameda CTC identified 146 miles of roadways on major transit corridors to be included in a new transit performance monitoring network. These parts of the network are monitored for information purposes rather than conformity.

There have been no changes to the adopted LOS Methodology or CMP network since the 2019 CMP was approved. As part of the implementation of the CMP, Alameda CTC conducts a LOS monitoring study every two years. The last study was conducted in the fall of 2020, and the next will be in the spring of 2022. Because of the COVID-19 pandemic which began in March 2020, the standard monitoring window was moved from spring 2020 to the fall of 2020. Alameda CTC expects to return to the standard methodology approved in the 2019 CMP for the 2022 monitoring cycle with no changes to the CMP network. The 2020 monitoring cycle did not identify any deficient segments. Alameda CTC will monitor level of service on the CMP network in spring 2022 and report consistency with the LOS standards and identify potentially

deficient segments as part of the 2022 monitoring cycle.

2 Multimodal Performance and Monitoring

State law requires CMAs to evaluate their current and future multimodal transportation system performance for the movement of people and goods. Specifically, the CMP must contain performance measures that evaluate how the CMP functions including standards for evaluating frequency, routing, and coordination of transit services on that network. The CMP statute outlines three requirements that CMPs must define:

- Modes that should be covered by the performance element;
- Types of applications that performance measures should be used for; and
- Goals/objectives with which the performance measures should align.

To meet this requirement, Alameda CTC collects performance data for all modes using data from: transit agencies, through biennial multimodal monitoring cycles, the countywide travel model, and publicly available sources. All data are collected using established data collection processes consistent with those described in Chapter 4 of the 2019 CMP. Alameda CTC meets and exceeds the statutory minimums in terms of modes of



transportation, range of applications, and goals/objectives:

Modes of Transportation: Alameda CTC uses performance measures for five major transportation modes including auto (highway and arterial/local roads), transit, bicycle, pedestrian, and goods movement. In addition, Alameda CTC uses performance measures that capture cross-cutting issues such as environmental, economic, and equity objectives.

Types of Applications: Alameda CTC uses performance measures in six distinct types of applications. These applications are distinct in the scales of analysis, data sources/considerations, and frequency of reporting. Three are CMP-required uses of performance measures.

Goals and Objectives: Alameda CTC identifies goals and objectives as part of its CTP and as part of other countywide plans. Countywide modal plans have taken a focused look at goods movement, transit, arterial, bicycle, and pedestrian systems and these have fed into the CTP. The goals and objectives of all Alameda CTC plans are designed to align with the CTP, and the CTP goals encompass all CMP statutory goals (as well as other countywide goals such as state of good repair, equity, and health).

Alameda CTC works with partner agencies, including transit agencies, to collect and analyze countywide multimodal performance

data which is published in an annual performance report which summarizes available transportation performance measurement data and emerging trends. There have been no changes to modes of transportation, types of applications, or goals and objectives since the 2019 CMP. Chapter 4 of the 2019 CMP describes multimodal reporting methodologies in detail.

3 Travel Demand Management

The Commission adopted a countywide comprehensive TDM strategy in May 2013 that provides an inventory of TDM programs and activities present in Alameda County and recommends a strategy for better integrating, supporting, and building on these existing efforts, including implementation of the regional commute benefit program and the Guaranteed Ride Home Program. These programs are designed to make the most efficient use of existing facilities. The TDM element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming.

- CMP legislation requires that the TDM element of the Congestion Management Program accomplish the following:
- Promote alternatives to single-occupant vehicle travel (e.g., carpools, vanpools, transit, bicycles, and park-and-ride lots);

- Promote improvements in the jobs-housing balance and transit-oriented developments;
- Promote other strategies, including flexible work hours, telecommuting, and parking management programs; and
- Consider parking “cash-out” programs (paying employees who do not use parking).

A balanced TDM element requires actions that local jurisdictions, Alameda CTC, the Bay Area Air Quality Management District, Caltrans, MTC, and local transit agencies undertake. Cities and other local jurisdictions may establish their own TDM programs that go beyond what Alameda CTC and BAAQMD develop. To meet the intent of the CMP legislation, the CMP requires local governments to undertake certain TDM actions, known as the Required Program outlined in Chapter 5 of the 2019 CMP.

Alameda CTC has continued to administer TDM programs, including the Guaranteed Ride Home Program, the Commute Choices webpage, Bicycle Safety Education Classes, the Safe Routes to School Program, and promotional campaigns and programs. There have been no major changes to the TDM element of the CMP since the 2019 CMP was approved. Alameda CTC will continue to work with local jurisdictions to ensure the Required Program is being met through the annual CMP conformity process.

4

Land Use Analysis Program

As part of the CMP, Alameda CTC must develop a program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems. The program must generally be able to estimate the costs associated with those impacts, as well as provide credits for local public and private contributions to improve regional transportation systems.

While Alameda CTC's Land Use Analysis Program was initially conceived as a program to meet the CMP legislative mandate, the growing focus at all levels of government on improved coordination between land use and transportation planning has resulted in the program's evolution. The program now also serves as an opportunity for strategic thinking about how to plan for development that efficiently uses the transportation system, while ensuring that the mobility and access needs of residents and workers in Alameda County are fulfilled. In this context, the program includes:

- Legislatively required review of land use actions of local jurisdictions by Alameda CTC to ensure that impacts on the regional transportation system are disclosed and mitigation measures are identified;
- Land use projections from the Regional Planning Agency for use in the countywide model database by local jurisdictions;

- Planning initiatives and programs that foster transportation and land use connections; and
- Strategic monitoring of transportation-land use coordination performance measures.

Review of Land Use Actions: A major component of the Alameda CTC Land Use Analysis Program is the legislatively required review of land use development projects. The review of development projects allows Alameda CTC to assess impacts of individual development actions on the regional transportation system and ensures that significant impacts are appropriately mitigated. Alameda CTC reviews land use actions if the proposed land use development has the potential to cause countywide or regional-scale impacts. Projects are reviewed if they would cause a net increase of

100 p.m. peak-hour vehicle trips or more. Alameda CTC performs trip generation calculations using the latest Institute of Transportation Engineers Trip Generation Manual. Alameda CTC has not adopted thresholds of significance. Alameda CTC has not changed guidelines regarding the type and adequacy of mitigation measures since the 2019 CMP. Alameda CTC is responsible for monitoring conformance of local jurisdictions with the adopted CMP. While Alameda CTC does not have the authority to approve or deny local land use projects, it may find the local jurisdiction in non-conformance. If it fails to comply with the requirements of the Land

Use Analysis Program, a jurisdiction risks losing Proposition 111 gas tax subvention funds.

Travel Demand Model and Land Use Development Projections: The CMP legislation requires every CMA, in consultation with the regional transportation planning agency (MTC in the Bay Area), cities, and the county, to develop a uniform database on traffic impacts for use in a countywide travel demand model. Further, the legislation mandates the countywide model to be consistent with the assumptions of the regional travel demand model developed by MTC and the most current land use and socioeconomic database adopted by the Association of Bay Area Governments (ABAG) for Alameda County. In its role as the CMA, Alameda CTC must approve computer models used for sub-areas, including models used by local jurisdictions for land use impact analysis. All models must be consistent with the countywide model and standardized modeling assumptions. Alameda CTC last updated the Countywide Travel Demand Model in 2018 to be consistent with the most recently adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Plan Bay Area 2040. Chapter 7 of the 2019 CMP further defines how Alameda CTC develops the countywide travel model and land use development database.

The Alameda Countywide Travel Demand Model is typically used to determine traffic volumes, transit ridership, and other information for future years. Jurisdictions are required to use the most current version of the Alameda Countywide Travel Demand Model for the CMP Land Use Analysis Program. Alameda CTC amended the CMP requirements in 1998, so that local jurisdictions are responsible for applying the travel model. All local jurisdictions have signed Master Use Agreements with Alameda CTC that outline the procedure for requesting the model for a specific application.

Other LUAP Activities: The Regional Transit Expansion Program, originally adopted by MTC in 2001 as Resolution 3434 and updated as part of Plan Bay Area in 2013 and again in 2017 as part of Plan Bay Area 2040, identified the regional commitment to transit investments in the Bay Area. Resolution 3434 identified \$18 billion in transit expansion investment projects and included a TOD policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies. Alameda CTC has worked with local jurisdictions, transit providers, congestion management agencies in adjoining counties, ABAG, and MTC to address the TOD policy in regional corridors.

MTC is currently updating the TOD Policy and Alameda CTC is an active stakeholder in this process and participates on the technical advisory committee.

Since the 2019 CMP Update, Alameda CTC made minor updates the Land Use Analysis Program to provide guidance for cities to meet the requirements of both the CMP and SB 743. Current CEQA guidelines do not allow environmental documents to use a delay-based metric to make decisions on a project, or to require mitigation measures. However, to demonstrate conformity with the CMP cities must require an analysis of impacts to all modes, including autos, using a delay-based metric to calculate project impacts. This analysis may be provided in an appendix, or separate from the CEQA process. Alameda CTC will continue to use the Priority Development Area Investment and Growth Strategy to encourage development in the county's PDAs and support alternative transportation modes.

5 Capital Improvement Program

The Capital Improvement Program reflects Alameda CTC's efforts to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program.

Per federal requirements, Alameda CTC considers various multimodal methods to improve the existing system, such as traffic



operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs.

Projects selected for the Capital Improvement Program are consistent with the assumptions, goals, policies, actions, and projects identified in the latest adopted RTP, Plan Bay Area 2040. As the Regional Transportation Planning Agency for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the Regional Transportation Improvement Program (RTIP) for the nine counties of the Bay Area. As part of the CMP, Alameda CTC must also include in the Capital Improvement Program the list of projects proposed for Alameda County's share of State Transportation Improvement Program (STIP) funding. MTC incorporates the list of Alameda County's proposed STIP projects into the RTIP. MTC then submits the RTIP to the California Transportation Commission for inclusion in the STIP.

Starting in 2013, Alameda CTC adopted a Strategic Planning and Programming Policy that consolidates existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments. This policy resulted in the Comprehensive Investment Plan (CIP).

Alameda CTC's CIP serves three purposes:

- Translate long-range plans into short-range implementation by focusing on project/program delivery over a five-year programming window with a two-year allocation plan;
- Serve as Alameda CTC's strategic plan for voter-approved transportation funding (such as 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee, and 2014 Measure BB) as required by the respective legislation for each funding program; and
- Establish a comprehensive and consolidated programming and allocation plan for fund sources under Alameda CTC's authority for capital improvements, operations, and maintenance projects and programs.

Each year, Alameda CTC's CIP financial assumptions are updated to include the latest revenue projections. New projects and programs are considered through updates of the CIP, generally occurring every two years.

Through the next CMP update, Alameda CTC will continue its coordination of long-range planning documents with short-range implementation via the Alameda CTC CIP. The next CIP will continue to reflect a combination of near-term transportation investments to achieve the vision and goals of Alameda CTC's modal plans and the CIP.

Consistency and Conformance

Local Conformance: Alameda CTC is responsible for ensuring local government conformance with the CMP. Alameda CTC annually monitors jurisdictions to ensure conformance with the implementation of four elements: LOS standards on the CMP network, travel demand management including the required TDM program, the Land Use Analysis Program, and the Capital Improvement Program.

Regional Consistency: MTC adopts CMP consistency guidelines that require an evaluation of the CMP for consistency with the RTP and compatibility of programs within the region. Once MTC finds consistency with the RTP, it will incorporate Alameda CTC's CIP, which is its CMP Capital Improvement Program, into the RTIP. The most recent CMP Guidance (Resolution 3000) for consistency was updated by MTC in December 2020.

Based on the 2021 CMP updates, the CMP fulfills the spirit, purpose, and intent of the CMP legislation because it:

1. Contributes to maintaining or improving transportation system service levels.

The projects and programs contained in the CMP are a subset of the transportation investments adopted in the Alameda County Countywide Transportation Plan.

The CMP can be viewed as the short-range implementation program for the CTP.

2. Conforms to MTC's criteria for consistency with Plan Bay Area.

Table 1 lists MTC's 2021 consistency requirements for CMPs in the Bay Area region. The CMP has met all these requirements.

3. Provides a travel model consistent with MTC's regional model.

The Alameda Countywide Travel Demand Model was updated to include the land uses and projects and programs in the most recently adopted RTP, Plan Bay Area 2040, for which MTC approved the model conformance.

4. Is consistent with MTC's adopted Transportation Control Measures.

The transportation control measures in the RTP for the Bay Area based on the federal and state air quality plans are shown in Appendix H of the 2019 CMP and have not changed in the 2021 CMP. The CMP includes many project types and programs identified in regional plans.



5. Specifies a method for estimating roadway level of service consistent with state law.

State legislation permits two approaches for assessing LOS, either The Alameda County CMP specifies using the 1985 Highway Capacity Manual (HCM1985) for LOS monitoring and conformity purposes and the HCM2000 for the Land Use Analysis Program.

6. Identifies candidate projects for the RTIP.

The RTIP candidates listed in the CMP's Capital Improvement Program meet MTC's requirements for inclusion in the STIP program.

7. Was developed in cooperation with jurisdictions and other interested parties.

Prior updates of the CMP included working with interested parties through meetings and regular mailings, and updates and notifications on the Alameda CTC website. The 2021 update will be reviewed by the Alameda County Technical Advisory Committee; the Planning, Policy and Legislation Committee; and the Alameda County Transportation Commission before being sent to MTC for review.

8. Provides a forward-looking approach to the impact of local land use decisions on transportation.

The Land Use Analysis Program allows consultation with Alameda CTC early in the land development process. Early input will help ensure a better linkage between land use decisions and transportation investment. The 2021 CMP update retained the expanded discussion of Alameda CTC's activities identified during the two prior updates to fulfill the legislative requirements of Senate Bill 375 and Assembly Bill 32 to better integrate transportation and land use and to reduce greenhouse gas emissions by curtailing VMT.

9. Considers the benefit of greenhouse gas reductions in developing the CIP.

The CMP considers the benefits of greenhouse gas reductions in the Land Use Analysis Program and in developing the CIP. The 2021 CMP continues to include the Alameda County Priority Development Area Investment and Growth Strategy recommendations and options for alternative trip-generation rates to promote infill development in the Land Use Analysis Program that will help support the reduction of VMT and greenhouse gas emissions.

Table 1. Regional Consistency Requirements

RTP Consistency

Have the RTP goals and objectives been included in the CMP?

Does the CMP include references to Resolution 3434?

CMP System

Have all state highways and principal arterials been included?

Are all state highways identified?

Has the CMA developed a clear, reasonable definition for "principal arterials" as part of its submittal plan?

Has this definition been consistently applied in the selection of arterials to include in the designated system?
If not, why?

Does the CMP system connect to the CMP systems in adjacent counties?

Air Quality Requirements

Does the CMP include locally implementable federal and state TCMs, as previously documented and included in MTC's Plan Bay Area, MTC Resolution 2131, and the BAAQMD's Bay Area 2017 Clean Air Plan Control Strategy?

Modeling Consistency (on completion of the current update to the countywide model)

Are the regional "core" assumptions for auto operating costs, transit fares and bridge tolls being used, or are reasons to the contrary documented?

Does the forecasting model include transit and carpool use (through either a person trip generation model or a "borrowed share" approach)?

Does the model produce trip distribution results that are reasonably consistent with those of MTC?

Is the modeling methodology documented?

LOS Consistency

Is LOS assessed using a methodology agreeable to MTC?

RTIP Requirements

Are the proposed RTIP projects consistent with the Plan Bay Area?

Process

Has the CMP been developed in cooperation with all concerned agencies (i.e., transit agencies, applicable air quality district(s), MTC, adjacent counties, etc.?)

Has the CMP been formally adopted according to the requirements of the legislation?



DATE: September 30, 2021

TO: Alameda County Technical Advisory Committee

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

SUBJECT: FFY 2021-22 Annual Obligation Plan and Funding Delivery Requirements Update

Recommendation

This item is to provide the Alameda County Technical Advisory Committee (ACTAC) with an update on the Metropolitan Transportation Commission (MTC) final Federal Fiscal Year (FFY) 2021-22 Obligation Plan and receive information on the associated funding delivery requirements and deadlines for the projects included in the final Plans. This item is for information only.

Summary

MTC's Regional Project Delivery Policy, [Resolution 3606](#), requires MTC to develop an Annual Obligation Plan (AOP) by October 1st of each year in coordination with County Transportation Agencies (CTAs), Local Agencies and Caltrans. The purpose of the Plan is to prioritize delivery of Federal Highway Administration (FHWA) funded projects and assist Caltrans Local Assistance in managing its workload for the federal fiscal year. To help inform the development of an annual Obligation Plan, MTC has also developed a companion AOP Requirements document (Attachment A) which contains additional conditions and requirements that need to be met in order for projects to be included in a final Obligation Plan. Additionally, MTC takes an active role in monitoring the various State Senate Bill 1 (SB1) funding sources administered by the California Transportation Commission and Caltrans Local Assistance and also annually develops a CTC Allocation Plan for the region. Lastly, Caltrans and MTC require local agencies to assign and maintain a Local Agency Single Point of Contact (SPOC) for all federal and state-funded projects administered by Caltrans Local Assistance.

MTC and Alameda CTC staff coordinated with Local Agency SPOCs to develop the FFY 2021-22 Obligation and CTC Allocation Plans (Attachments B and C). Over the last few months, Local Agency SPOCs confirmed the status of each project proposed for the FFY 2021-22 Obligation Plan and only the projects that were confirmed to be on track to meet MTC's regional delivery deadlines were included in the Final FFY 2021-22 Plan. Projects with delayed schedules had the federal funds moved out in the TIP to FFY 2022-23. For a few sponsors with reoccurring invoicing delays MTC has marked their OBAG 2 projects in the FFY 2021-22 Plan as having lower priority for funding. For projects with funding administered by the CTC and programmed in FY 2021-22, sponsors were requested to provide estimated allocation and award dates for MTC's CTC Allocation Plan.

ACTAC is requested to review the attached information and coordinate with your respective Local Agency SPOCs to ensure MTC's regional delivery deadlines are met. The material provided for your reference/review includes: [MTC's Resolution 3606](#) and AOP Requirements, MTC's FFY 2021-22 Obligation and CTC Allocation Plans, and a current listing of Alameda County's Local Agency SPOCs (Attachments A-D). Local Agency SPOCs will be requested to provide periodic status updates on the delivery of the FFY 2021-22 Obligation and FY 2021-22 CTC Allocation Plans.

Background

MTC's Regional Project Delivery Policy, Resolution 3606 (Attachment A), requires MTC to develop an AOP by October 1st of each year in coordination with CTAs, Local Agencies and Caltrans. The AOP is to include the projects with discretionary federal funding requiring a federal authorization by the Federal Highway Administration (FHWA), including One Bay Area Grant (OBAG), Highway Safety Improvement Program (HSIP) and Active Transportation Program (ATP). Once an AOP is provided to Caltrans, MTC continues to monitor the status of individual projects against the project delivery deadlines established in Resolution 3606, including, Field Review, Request for Authorization (RFA), FHWA Authorization (E-76), Contract Award and Invoicing deadlines. In recent years, MTC has developed an AOP Requirements document to bring together the requirements of Resolution 3606 along with additional guidance and FY-specific timelines for local agencies delivering federal and state-funded projects in the MTC region.

MTC Resolution 3606 has traditionally required local agencies to submit a request for authorization (RFA) to Caltrans Local Assistance by November 1st of the federal fiscal year in which federal funds are programmed. Once the funds are obligated by Caltrans and FHWA (an E-76 authorization to proceed has been issued), sponsors are then to submit the first invoice within 6 months and receive a reimbursement from Caltrans within 9 months. In order to reduce the number of inactive obligations, which are often caused by projects missing the deadline to award a contract within 6 months of an FHWA authorization or CTC allocation, for FY 2021-22 MTC is delaying

the regional RFA submittal deadline by one-month to December 1, 2021 and will continue to focus on projects meeting the regional January 31st obligation deadline. To assist with monitoring the delivery deadlines of Senate Bill 1 (SB 1) funding, MTC also develops an annual CTC Allocation Plan, a list of projects with a CTC allocation, award or expenditure deadline in the current fiscal year. A final FY 2021-22 CTC Allocation Plan is included as Attachment C. Projects with SB 1 funding sources that use a mix of federal and state funding will appear in both plans.

Development of the Annual Obligation and CTC Allocation Plans

MTC released Draft FY 2021-22 AOP Requirements document and a Draft FFY 2021-22 Plan in late-June). The draft FY 2021-22 Plan initially included all projects programmed with federal One Bay Area Grant Cycle 2 (OBAG 2), Active Transportation Program (ATP), State Transportation Improvement Program (STIP), Highway Safety Improvement Program (HSIP), and Highway Bridge Program (HPB) sources and the accompanying AOP Requirements document outlines the conditions that must be met in order for projects to remain in the FY 2021-22 Plan. A Final FFY 2021-22 Plan has been developed over the last two months with input from MTC, CTAs and Local Agency SPOCs. SPOCs provided project delivery schedules for each project proposed for inclusion, including the status and timing for the Field Review, RFA submittal, Contract Award and First Invoice milestones. Responses were due to Alameda CTC by late-August.

MTC's focus for monitoring Caltrans-administered federal funding sources has recently shifted from the RFA submittal date to ensuring timely contract award and invoicing (within 6 months of a federal funding obligation or a CTC allocation). MTC encourages quarterly invoicing as a best practice to avoid inactive projects (see agenda item 4.2 for the latest Caltrans Inactive Project List).

For agencies with Inactive projects, MTC may take all or some of the following actions until all invoicing issues are resolved: : (1) Require monthly reporting to MTC on the status of all FHWA-administered funds, (2) designate an agency's unobligated OBAG 2 funds as a lower priority in the FFY 2021-22 Obligation Plan, and (3) delay the processing of an agency's TIP amendment requests. (

For projects included in the Final FFY 2021-22 Plan, once FFY 2021-22 funds are obligated and an E-76/authorization to proceed is issued, project sponsors will be requested to reconfirm that the award and first invoice will occur ahead of the 6-month deadline to complete these project milestones.

During the development of the FFY 2021-22 Obligation Plan, SPOCs could request programmed federal funds to be moved out to a later program year, with a few restrictions. For HSIP funding, requests to change the program year need to be approved by Caltrans and so projects will remain in the 21-22 Plan until Caltrans

approval is received. For OBAG 2 funding FFY 2022-23 is the final program year and all OBAG 2 funding must be obligated no later than January 31, 2023. At this point many OBAG 2 projects have funds programmed in FFY 2022-23, so during FFY 2021-22, Alameda CTC will also monitor the readiness of these projects to ensure the projects can meet the program's ultimate/final obligation deadline of January 31, 2023.

For projects with state funding administered by the CTC, the FY 2021-22 CTC Allocation Plan is intended to reduce the number of CTC extension requests for various SB1 programs, including STIP and ATP. Note that MTC is likely to consider an agency's project delivery history before approving any CTC extension requests and programming future discretionary funds. This includes past requests for CTC time extensions which MTC will consider to be a failure to deliver per the original funding delivery schedule.

Annual Project Delivery Monitoring – Key Dates

Below are the final FFY 2021-22 delivery deadlines:

- September 30, 2021 All inactive project status issues resolved for agencies with projects in the 2021-22 Plans:
- October 1, 2021 MTC submits Obligation Plan to Caltrans
- December 1, 2021 Requests for Authorization due to Caltrans
- January 31, 2022 Obligation/Authorization deadline
- January 31, 2022 Request deadline for CTC Allocation
- February 1, 2022 Unused FHWA Obligation Authority made available to projects not in FFY 2021-22 Obligation Plan
- March 31, 2022 CTC Allocation deadline

Local Agency Single Point of Contact (SPOC) Requirements

Caltrans and MTC require local agencies to assign and maintain a Local Agency SPOC for all federal and state-funded projects administered by Caltrans Local Assistance. In addition to being an agency's primary contact for MTC and Caltrans Local Assistance, Alameda County SPOCs (Attachment D) are tasked with ensuring certain requirements are met in order for agencies to qualify for the various regional discretionary funding sources awarded by MTC. These requirements are identified in the signed "SPOC Checklists" on file with MTC and include, but are not limited to:

- Tracking the status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency and provide quarterly status updates to CMA/CTA.

- Maintaining all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements. This includes ensuring timely invoices for all projects.
- Maintaining consultant and/or staff resources with the knowledge and expertise to deliver federal-aid projects within the funding timeframe and meet all federal-aid project requirements.
- Attending SPOC trainings and a minimum of 50% of MTC's Partnership Working Group meetings annually, i.e., the Transit Finance (TFWG), Local Streets and Roads (LSRWG) and/or Programming and Delivery (PDWG) meetings.

Additional information regarding SPOC roles and responsibilities can be found on MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

Next Steps

ACTAC members, in conjunction with Local Agency SPOCs, are requested to review MTC [Resolution 3606](#) and AOP Requirements, and monitor the projects in the FFY 2021-22 Obligation and FY 2021-22 CTC Allocation Plans throughout the year to ensure projects meet the established project delivery requirements.

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

Attachments:

- A. MTC FFY 2021-22 Annual Obligation Plan Requirements
- B. MTC FFY 2021-22 Obligation Plan, September 2021
- C. MTC FY 2021-22 CTC Allocation Plan, September 2021
- D. Alameda County Single Point of Contact (SPOC) List, September 2021

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Background

The regional project delivery policy ([MTC Resolution 3606](#)) establishes certain deadlines and requirements for agencies accepting Federal Highway Administration (FHWA) funding and including these funds in the federal Transportation Improvement Program (TIP). The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Bay Area County Transportation Agencies (BACTAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding'); As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds.

One of the most important features of the delivery policy, and a key to the success of on-time delivery, is the obligation deadline. Regional discretionary funding, as well as other FHWA funds in the TIP, must meet the Obligation/E-76/Authorization deadline established in the Policy. This ensures federal funds are being used in a timely manner, and funds are not lost to the region.

FY 2015-16 STP/CMAQ Delivery Status

In 2014, the regional obligation deadline was changed from March 31 to January 31 for projects listed in the FY 2015-16 annual obligation plan. Although FY 2015-16 was a transition year (meaning unobligated funds will not be redirected to other projects until after March 31) it was still expected that project sponsors would meet the new obligation deadline. However, the delivery rate was not as good as hoped. As of January 31 less than 30% of the targeted STP/CMAQ OA had been obligated. In examining the low delivery rate, MTC staff noticed many projects were not ready to proceed when placed in the FY 2015-16 Annual Obligation Plan, and therefore many project sponsors were unable to meet the November 1 Request for Authorization (RFA) deadline, even though the annual obligation plan was made final only a month earlier.

FY 2016-17 STP/CMAQ Delivery Status

The delivery rate for FY 2016-17 improved over FY 2015-16. As of January 31, 2017 45% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016. By March 31, 2017 115% of the STP/CMAQ OA had been delivered. However, the goal is still to have 100% OA delivery by January 31, so that projects may capture favorable bids and proceed to construction over the summer construction season.

FY 2017-18 STP/CMAQ Delivery Status

The delivery rate for FY 2017-18 improved over FY 2015-16 and FY 2016-17. As of January 31, 2018, 75% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016 and 45% in 2017. By March 31, 2018 112% of the STP/CMAQ OA had been delivered. However, the goal is still to have 100% OA delivery by January 31 so that projects may capture favorable bids and proceed to construction over the summer construction season.

FY 2018-19 STP/CMAQ Delivery Status

The delivery rate for FY 2018-19 slipped a little from FY 2017-18. As of January 31, 2019, 63% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016, 45% in 2017 and 75% in 2018. By March 31, 2019, 74% of the STP/CMAQ OA had been delivered. The goal is still to have 100% OA delivery by January 31 so that projects may capture favorable bids and proceed to construction over the summer construction season.

FY 2019-20 STP/CMAQ Delivery Status

The delivery rate for FY 2019-20 dropped drastically from FY 2018-19. As of January 31, 2020, 17% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016, 45% in 2017, 75% in 2018, and 63% in 2019. By March 31, 2020, 59% of the STP/CMAQ OA had been delivered. The goal is still to have 100% OA delivery by January 31 so that projects may capture favorable bids and proceed to construction over the summer construction season.

FY 2020-21 STP/CMAQ Delivery Status

The delivery rate for FY 2020-21 slipped a little from FY 2019-20. As of January 31, 2021, 15% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016, 45% in 2017, 75% in 2018, 63% in 2019, and 17% in 2020. By March 31, 2021, 30% of the STP/CMAQ OA had been delivered. The goal is still to have 100% OA delivery by January 31 so that projects may capture favorable bids and proceed to construction over the summer construction season.

Increased Importance of Annual Obligation Plan

In recent years other regions and the state-managed local programs have improved upon their own annual delivery rate, and the region is once again hitting apportionment limits prior to the end of the fiscal year. These factors are reducing the flexibility the region has in advancing funds and allowing projects to move forward when ready. As a result, the annual obligation plan is becoming increasingly important to prioritize the funding available for projects to be delivered in a given year. It is anticipated that moving forward, the obligation plan will become a more vital tool in managing the delivery of FHWA-funded projects each year.

Proposed Annual Obligation Plan Conditions and Requirements

To address the issues of projects being included in the annual obligation plan that are not yet ready to proceed, and to better manage the availability of funds (primarily STP/CMAQ) for projects that are ready for delivery, and to facilitate timely project delivery within the region, MTC staff is proposing certain conditions and requirements for projects to be included the Annual Obligation Plan as outlined in Attachment 1. The obligation plan will serve to prioritize delivery of FHWA-funded projects, and assist Caltrans Local Assistance in managing its workload for the federal fiscal year.

FY 2021-22 Annual Obligation Plan Schedule

The schedule for development and implementation of the FY 2021-22 Annual Obligation Plan is as follows:

May/June 2021	Projects with known delivery deadlines in next fiscal year released for review
June/July 2021	Draft Plan reviewed by partnership working groups
June/July/Aug 2021	SPOCs submit requests to include STP/CMAQ projects in Obligation Plan
September 2021	Proposed Final Plan reviewed by partnership working groups
October 1, 2021	Obligation Plan finalized and submitted to Caltrans
December 1, 2021*	Request for Authorization (RFA) submitted to Caltrans
January 31, 2022	Obligation deadline for funds in Annual Obligation Plan
January 31, 2022	CTC Allocation request deadline
February 1, 2022	Unused Obligation Authority available first-come first-served
March 31, 2022	CTC Allocation deadline for CTC-administered state and federally-funded projects

Annual Obligation Plan Conditions and Requirements

To facilitate timely project delivery within the region, the following proposed conditions and requirements must be met for projects to be included in the Annual Obligation. The obligation plan will serve to prioritize delivery of FHWA-funded projects for the federal fiscal year.

- **Projects automatically included in Obligation Plan**

To the extent known, projects with required federal funding delivery deadlines within the fiscal year will be added to the annual obligation plan. These include but are not limited to STIP, ATP, HSIP and Local Bridge Seismic Retrofit Program (LBSRP) projects. In addition to the annual obligation plan, a "CTC Allocation Plan" will be developed specifically for CTC-allocated state and federally-funded projects. It is the responsibility of the Single Point of Contact (SPOC) to ensure the Plans include all projects from their agency that have delivery deadlines within the applicable fiscal year.

****Requires a complete, funding obligation/FTA Transfer Request For Authorization (RFA) package and applicable documentation to Caltrans Local Assistance by December 1***

- **SPOC Involvement**

Requests for OBAG STP/CMAQ projects to be included in the annual obligation plan must come from the Single Point of Contact (SPOC) for that agency. This ensures the SPOC is aware of the federal-aid projects to be delivered that year, and to be available to assist the Project Manager(s) through the federal-aid delivery process. In addition, subsequent communication to MTC or applicable BACTA regarding potential delays or missed deadlines of any project in the annual obligation plan must include the SPOC. To add a project to the plan, email the request to the applicable Bay Area County Transportation Agency staff and to John Saelee of MTC at jsaelee@bayareametro.gov

- **Missed Past Delivery Deadlines**

For project sponsors that have missed delivery deadlines within the past year, including CTC-administered program deadlines, the agency must prepare and submit a delivery [status report](#) on major delivery milestones for all federally active projects with FHWA-administered funds, and all projects with FHWA-administered funds programmed in the current TIP, before their OBAG 2 project(s) are added to the annual obligation plan. Furthermore, once projects for such agencies are accepted in the final obligation Plan, the Single Point of Contact (SPOC) for the agency must report monthly to the applicable BACTA and MTC staff on the status of all agency project(s) in the annual obligation plan, until the funds are obligated/authorized. The [FHWA-Funded Projects Status](#) report template is located at:

http://mtc.ca.gov/sites/default/files/Template_FHWA_Funded_Projects_Status.xlsx

- **Field Review**

For the PE phase of a STP/CMAQ project to be included in the draft plan, a field review must be scheduled to occur by June 30. To remain in the final plan the field review and related/required documentation, including the Preliminary Environmental Study (PES) if applicable, must be completed and accepted/signed off by Caltrans by September 30.

For the Right Of Way or Construction phase of a project to be included in the draft Annual Obligation Plan, the project must have undergone a field review with Caltrans AND all field review related/required documentation, including the Preliminary Environmental Study (PES) if applicable, submitted, signed and accepted by Caltrans by June 30.

This does not apply to projects for which Caltrans does not conduct a field review, such as FTA transfers, planning activities and most non-infrastructure projects.

- **HSIP Delivery Requirements**

Because of the importance of timely delivery of safety projects, the following applies to agencies with Highway Safety Improvement Program (HSIP) projects programmed in the federal TIP.

For project sponsors with HSIP funds in the PE phase of a project: A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the PE phase of all of the agency's HSIP project(s) prior to any OBAG 2 STP/CMAQ project being added to the Annual Obligation Plan for that agency. The Caltrans-managed HSIP program has an obligation deadline for the PE phase of September 30. To meet this deadline, sponsors must have a field review (with all required documentation including the Preliminary Environmental Study (PES) if applicable, accepted by Caltrans) and submit the RFA for PE by June 30.

For project sponsors with HSIP funds in the CON phase of a project: A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the CON phase of all of the agency's HSIP project(s) subject to the delivery deadlines noted below, prior to any OBAG 2 STP/CMAQ project for that agency being included in the Annual Obligation Plan.

HSIP Deadlines for purposes of the Annual Obligation plan are outlined below:

Unless a later date is identified in the Caltrans [HSIP Project Listing](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm) at the following link: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm)

Cycle 7 HSIP program:

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: All CON phases should have been authorized, unless extended by Caltrans

Cycle 8 HSIP program:

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: All CON phases should have been authorized, unless extended by Caltrans

Cycle 9 HSIP program:

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: December 31, 2021 (RFA due September 30, 2021), unless extended by Caltrans

Waiver request for unforeseen project delays:

A jurisdiction that has been proceeding with a project in good faith and has encountered unforeseen delays may request special consideration. A sponsor may be allowed to add projects into the annual obligation plan even if it has an outstanding project delay if Caltrans Local Assistance, MTC and the applicable BACTA reach consensus that the delay was unforeseen, beyond the control of the project sponsor, and not a repeated occurrence for the agency.

NOTE: Poor project management is not considered an unforeseen delay.

OBAG 2 Requirements

Projects funded in the One Bay Area Grant 2 Program (OBAG 2) will not be included in the annual obligation plan until the project sponsor has met applicable OBAG 2 requirements, such as submittal of the annual housing element reports to HCD by April 1 of each year or fully participating in the statewide local streets and roads needs assessment survey or providing updated information to the Highway Performance Monitoring System (HPMS).

Request for Authorization Review Period

For purposes of delivery of projects within the annual obligation plan, it is expected that sponsors schedule at least sixty to ninety days for Caltrans/FHWA review and approval of the Request for Authorization (RFA). This is to ensure delivery schedules adequately account for federal-aid process review.

SPOC Checklist

Starting in 2017, jurisdictions must have the SPOC checklist filled out and on file prior to projects being included in the annual obligation plan. A new checklist must be filled out whenever a new SPOC is assigned for that agency.

Inactive Obligations

Because inactive obligations continue to be a significant issue in this region, until the region develops a process that substantially addresses inactive obligations for FHWA projects, any project sponsor with a project on the inactive list (all projects marked as "inactive", and projects marked as "Past Due" and not under review by Caltrans) need to address the items listed below before MTC will make any programming requests from that agency in the federal TIP, or make any changes to STP/CMAQ (OBAG) funding.

- Provide a status of all outstanding invoices for projects on the Inactive list
- Provide an explanation for not meeting the invoice deadline(s) for each invoice
- Provide an overview of their agency's internal process for monitoring timely submittals of invoices for FHWA federal-aid projects.
- Provide the contact information of their Finance/Accounting Manager that handles invoicing of federal funds.

- Have the applicable County Transportation Agency (CTA) staff send an email to MTC Funding Policy and Programs (FPP) staff with a statement of assurances that 1) the CTA is adequately communicating federal invoicing and reimbursement requirements to applicable agencies; 2) The CTC is adequately tracking and monitoring inactive obligations within the County; 3) The project sponsor has an internal process in place for monitoring timely submittals of invoices for FHWA federal-aid projects.
- Set up and conduct a meeting with the Project Sponsor SPOC, Project Sponsor Project Manager, Project Sponsor Finance/Accounting Manager, Applicable CTA Programming staff and applicable MTC Funding Policy and Programs (FPP) staff to go over each inactive project.
- Inform MTC whether or not a request should be made to FHWA to de-obligate the inactive funds.

Caltrans updates the inactive project obligation status reports weekly on the Local Assistance Inactive Project Information web page:

<https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

▪ **CTC-allocated state and federal funds**

In response to CTC concerns regarding delivery of CTC-administered projects, starting in 2018 many of the regional delivery requirements for federal funds will also apply to CTC allocated state and federally-funded projects.

▪ **CTC Allocation Plan**

Expanding on the success of the development and implementation of the regional annual obligation plan, MTC, working with the County Transportation Authorities (CTA's) and project sponsors, will develop and maintain a regional "CTC Allocation Plan" identifying the CTC-administered programs and projects, such as STIP, ATP and RRRRA (SB1) with CTC-allocation deadlines within the state fiscal year. It is the responsibility of the Single Point of Contact (SPOC) to ensure the Plan includes all projects from their agency that have applicable delivery deadlines within the fiscal year.

▪ **ATP and SB1 Reporting and Accountability**

Agencies receiving RRRRA (SB1) and ATP funds are required to report on the status of the projects on a regular basis. To ensure agencies meet the deadline, MTC expects reports to be submitted at least 15 days in advance of the CTC deadline. This helps ensure any errors or omissions can be corrected before the reports are due to the CTC/Caltrans. Agencies that miss the reporting/accountability deadline(s) will have OBAG funds subject to re-programming.

- **CTC Allocations**

Projects with funds requiring a CTC allocation, including STIP, ATP and RRRRA (SB1) must submit the CTC allocation request by January 31 and receive the CTC allocation by March 31 of the year programmed unless there is a special circumstance (such as coordinating the delivery timeline with other fund sources or project schedules) agreed to by the respective Bay Area County Transportation Agency and MTC staff. Sponsors missing the regional CTC allocation deadline are subject to OBAG projects being removed from the Annual Obligation plan and reprogrammed to a later year in the federal TIP, and will have low-priority for including their OBAG 2 projects in the following annual obligation plan, until the sponsor can demonstrate the ability to meet regional and state delivery deadlines.

- **CTC Extensions**

Sponsors with projects requiring a CTC extension are subject to OBAG projects being removed from the Annual Obligation plan and reprogrammed to a later year in the federal TIP, and will have low-priority for including their OBAG 2 projects in the following annual obligation plan, until the sponsor can demonstrate the ability to meet regional and state delivery deadlines.

- **Local Bridge Seismic Retrofit Program (LBSRP) Delivery Requirements**

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) includes \$125 million of state matching funds to complete LBSRP. These funds provide the required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges. Several projects within the program have not yet proceeded to construction – 12 years after voters approved funding for the program and 24 years after the Northridge Earthquake and 29 years after the Loma Prieta Earthquake.

Each project in the LBSRP is monitored by Caltrans at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Project delivery milestones are determined by agreement between Caltrans and the local agency. Local agencies are not allowed to change the schedules once the agreements are signed. Projects programmed in the current FFY, for which federal funds are not obligated by the end of the FFY, may be removed from the fundable element of the TIP at the discretion of the Caltrans.

Because of the interest of the California Transportation Commission (CTC) with delivery of the remaining projects in the Local Bridge Seismic Retrofit Program, project sponsors with remaining seismic bridge projects will need to provide MTC and the respective Bay Area County Transportation Agency with updated status reports at least twice a year.

Sponsors with seismic retrofit bridge projects in the current FFY that do not deliver by the agreement date, will have low-priority for including their OBAG 2 projects in the next Annual Obligation plan. OBAG 2 funds will only be included if capacity is available after all other requests have been considered, and the agency has demonstrated the ability to meet regional and state delivery deadlines.

NOTE: Per CTC guidelines, project sponsors of LBSRP projects that miss the milestone delivery deadline identified in the LBRP bridge agreement are ineligible to receive future Highway Bridge Program (HBP) program funding from the CTC until the offending delivery milestone is met.

- **RFA Submittal Deadline - December 1**

The Regional Funding delivery policy, MTC Resolution 3606 requires a complete, funding obligation/FTA Transfer Request For Authorization (RFA) package to Caltrans Local Assistance by December 1 of the fiscal year the funds are listed in the TIP.

- **Construction Advertisement / Award Deadline**

The Regional Funding delivery policy, MTC Resolution 3606 states that for the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance (CTC - administered construction funds lapse if not awarded within 6 months).

Until the Bay Area partnership working group develops procedures to address inactive obligations, the project award provision of MTC Resolution 3606 will be expanded to include the encumbrance of non-construction funds within 6 months, and require the agency to notify the respective County Transportation Agency (CTA) and MTC staff if funds are not awarded/encumbered within 6 months of obligation.

- **Advance Construction Authorization (ACA)**

The regional funding delivery policy, MTC Resolution 3606 states that agencies that cannot meet the regional, state or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines.

MTC Resolution 3606 also states that Advance Construction Authorization does not satisfy the regional obligation deadline requirement.

In response to FHWA's concern regarding timely obligations, agencies may want to consider the use of Advance Construction Authorization (ACA) if they are unable to encumber funds within 6 months of obligation. Furthermore, until the Bay Area partnership working group develops procedures to address timely obligations, the use of ACA will satisfy the regional obligation deadline requirement.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

The regional funding delivery policy, MTC Resolution 3606 states that project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

Until the Bay Area partnership working group develops procedures to address inactive obligations, the project invoicing provision of MTC Resolution 3606 are modified to require agencies to invoice federal funds 6 months following federal authorization (obligation) and receive a federal reimbursement within 9 months of authorization and must invoice quarterly thereafter. Agencies must notify the respective County Transportation Agency (CTA) and MTC staff if federal funds are not awarded/encumbered within 6 months of obligation. Projects sponsors should consider including funds in the Construction Engineering (CE) phase, so that staff costs may be charges should award, and expenditure of eligible costs be delayed.

For clarification, within MTC Resolution 3606, reference to reimbursement refers to the reimbursement of federal funds. Federal funds are not considered reimbursed until the expenditure shows up in the federal Fiscal Management Information System (FMIS) and subsequently removed from any inactive obligation listing.

MTC FFY 2021-22 Annual Obligation Plan

Alameda County Project List - 9/8/2021											
Local Agency	TIP ID	FMS ID	Unique ID	FPN	Phase	Project Title	Planned Award	Planned or Field Review	Planned Oblig	Oblig/Alloc Deadline	Remaining Balance
Alameda	ALA170049	6539	ATP-ST-T5-3-FED	-5014(047)	PSE	Central Avenue Safety Improvements	1-Sep-2022	4/2020 (PID)	31-Dec-2021	31-Dec-2021	\$300,000
Alameda	ALA170074	6760	STP-T5-OBAG2-CO	STPL-5014(048)	CON	Alameda City-Wide Pavement Rehabilitation	30-Jun-2022	22-Jul-2021	1-Mar-2022	31-Jan-2022	\$827,000
Alameda County	VAR170002	6989	HSIP-T5-9	HSIPL-5933(152)	CON	Alameda Co Unsignalized Intersection ImpsH9-04-001	1-Dec-2022	21-Mar-2021	30-Sep-2022	30-Jun-2022	\$1,750,000
Alameda County	VAR170002	6990	HSIP-T5-9	HSIPL-5933(153)	CON	Alameda Co-Signalized Intersection Imps H9-04-002	1-Dec-2022	21-Mar-2021	1-Dec-2022	30-Jun-2022	\$2,293,900
Alameda County	VAR170002	6988	HSIP-T5-9	HSIPL-5933(154)	CON	H9-04-003 Alameda County Rural Roads Safety Imps	1-May-2023	10-Jun-2021	1-Nov-2022	30-Jun-2022	\$1,330,000
Alameda County	VAR170002	6987	HSIP-T5-9	HSIPL-5933(155)	CON	H9-04-004 Tesla Road Safety Improvements	1-Apr-2022	22-Dec-2020	15-Nov-2021	30-Jun-2022	\$384,300
Alameda County	ALA190019	7084	STP-T5-OBAG2-REG-SSM	-5933(143)		Alameda County Complete Street Improvements	21-May-2022	17-Sep-2021	1-Dec-2021	30-Sep-2022	\$2,000,000
ACTC	ALA110033	5013	STP-T5-OBAG2-REG-SSM	-6480()	CON	Alameda County Safe Routes to School			1-Oct-2021	30-Sep-2022	\$1,500,000
AC Transit	ALA210017	7250	STP-T5-OBAG2-REG-SSM	-6002()	CON	Tempo Quick Build Transit Lane Delineation			1-Oct-2021	30-Sep-2022	\$300,000
AC Transit	ALA210018	7251	STP-T5-OBAG2-REG-SSM	-6002()	CON	AC Transit Quick Build Transit Lanes			1-Oct-2021	30-Sep-2022	\$954,000
BART	ALA090065	4721	STP-CRRSAA	-6000()	CON	BART: Fare Collection Equipment			27-Aug-2021	30-Sep-2022	\$1,000,000
BART	ALA090065	4721	STP-CRRSAA	-6000()	CON	BART: Fare Collection Equipment			27-Aug-2021	30-Sep-2022	\$1,825,000
BART	ALA090065	4721	STP-CRRSAA	-6000()	CON	BART: Fare Collection Equipment			27-Aug-2021	30-Sep-2022	\$1,510,000
Dublin	ALA170062	6721	STP-T5-OBAG2-CO	-5432(021)	CON	Dublin Blvd Rehabilitation	1-Apr-2022	21-May-2021	31-Dec-2021	31-Jan-2022	\$661,000
Fremont	ALA210014	7246	STP-T5-OBAG2-REG-SSM	-5322()	CON	Fremont Blvd/Walnut Ave Protected Intersection	1-Oct-2022	30-Sep-2021	30-Jun-2022	30-Sep-2022	\$1,271,000
Fremont	ALA210015	7247	STP-T5-OBAG2-REG-SSM	-5322()	CON	Fremont Blvd- Grimmer Blvd Protected Intersection	1-Oct-2022	30-Sep-2021	30-Jun-2022	30-Sep-2022	\$1,415,000
Hayward	ALA170066	6737	STP-T5-OBAG2-CO	STPL-5050(047)	CON	Winton Ave Complete Street	28-Dec-2021	23-Jun-2020	28-Feb-2022	31-Jan-2021	\$1,662,000
LAVTA	ALA210016	7248	STP-CRRSAA	-6193()	PE	LAVTA Passenger Facilities Enhancements			1-Oct-2021	30-Sep-2022	\$182,000
LAVTA	ALA210016	7248	STP-CRRSAA	-6193()	CON	LAVTA Passenger Facilities Enhancements			1-Oct-2021	30-Sep-2022	\$1,818,000
MTC	ALA190018	6963	STP-CRRSAA	-6084()	CON	Bay Bridge Forward: Alameda I-580 WB HOV Lane Ext				30-Sep-2022	\$7,000,000
Oakland	ALA170064	6726	STP-T5-OBAG2-CO	-5012(157)	CON	Oakland Various Streets Improvements	30-Jun-2022			31-Jan-2022	\$4,895,000
Oakland	VAR170002	6976	HSIP-T5-9	HSIPL-5012(159)	ROW	Foothill Blvd & MacArthur Blvd Pedestrian Safety		14-Jun-2019		31-Dec-2021	\$37,800
Oakland	VAR170002	6976	HSIP-T5-9	HSIPL-5012(159)	CON	Foothill Blvd & MacArthur Blvd Pedestrian Safety	30-Jun-2022	14-Jun-2019		31-Dec-2021	\$869,130
Oakland	VAR170002	6977	HSIP-T5-9	HSIPL-5012(158)	CON	Oakland - Various Intersection Imprvmnts H9-04-022	31-Jan-2022	18-Jun-2019		31-Dec-2021	\$250,000
Oakland	ALA170043	6531	ATP-ST-T5-3-FED	ATPL-5012(154)	CON	14th Street: Safe Routes in the City	31-Aug-2022	30-Jun-2018		31-Aug-2022	\$9,343,000
Oakland	ALA170043	6531	STP-CRRSAA	-5012(154)	CON	14th Street: Safe Routes in the City	31-Aug-2022	30-Jun-2018		30-Sep-2022	\$1,000,000
Oakland	VAR170012	5221	33C0215	STPLZ-5012(124)	CON	Leimert Blvd over Sausal Creek	31-Mar-2022	1-Jun-2017	30-Sep-2021	30-Apr-2021	\$7,500,000
San Leandro	VAR170002	7009	HSIP-T5-9	HSIPL-5041(049)	CON	Wicks Blvd / Manor Blvd Intersection Improvements	31-May-2022	8-Nov-2019	31-Dec-2021	30-Jun-2022	\$286,560

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MTC FY 2021-22 CTC Allocation Plan

MTC FY 2021-22 CTC Allocation Plan Project List September 28, 2021																Total Programmed
County	Sponsor	TIP ID	Program	Fund Source	PPNO	Phase	Project Title	Upcoming Deadline	CTC Allocation						Award Deadline	Total
									Latest Action	Latest Action Date	CTC Allocation Date	Planned Allocation Date	Allocation Deadline			
Alameda	AC Transit		LPP-F	LPP-ST	2320C	CON	Division 2 Maintenance Roof Replacement	Award	Allocation	6/24/2021	6/24/2021	6/24/2021	6/30/2022	12/31/2021	\$480,000	
Alameda	AC Transit		RTIP	RTIP-FED	2113B	CON	Transbay Bus Replacement	Allocation				???	12/31/2022		\$13,125,000	
Alameda	ACTC		ATP-REG	ATP-ST	2323	CON	I-80 Gilman I/C Bike/Ped Over-crossing & Access Imps	Award	Allocation	8/13/2020	8/13/2020	8/13/2020	8/31/2020	8/31/2021	\$4,152,000	
Alameda	ACTC		RTIP	RTIP-FED	2323B	CON	I-80 Gilman I/C Bike/Ped Over-crossing & Access Imps. Phase 2	Award	Allocation	6/24/2021	6/24/2021	6/24/2021	6/30/2021	12/31/2021	\$21,968,000	
Alameda	ACTC	ALA150001	RTIP	RTIP-ST	0080D	CON	Rte 84 Widening, south of Ruby Hill Dr to I-680	Award	Allocation	10/22/2020		6/24/2021	6/30/2021	10/31/2021	\$11,114,000	
Alameda	Alameda		ATP-ST	ATP-FED	2300	PSE	Central Avenue Complete Street Project	Allocation	CTC Ext. to FY22	5/13/2021		12/8/2021	12/31/2021		\$300,000	
Alameda	Albany		ATP-REG	ATP-ST	2334	CON	Ohlone Greenway Trail Safety Improvements	Award	Allocation	6/24/2021	6/24/2021	6/24/2021	6/30/2021	12/31/2021	\$410,000	
Alameda	Berkeley		ATP-ST	ATP-ST	2330A	CON	Martin Luther King (MLK) Jr. Way Vision Zero Phase 1 Quick-Build	Allocation				5/18/2022	6/30/2022		\$470,000	
Alameda	Caltrans		LPP-C	LPP-ST		CON	Route 680 Southbound Express Lane from Route 84 to Alcosta Blvd	Allocation				12/8/2021	6/30/2022		\$25,000,000	
Alameda	EBRPD		ATP-ST	ATP-ST	2320	CON	Doolittle Drive Bay Trail, Martin Luther King Jr. Shoreline, Oakland	Award	Allocation	1/28/2021	1/28/2021	1/28/2021	2/28/2021	1/31/2022	\$4,000,000	
Alameda	Emeryville		ATP-REG	ATP-ST	2348	PS&E	40th Street Protected Bikeway and Pedestrian Improvements	Allocation				1/26/2022	1/31/2022		\$1,374,000	
Alameda	Emeryville		TCEP	TCEP-ST	T0004	CON	Quiet Zone Safety Engineering Measures	Award	Allocation	3/25/2021	3/25/2021	3/25/2021	2/28/2021	9/30/2021	\$4,200,000	
Alameda	Oakland	ALA170043	ATP-ST	ATP-FED	2307	CON	14th Street: Safe Routes in the City	Allocation	CTC Ext. to FY22	10/22/2020		6/30/2021	2/28/2022		\$9,343,000	
Alameda	Oakland		ATP-ST	ATP-ST	2308	CON	Fruitvale Alive Gap Closure Project	Award	Allocation	1/28/2021	1/28/2021	1/28/2021	2/28/2021	1/31/2022	\$5,000,000	
Alameda	Oakland		ATP-REG	ATP-FED	2190V	CON	Telegraph Ave Complete Streets	Award	CTC Award Ext.	8/13/2020	8/13/2020	8/13/2020	9/30/2020	3/31/2023	\$3,677,000	
Ala/CC/ SF	BART		LPP-F	LPP-ST		PS&E	Bay Area Rapid Transit District Fire Suppression System Upgrade	Expenditure	Allocation	8/19/2021	8/19/2021	8/19/2021	6/30/2021		\$85,000	
Ala/CC/ SF	BART		LPP-F	LPP-ST		CON	Bay Area Rapid Transit District Fire Suppression System Upgrade	Allocation				???	8/31/2022		\$1,724,000	
															\$363,889,000	

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METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Joint Partnership Working Group

DATE: September 9, 2021

FR: Karl Anderson and John Saelee

RE: Single Point of Contact (SPOC) Certification Status

Annual Obligation Plan Conditions and Requirements

To facilitate timely project delivery within the region, the following conditions and requirements must be met for projects to be included in the Annual Obligation Plan. The obligation plan serves to prioritize delivery of FHWA-funded projects for the federal fiscal year.

SPOC Involvement

Requests for OBAG 2 projects to be included in the annual obligation plan must come from the Single Point of Contact (SPOC) for that agency. This ensures the SPOC is aware of the federal-aid projects to be delivered that year, and to be available to assist the Project Manager(s) through the federal-aid delivery process. In addition, subsequent communication to MTC or applicable CTA regarding potential delays or missed deadlines of any project in the annual obligation plan must include the SPOC.

SPOC Checklist

Starting in 2017, jurisdictions must have the SPOC checklist filled out and on file prior to projects being included in the annual obligation plan. A new checklist must be filled out whenever a new SPOC is assigned for that agency.

Attached is the current Single Point of Contact (SPOC) Certification Status Listing. This listing reflects those agencies that have submitted a valid SPOC checklist. The list is updated monthly, and is also available online at:

<https://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>

Any jurisdiction who receives federal FHWA funding (E-76) and has not submitted a signed checklist is reflected in red.

Agencies are required to maintain SPOC certification status. In the event of staffing changes, the SPOC checklist is available online at:

http://mtc.ca.gov/sites/default/files/FORM_SPOC_REVISED_Checklist_083017.pdf

For further information, contact Karl Anderson at kanderson@bayareametro.gov.

SPOC Certification
September 2, 2021

Not Certified
No Federal FHWA funds
Certified

County	Jurisdiction	Effective	Certified	SPOC First	SPOC Last	SPOC Email
Alameda	Alameda	1/10/2019	Yes	Gail	Payne	gpayne@alamedaca.gov
Alameda	Alameda County	4/30/2021	Yes	Amber	Lo	amberl@acpwa.org
Alameda	Alameda CTC	9/20/2017	Yes	Vivek	Bhat	vbhat@alamedactc.org
Alameda	Albany	6/22/2021	Yes	Allison	Carrillo	acarrillo@albanyca.org
Alameda	Berkeley	9/22/2017	Yes	Beth	Thomas	bathomas@ci.berkeley.ca.us
Alameda	Dublin	6/11/2020	Yes	Sai	Midididdi	sai.midididdi@dublin.ca.gov
Alameda	Emeryville	9/22/2017	Yes	Amber	Evans	aevans@emeryville.org
Alameda	Fremont	9/18/2017	Yes	Connie	Wong	cwong@fremont.gov
Alameda	Hayward	3/31/2021	Yes	Charmine	Solla	charmine.solla@hayward-ca.gov
Alameda	Livermore	10/5/2017	Yes	Roberto	Escobar	rjescobar@cityoflivermore.net
Alameda	Newark	9/26/2017	Yes	Jayson	Imai	jayson.imai@newark.org
Alameda	Oakland	8/24/2020	Yes	Craig	Raphael	craphael@oaklandca.gov
Alameda	Piedmont	9/25/2017	Yes	John	Wanger	jwanger@piedmont.ca.gov
Alameda	Pleasanton	10/16/2017	Yes	Mike	Tassano	mtassano@cityofpleasantonca.gov
Alameda	Port of Oakland	3/7/2018	Yes	Radiah	Victor	rvictor@portoakland.com
Alameda	San Leandro	9/22/2017	Yes	Kirsten "Kurry"	Foley	kfoley@sanleandro.org
Alameda	Union City	11/19/2020	Yes	Trieu	Tran	trietu@unioncity.org
Contra Costa	Antioch	4/9/2021	Yes	Scott	Buenting	sbuenting@antiochca.gov
Contra Costa	Brentwood	9/18/2017	Yes	Steve	Kersevan	skersevan@brentwoodca.gov
Contra Costa	CCTA	9/20/2017	Yes	Hisham	Noeimi	hnoeimi@ccta.net
Contra Costa	Central CCTA		N/A			
Contra Costa	Clayton	3/19/2021				
Contra Costa	Concord	2/26/2019	Yes	Bernard	Enrile	bernard.enrile@cityofconcord.org
Contra Costa	Contra Costa County	9/20/2017	Yes	Nancy	Wein	nancy.wein@pw.cccounty.us
Contra Costa	Danville	9/18/2017	Yes	Steven	Jones	sjones@danville.ca.gov
Contra Costa	East CCTA	9/12/2018	Yes	Agustin	Diaz	adiaz@eccta.org
Contra Costa	El Cerrito	9/20/2017	Yes	Yvetteh	Ortiz	yortiz@ci.el-cerrito.ca.us
Contra Costa	Hercules	9/21/2017	Yes	Michael	Roberts	mikeroberts@ci.hercules.ca.us
Contra Costa	Lafayette	2/6/2018	Yes	Mike	Moran	mmoran@ci.lafayette.ca.us
Contra Costa	Martinez	3/16/2021	Yes	Randy	Leptien	rleptien@cityofmartinez.org
Contra Costa	Moraga	9/19/2017	Yes	Shawn	Knapp	sknapp@moraga.ca.us
Contra Costa	Oakley	9/19/2017	Yes	Jason	Kabalin	kabalin@ci.oakley.ca.us
Contra Costa	Orinda	9/19/2017	Yes	Jason	Chen	ichen@cityoforinda.org
Contra Costa	Pinole	9/19/2017	Yes	Misha	Kaur	mkaur@ci.pinole.ca.us
Contra Costa	Pittsburg	6/13/2019	Yes	Gina	Haynes	ghaynes@ci.pittsburg.ca.us
Contra Costa	Pleasant Hill	12/18/2020	Yes	Mario	Moreno	mmoreno@pleasanthillca.org
Contra Costa	Richmond	6/8/2021	Yes	Tawfic	Halaby	tawfic_halaby@ci.richmond.ca.us
Contra Costa	San Pablo	3/16/2021	Yes	Allan	Panganiban	allanp@sanpablocga.gov
Contra Costa	San Ramon	9/19/2017	Yes	Brian	Bornstein	bbornstein@sanramon.ca.gov
Contra Costa	WestCat		N/A			
Contra Costa	Walnut Creek	9/18/2017	Yes	Alex	Wong	wong@walnut-creek.org
Marin	Belvedere	1/17/2019	Yes	Amber	Johnson	ajohnson@cityofbelvedere.org
Marin	Corte Madera	10/3/2019	Yes	R.J.	Suokko	rsuokko@tcmail.org
Marin	Fairfax	10/6/2017				
Regional	GGBHTD	8/16/2017	Yes	Amy	Frye	afrye@goldengate.org
Marin	Larkspur	9/28/2017	Yes	Julian	Skinner	jskinner@cityoflarkspur.org
Marin	Marin County	2/7/2018	Yes	Eric	Miller	emiller@marincounty.org
Marin	Mill Valley	2/20/2020	Yes	Ahmed	Aly	aaaly@cityofmillvalley.org
Marin	Novato	9/21/2017	Yes	Christopher	Blunk	cblunk@novato.org
Marin	Ross	10/6/2017	Yes	Richard	Simonitch	rsimonitch@townofross.org
Marin	San Anselmo	1/15/2019	Yes	Sean	Condry	scondry@townofsananselmo.org
Marin	San Rafael	4/27/2021	Yes	April	Miller	april.miller@cityofsanrafael.org
Marin	Sausalito	5/12/2020	Yes	Kevin	McGowan	kmcgowan@sausalito.gov
Marin	TAM	1/30/2019	Yes	David	Chan	dchan@tam.ca.gov
Marin	Tiburon	3/29/2019	Yes	David	Eshoo	deshoo@townoftiburon.org
Napa	American Canyon	12/16/2019	Yes	Ron	Ronada	rronada@cityofamericancanyon.org
Napa	Calistoga	10/19/2017	Yes	Derek	Rayner	drayner@ci.calistoga.ca.us



DATE: September 30, 2021

TO: Alameda County Technical Advisory Committee

FROM: Kristen Villanueva, Principal Transportation Planner
Shannon McCarthy, Associate Transportation Planner

SUBJECT: 2021 Priority Development Area Investment & Growth Strategy Update

Recommendation

This is an update on the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS) that is a reporting requirement for MTC's One Bay Area Grant Program (OBAG). This item will also provide more information on data and analysis MTC has provided for Priority Development Areas (PDAs). This is an information item.

Summary

The OBAG Program guides how MTC distributes federal transportation funding throughout the Bay Area. The program is designed to support the regional growth framework, centered around PDAs and better integrating transportation and land use. As such, the program requires county transportation agencies (CTAs) to develop and update a PDA IGS, a document that describes transportation and housing trends within PDAs, on a regular basis. Alameda CTC has submitted several PDA IGS reports on behalf of Alameda County jurisdictions since the first OBAG program in 2013. Previous submittals are saved [here](#). The most recently adopted PDA IGS was in 2017.

As part of the 2021 PDA IGS Update, MTC is requiring three elements to be reported for PDAs in each county. MTC's guidelines are included in Attachment A. These include the following:

1. Housing and mobility trends in PDAs
2. Planned transportation projects in PDAs
3. Affordable housing pipeline in PDAs

Last month, staff distributed draft tables of housing permit and planned transportation project data for PDAs in Alameda County for ACTAC review and input; the information was also shared with the Alameda County Planning Directors group. We received great

responses from virtually all jurisdictions and transit agencies that we are starting to summarize. This month, we are providing an update on the housing and mobility trends component of the 2021 PDA IGS and are seeking general feedback on this component.

Housing and mobility trends in PDAs will be used as context for the ultimate emphasis of the PDA IGS, which will be on highlighting the significant amount of planned transportation projects and general infrastructure upgrades planned, underway and needed in PDAs to support the development of housing and complete communities. Overall, jurisdictions throughout Alameda County and Alameda CTC have emphasized PDAs and the importance of integrating transportation and land use in order meet mobility and climate goals, support local economies, and provide much-needed housing. These policy priorities are reflected in the vision and goals of the 2020 Countywide Transportation Plan, and are integrated into planning, project development and programming activities. The PDA IGS is our opportunity to highlight this for MTC.

In November, staff will return to ACTAC with additional updates and will also communicate in the interim with project sponsors on transportation projects, if needed. All feedback will be incorporated into a final *draft* PDA IGS Update that is due to MTC by December 15th. ACTAC and the Alameda CTC will be requested to approve the 2021 PDA IGS in January 2022.

Background

Jurisdictions within Alameda County have identified 48 PDAs, which are locally nominated areas for new development near high quality transit. The regional goal is for these PDAs to accommodate the majority of future housing in the county and region in order to reduce the amount of automobile travel associated with new development and associated greenhouse gas emissions.

As of the development of the most recent regional transportation plan, Plan Bay Area 2050 (PBA 2050), there are two types of PDAs:

- Transit-Rich PDAs have high-quality transportation infrastructure already in place to support additional growth in their communities. The transit-rich designation requires that 50% of the area is within ½ mile of an existing rail station or ferry terminal (with bus or rail service), a bus stop with peak service frequency of 15 minutes or less, or a planned rail station or ferry terminal in the Regional Transportation Plan.
- Connected Community PDAs offer basic transit services and have committed to policies that increase mobility options and reduce automobile travel. This type of PDA is further described as either being in a High Resource Area or not.

A list of these PDA designations and maps of their locations within Alameda County are included in Attachment B. This reflects PDAs used for PBA 2050.

Housing Trends in PDAs – Initial Draft Findings for ACTAC Feedback

MTC has provided a summary of permitted housing units by affordability level within each PDA in Alameda County from 2014-2019, included in Attachment C. These data are

based upon building permits submitted by each jurisdiction in Annual Progress Reports (APR) to Housing and Community Development (HCD). Summaries below reflect initial draft findings and revisions received from jurisdictions as of September 24th.

In Alameda County, the vast majority (76%) of the approximately 37,000 units permitted between 2014 and 2019 have been located in PDAs. Almost half of these units were within PDAs in Oakland. During this time period, a very small share of units was affordable to low-income households – only 11% of all permitted units countywide were affordable to households earning less than 120% of the Area Median Income (AMI).¹ This is a consistent finding across the region. In Alameda County, of the small share of units that were affordable to moderate, low, and very-low households,² the majority were located within PDAs (3,380 units in PDAs out of 4,136 total units).

Table 1 presents a jurisdiction summary of permitted units within PDAs by affordability level. A breakdown of units per PDA by affordability level is included in Attachment C.

Table 1. DRAFT Summary of Permitted Units Inside PDAs by Affordability Level (2014-2019)

Jurisdiction	Affordable to <120% AMI	Affordable to >120% AMI	Total
Alameda	17%	83%	1,140
Alameda Co. Unincorporated	87%	13%	215
Albany	0%	100%	182
Berkeley	9%	91%	1,373
Dublin	5%	95%	2,263
Emeryville	11%	89%	143
Fremont	14%	86%	5,062
Hayward	15%	85%	1,439
Livermore	32%	68%	1,201
Newark	8%	92%	968
Oakland	7%	93%	13,040
Pleasanton	14%	86%	600
San Leandro	98%	2%	201
Union City	100%	0%	243
Countywide (Within PDAs)	12%	88%	28,070
Countywide (Outside of PDAs)	9%	91%	8,869
Countywide Total (Within & Outside PDAs)	11%	89%	36,939

¹ In Alameda County in 2019, the AMI was \$111,700 for a 4-person household.

² Household income brackets are based on the 4-person household Area Median Income (AMI) for each respective county and year. *Extremely Low* = < 30% AMI; *Very Low* = 30% - 50% AMI; *Low* = 50% - 80% AMI; *Moderate* = 80% - 120% AMI; *Above Moderate* = < 120% AMI

Mobility Trends in PDAs – Discussion for ACTAC

As stated earlier in this memo, the intent of the PDA framework is to reduce automobile travel and its associated greenhouse gas emissions. With this PDA IGS, MTC would like input on mobility trends in PDAs as a way to assess mobility outcomes due to the better integration of transportation and land use. To support county agencies in the PDA IGS, MTC conducted an analysis of VMT per household and commute mode shares within PDAs. Attachment D details the overall estimates of commute mode shares in PDAs put together by MTC. Please note that there is a large margin of error in the data set used for this analysis, but it may still inform trends and needs. There are challenges with reporting VMT estimates so we are requesting ACTAC input on transportation metrics to consider that could include VMT if such estimates are available for the PDAs. This will be a discussion topic at the meeting.

Commute Mode Share in PDAs

According to MTC analysis of commute mode share³ and PDAs, the drive alone or single-occupant vehicle (SOV) mode share is significantly higher outside of PDAs than inside of PDAs. In 2018, the Bay Area's SOV mode share was 69% outside of PDAs and 51% inside of PDAs. Across Alameda County PDAs, their analysis suggests that between 2013 and 2018, there was a larger decrease in SOV mode share within PDAs compared to outside PDAs with a correspondingly larger increase in transit mode share.

Next Steps

Staff will present these initial draft findings at the October meeting of ACTAC and seek input on mobility outcomes and housing trends. In November, staff will return to ACTAC with additional updates and will communicate in the meantime with project sponsors on transportation projects, if needed. All feedback will be incorporated into a final draft PDA IGS Update that is due to MTC by December 15th. ACTAC and the Alameda CTC will be requested to approve the final 2021 PDA IGS in January 2022.

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

Attachments:

- A. 2021 PDA IGS Guidelines from MTC
- B. Alameda County PDAs (PBA 2050)
- C. Permitted Units by Affordability Level within PDAs 2014-2019
- D. Commute Mode Share by PDA (2013 and 2018)

³ 2013 American Community Survey (ACS) 5-Year Estimates and 2018 ACS 5 Year Estimates; Table ID: B08301 – Means of Transportation to Work



July 29, 2021

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Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

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Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Damon Connolly
Marin County and Cities

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Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Victoria Fleming
Sonoma County and Cities

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U.S. Department of Transportation

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Alameda County

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Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

TO: CTA Executive Directors

RE: Priority Development Area (PDA) Investment and Growth Strategies – CTA Guidance for 2021 Updates

Dear CTA Executive Directors:

The One Bay Area Grant (OBAG 2) policy and project selection framework, MTC Resolution No. 4202, requires CTAs to develop a PDA Investment & Growth Strategy for their county every four years, with interim status reports provided two years after each update. The Strategies are intended to facilitate coordination between CTAs and local jurisdictions with Priority Development Areas (PDAs), strengthening the alignment of transportation investments and local planning in each county. The current PDA Investment and Growth Strategies were adopted in May 2017. In 2019, the Commission waived the requirement for CTAs to develop an interim progress report, as MTC staff would satisfy the requirement through the PDA and OBAG Assessment project.

A new PDA Investment and Growth Strategy is required to be adopted in 2021, in advance of the adoption of the OBAG 3 program framework. Each Strategy will help shape OBAG 3 by identifying the challenges, opportunities, and needs unique to the County's PDAs. The purpose of this memo is to provide guidance to assist CTAs in the development of a PDA Investment and Growth Strategy for each county.

To fulfill the OBAG 2 requirements to develop a 2021 PDA Investment and Growth Strategy, CTAs will address the following:

1. Recent Housing and Mobility Trends

MTC/ABAG staff will provide housing production and vehicle miles traveled data for each PDA by county, relying on data compiled through the PDA & One Bay Area Grant (OBAG) Assessment project. CTA staff will review the housing production and mobility trends of PDAs within their county. CTA staff may wish to include this data in their PDA Investment and Growth Strategy to provide context for the information gathered in items 2 and 3, below. If desired, CTA staff may also update or supplement the data that is provided or add anecdotal examples to reflect trends in development activity and mobility shifts within PDAs.

2. Planned Transportation Projects

CTA staff will consult with each local jurisdiction with an adopted PDA, as well as transit agencies providing service in the county, to produce a list of planned transportation investments in PDAs. Consultation can take the form of a survey, one-on-one conversations, or a workshop. MTC/ABAG staff will provide a template to CTA staff to collect this information and can also provide points of contact at individual jurisdictions. Project lists by PDA should include:

- Multimodal transportation projects that have been identified in an adopted Specific, Community Plan, Capital Improvement Program (CIP), County Transportation Plan (CTP), or transit agency plan. This list should exclude improvements that add lane capacity or are otherwise associated with increased vehicle miles traveled (VMT).
- Planned travel demand management (TDM), parking management, or transit ridership promotion programs.
- If possible, each project should include the total estimated cost, committed funding, and the remaining funding gap.

CTAs are also encouraged to request and report information about non-transportation infrastructure projects that have been identified as necessary to implement PDA plans.

3. Affordable Housing Pipeline

MTC/ABAG staff will provide each CTA with a list of potential and permitted affordable housing projects in its jurisdictions. CTAs will identify which projects identified in #2 above will serve these potential developments. CTAs will also develop a list of additional major transportation investments (included in the Countywide Transportation Plan or CIP) that will serve potential affordable housing sites located outside of PDAs.

MTC/ABAG will convene a workshop with CTA staff, affordable housing developers, Community Development Finance Institutions (CDFIs), and transit agencies. Following a presentation on the role of transportation investments in advancing affordable housing production, CTAs and transit agencies will be paired in facilitated breakout groups with affordable housing developers and CDFIs active in their county to discuss the affordable housing pipeline within the county, the planned or future transportation investments capable of serving those sites, and the existing challenges and future opportunities for CTAs, transit agencies, and local jurisdictions to support affordable housing projects through coordination, prioritization, and other potential measures.

In summary, CTAs are asked to submit a PDA Investment and Growth Strategy document to MTC/ABAG staff by December 15, 2021, that addresses each of the three items described above.

Sincerely,



Theresa Romell

Funding Policy and Programs

Attachment B. Alameda County PDAs (PBA 2050)

What is a Priority Development Area (PDA)?

PDAs are locally nominated areas for new development near high quality transit. PDAs are intended to accommodate the majority of future housing in the county and region in order to reduce the amount of automobile travel associated with new development and associated greenhouse gas emissions.

Bay Area local governments have established over 200 PDAs since 2008, 48 of which are located within Alameda County.

PDA Eligibility Criteria

All PDAs must meet the following criteria:

- Nominated by a local government with land use authority
- Infill location is fully contained within an existing urban area
- Plan for significant housing and/or employment growth is reflected by the local jurisdiction's general plan or zoning ordinance and must be completed by 2025
- Area has been identified as a Transit-Rich or Connected Community

PDA Designations

There are two types of PDAs:

- **Transit-Rich PDAs** have high-quality transportation infrastructure already in place to support additional growth in their communities
- **Connected Community PDAs** offer basic transit services and have committed to policies that increase mobility options and reduce automobile travel

Eligibility Criteria for PDA Designations

Transit-Rich PDA Criteria

At least 50% of the area is within 1/2 mile of any of the following:

- An existing rail station or ferry terminal (with bus or rail service)
- A bus stop with peak service frequency of 15 minutes or less
- A planned rail station or planned ferry terminal (with bus or rail service) in the most recently adopted fiscally-constrained Regional Transportation Plan

Connected Community PDA Criteria

The entire area is within 1/2 mile of a bus stop with peak service of 30 minutes or less and is beyond 1/2 mile of transit service that meets the "high quality transit" criteria as defined above for Transit-Rich PDAs; and meets at least one of the following:



- At least 50% of the area is defined as a High Resource or Highest Resource on the most recent Opportunity Map adopted by the California Department of Housing and Community Development
- Adopted at least 2 policies to reduce Vehicle Miles Traveled, such as prioritization of bicycle and pedestrian planning projects

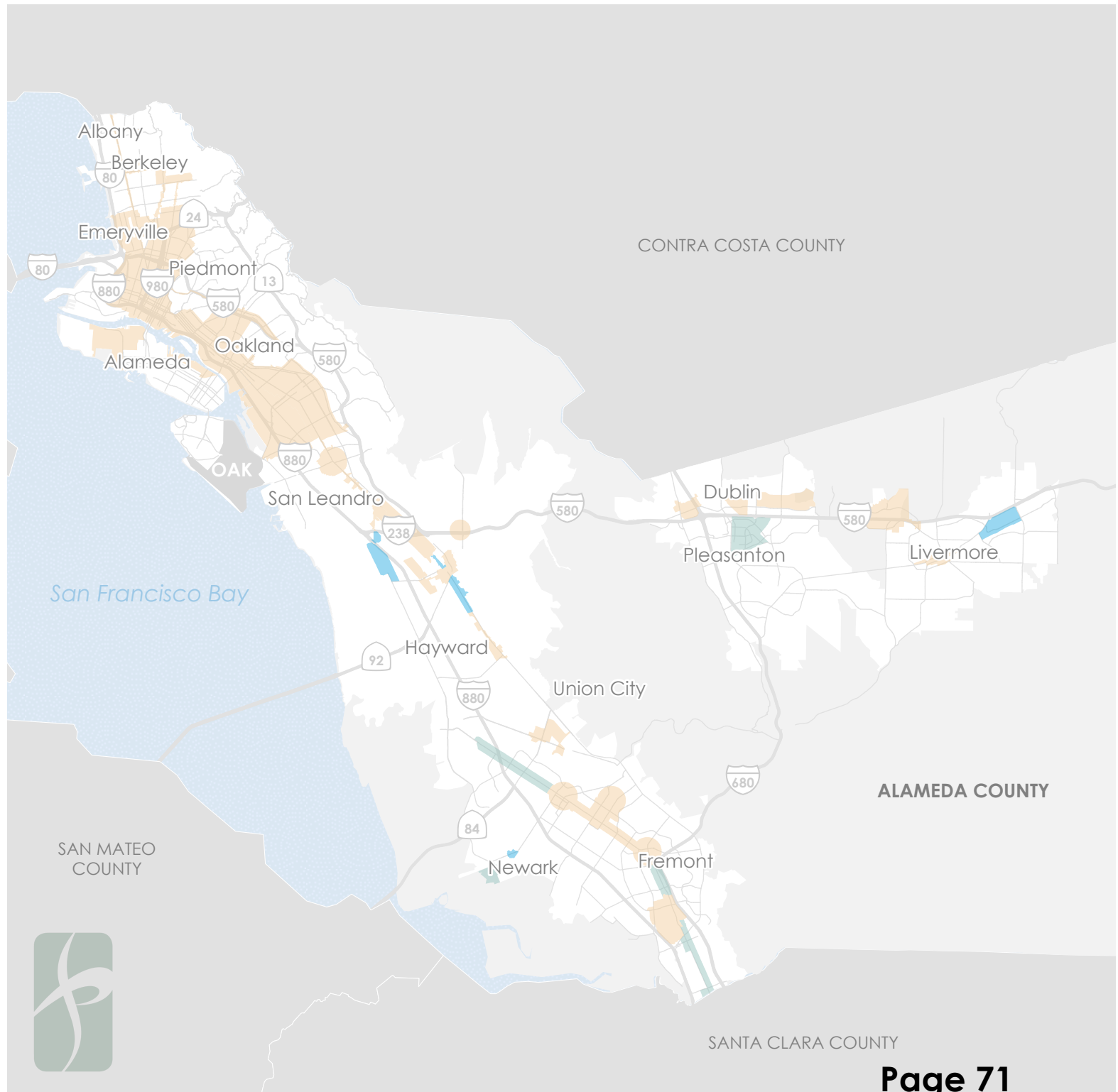
Alameda County PDAs by Designation

Source: MTC Priority Development Areas (Plan Bay Area 2050)

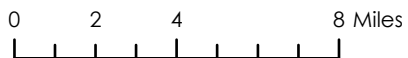
Jurisdiction	PDA	Designation
Alameda	Naval Air Station	Transit-Rich
Alameda	Northern Waterfront	Transit-Rich
Albany	San Pablo & Solano Mixed Use Neighborhood	Transit-Rich
Berkeley	North Berkeley BART	Transit-Rich
Berkeley	Adeline Street	Transit-Rich
Berkeley	Downtown	Transit-Rich
Berkeley	San Pablo Avenue	Transit-Rich
Berkeley	South Shattuck	Transit-Rich
Berkeley	Southside/Telegraph Avenue	Transit-Rich
Berkeley	University Avenue	Transit-Rich
Dublin	Downtown Specific Plan Area	Transit-Rich
Dublin	Transit Center/Dublin Crossings	Transit-Rich
Dublin	Town Center	Transit-Rich
Emeryville	Mixed-Use Core	Transit-Rich
Fremont	Irvington Transit PDA	Transit-Rich
Fremont	Centerville Transit PDA	Transit-Rich
Fremont	Downtown/City Center Transit PDA	Transit-Rich
Fremont	Warm Springs Innovation District Transit PDA	Transit-Rich
Fremont	Osgood Rd Connected Community PDA	Connected Community Within HRA
Fremont	Warm Springs Connected Community PDA	Connected Community Within HRA
Fremont	North Fremont Blvd Connected Community PDA	Connected Community Within HRA
Hayward	The Cannery	Transit-Rich
Hayward	Downtown	Transit-Rich
Hayward	South Hayward BART	Transit-Rich
Hayward	Mission Boulevard Corridor	Connected Community Outside HRA
Livermore	Downtown	Transit-Rich
Livermore	Isabel Neighborhood Specific Plan	Transit-Rich
Livermore	Southfront PDA	Connected Community Outside HRA
Newark	Dumbarton Transit Oriented Development	Connected Community Within HRA
Newark	Old Town Mixed Use Area	Connected Community Outside HRA
Oakland	West Oakland	Transit-Rich
Oakland	Fruitvale and Dimond Areas	Transit-Rich
Oakland	Coliseum Bay Area Rapid Transit Station Area	Transit-Rich
Oakland	Eastmont Town Center / International Blvd TOD	Transit-Rich
Oakland	Downtown & Jack London Square	Transit-Rich
Oakland	MacArthur Transit Village	Transit-Rich
Oakland	MacArthur Blvd Corridor	Transit-Rich
Oakland	San Antonio	Transit-Rich
Oakland	North Oakland / Golden Gate	Transit-Rich
Pleasanton	Hacienda	Connected Community Within HRA
San Leandro	BayFair TOD	Transit-Rich
San Leandro	East 14th Street	Transit-Rich
San Leandro	Downtown Transit Oriented Development	Transit-Rich
Unincorporated Alameda	Castro Valley BART	Transit-Rich
Unincorporated Alameda	East 14th Street and Mission Boulevard	Transit-Rich
Unincorporated Alameda	Hesperian Boulevard	Connected Community Outside HRA
Unincorporated Alameda	Meekland Avenue Corridor	Transit-Rich
Union City	Greater Station District Area	Transit-Rich

PRIORITY DEVELOPMENT AREAS

-  Connected Community Outside High Resource Areas
-  Connected Community Within High Resource Areas
-  Transit-Rich



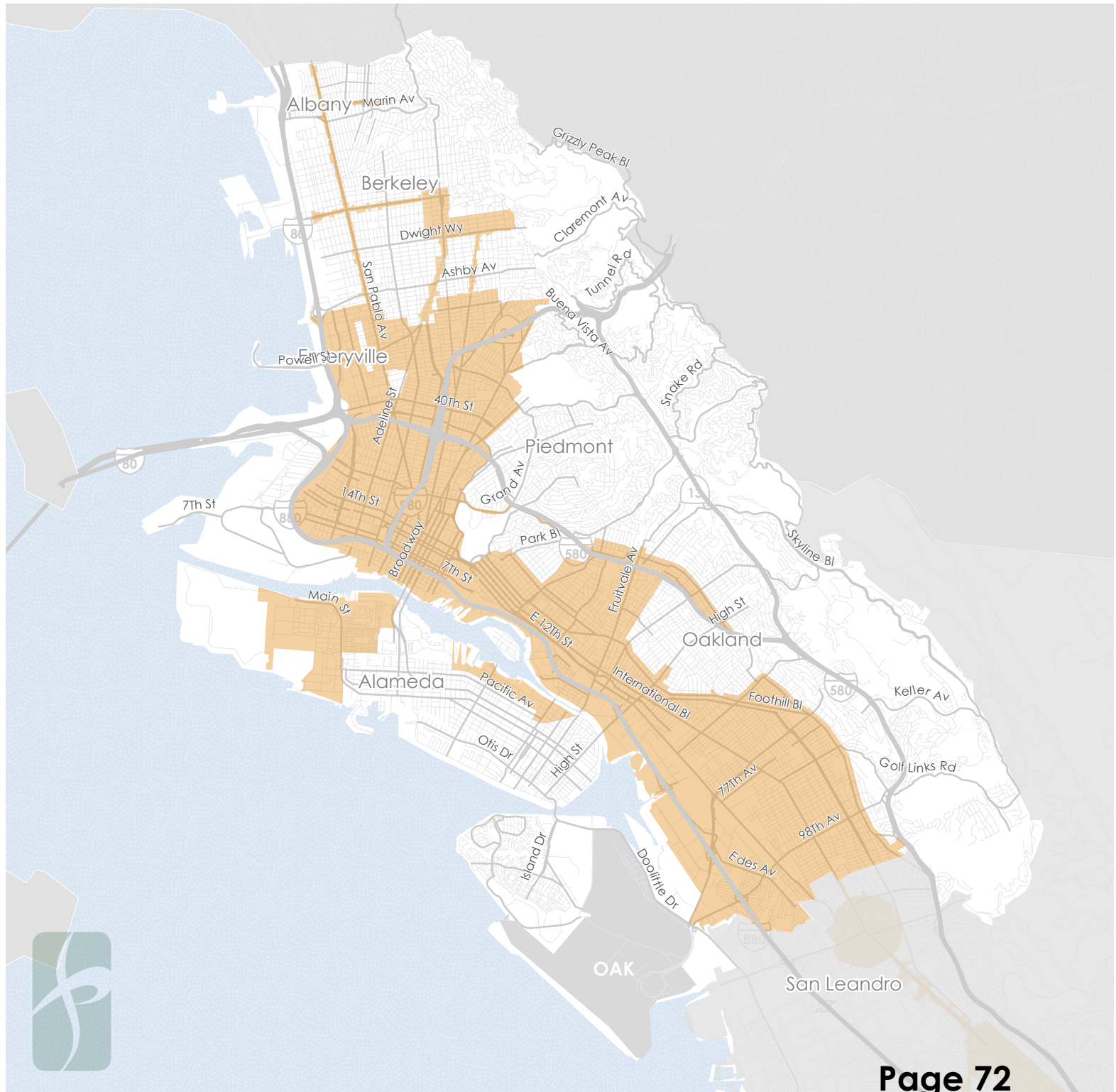
Source: MTC, Plan Bay Area 2050.



PRIORITY DEVELOPMENT AREAS

North Planning Area

-  Connected Community Outside High Resource Areas
-  Connected Community Within High Resource Areas
-  Transit-Rich



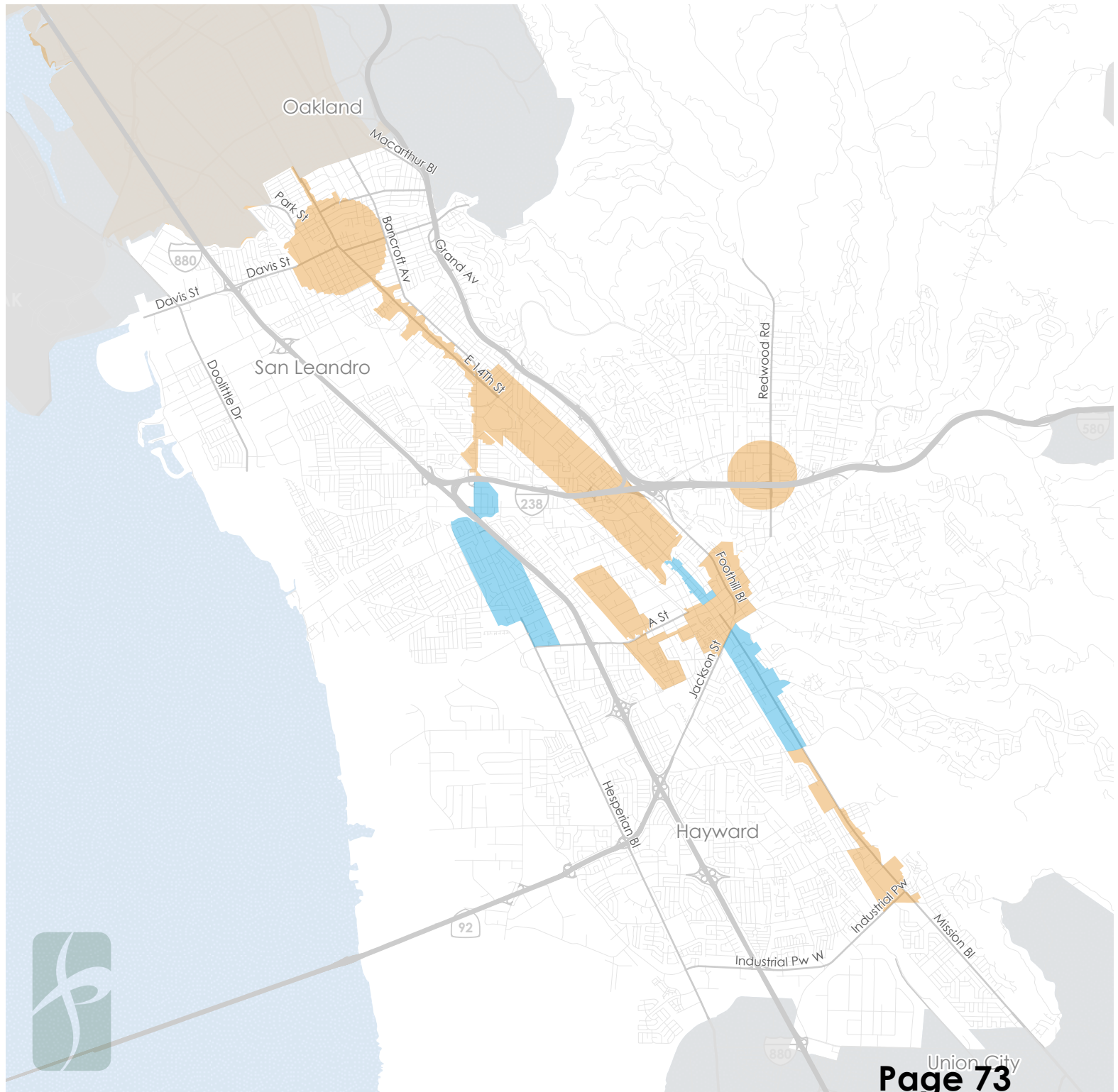
Source: MTC, Plan Bay Area 2050.

0 0.75 1.5 3 Miles

PRIORITY DEVELOPMENT AREAS

Central Planning Area

-  Connected Community Outside High Resource Areas
-  Connected Community Within High Resource Areas
-  Transit-Rich



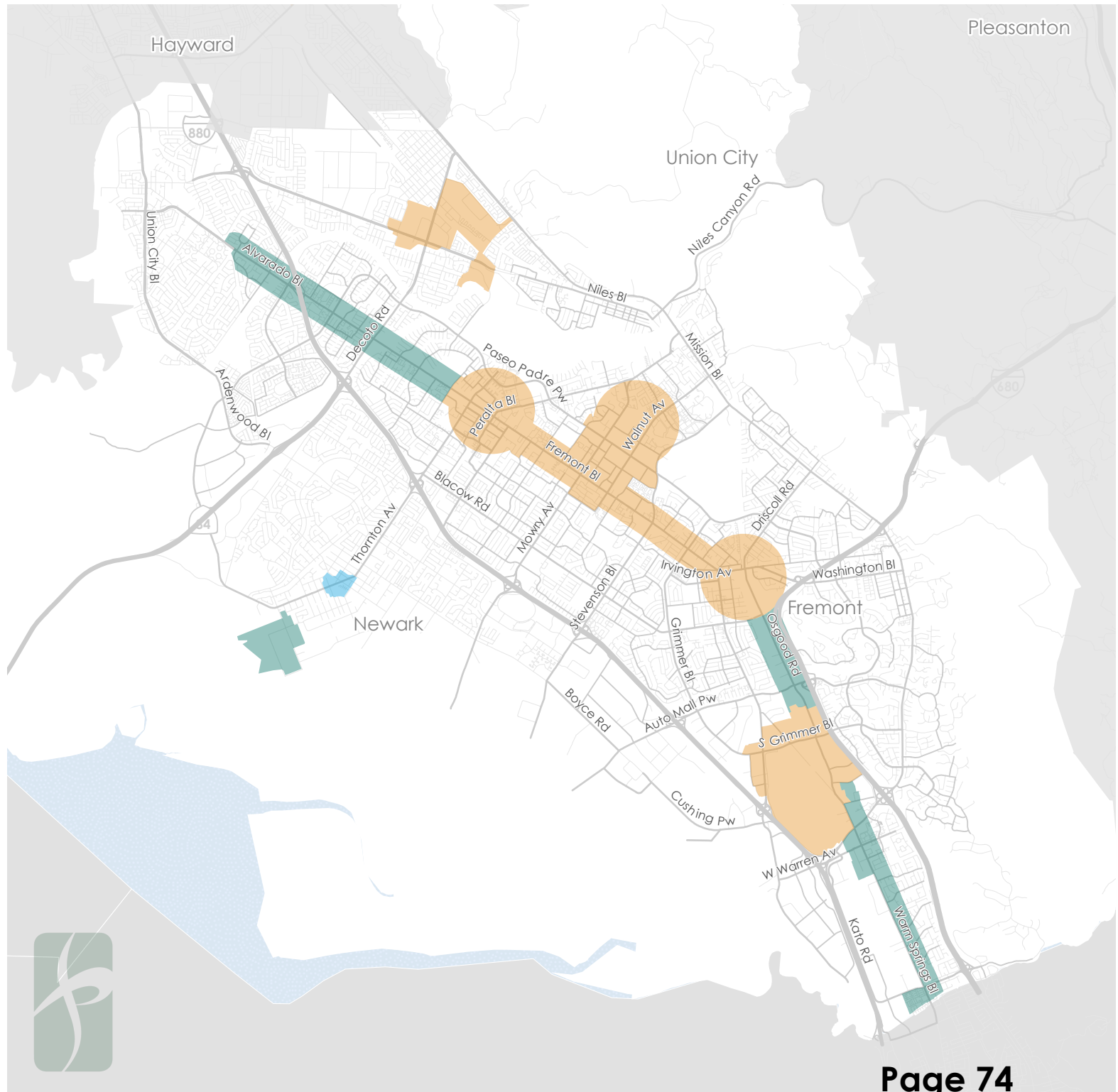
Source: MTC, Plan Bay Area 2050.



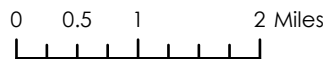
PRIORITY DEVELOPMENT AREAS

South Planning Area

-  Connected Community Outside High Resource Areas
-  Connected Community Within High Resource Areas
-  Transit-Rich






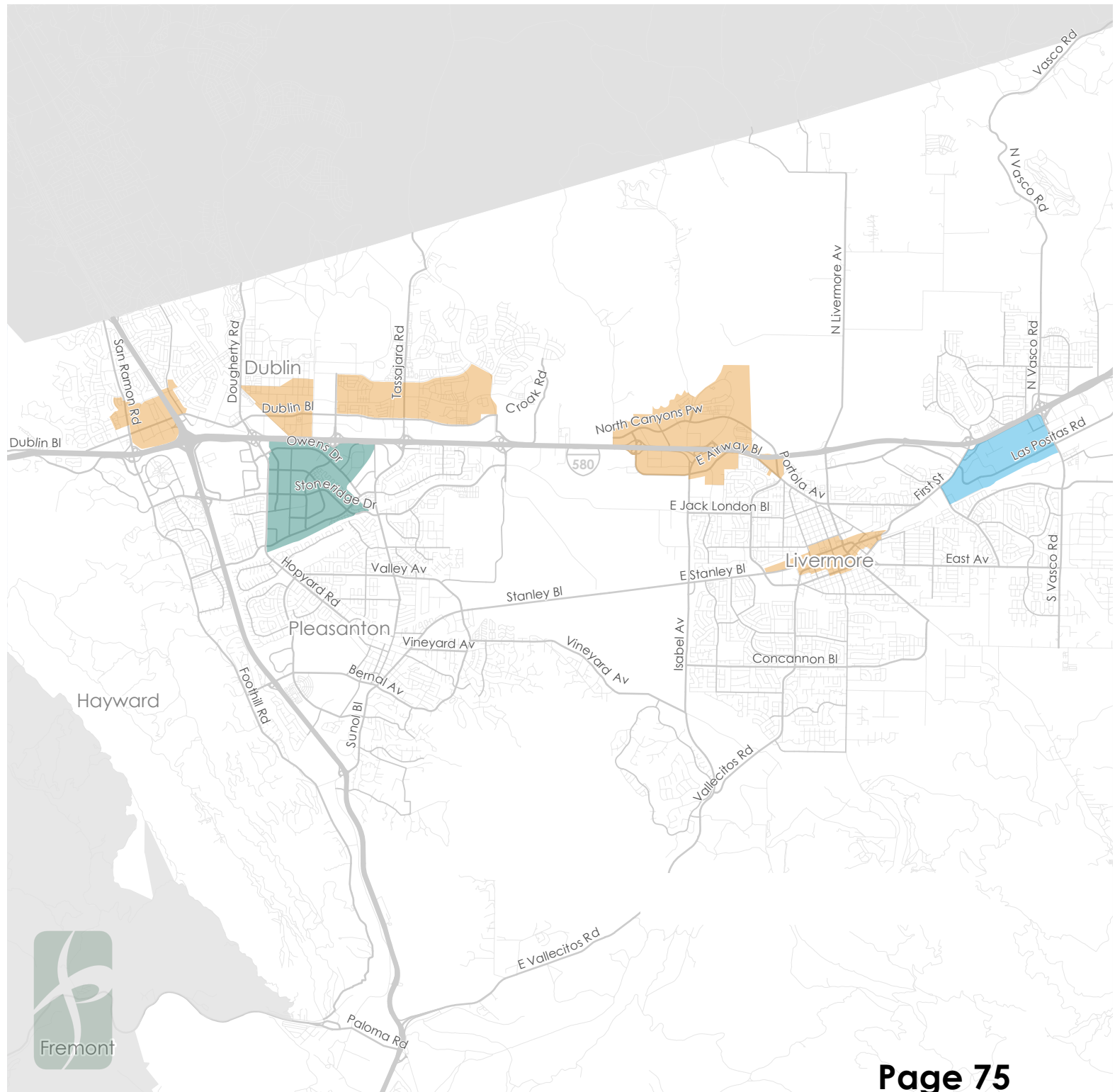
Source: MTC, Plan Bay Area 2050.



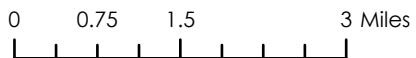
PRIORITY DEVELOPMENT AREAS

East Planning Area

-  Connected Community Outside High Resource Areas
-  Connected Community Within High Resource Areas
-  Transit-Rich



Source: MTC, Plan Bay Area 2050.



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Initial Draft 2021 Alameda County PDA Housing Trends

ISSUED HOUSING PERMITS: OVERVIEW

Description	This data reflects the total number of housing units permitted between 2014-2019 by PDA area.	
Legend	Total Issued Permits	Number of housing units that were issued permits within Priority Development Areas as defined by Plan Bay Area 2050.
	Housing Affordability	<p>Affordability levels are based on a percentage of a county's Area Median Income (AMI) as defined by the California Department of Housing and Community Development (HCD).</p> <p>Affordable to households with incomes:</p> <p style="padding-left: 40px;">Very Low equal to or less than 50% of the Area Median Income</p> <p style="padding-left: 40px;">Low between 50 - 80% of the Area Median Income</p> <p style="padding-left: 40px;">Moderate between 80 - 120% of the Area Median Income</p> <p style="padding-left: 40px;">Above Moderate equal to or greater than 120% of the Area Median Income</p>
Source	Counts provided by MTC are based upon building permits submitted in Annual Progress Reports (APR); does not include permits without geographic information. Data reflects revisions received from ACTAC members by September 24th.	

Alameda County: Issued Housing Permits 2014-2019

**Based upon building permits submitted in Annual Progress Reports (APR). Does not include entitled units.*

Jurisdiction	PDA Name	Housing Permits Issued by Income Level: 2014-2019*				
		Very Low	Low	Moderate	Above Moderate	Total
Alameda	Naval Air Station	47	43	14	552	656
Alameda	Northern Waterfront	36	18	31	399	484
Albany	San Pablo & Solano Mixed Use Neighborhood	0	0	0	182	182
Berkeley	Adeline Street	31	10	1	0	42
Berkeley	Downtown	14	0	0	567	581
Berkeley	North Berkeley BART	0	0	0	0	0
Berkeley	San Pablo Avenue	0	0	0	0	0
Berkeley	South Shattuck	14	19	0	172	205
Berkeley	Southside/Telegraph Avenue	22	0	0	337	359
Berkeley	University Avenue	15	0	0	171	186
Dublin	Downtown Specific Plan Area	26	39	1	408	474
Dublin	Town Center	0	0	0	680	680
Dublin	Transit Center/Dublin Crossings	0	0	55	1,054	1,109
Emeryville	Mixed-Use Core	5	0	11	127	143
Fremont	Centerville Transit PDA	0	0	11	401	412
Fremont	Downtown/City Center Transit PDA	0	0	0	1,061	1,061
Fremont	Irvington Transit PDA	64	0	1	269	334
Fremont	North Fremont Blvd Connected Community PDA	0	0	0	80	80
Fremont	Osgood Rd Connected Community PDA	0	0	0	1	1
Fremont	Warm Springs Connected Community PDA	89	0	0	306	395
Fremont	Warm Springs Innovation District Transit PDA	205	314	2	2,258	2,779
Hayward	Downtown	0	0	0	477	477
Hayward	Mission Boulevard Corridor	40	19	2	181	242
Hayward	South Hayward BART	150	0	7	328	485
Hayward	The Cannery	0	0	0	235	235
Livermore	Downtown	0	0	12	278	290
Livermore	Isabel Neighborhood Specific Plan	0	0	204	226	430
Livermore	Southfront PDA	0	4	165	312	481
Newark	Dumbarton Transit Oriented Development	77	0	0	891	968
Newark	Old Town Mixed Use Area	0	0	0	0	0
Oakland	Coliseum Bay Area Rapid Transit Station Area	22	33	0	143	198
Oakland	Downtown & Jack London Square	223	54	21	7,305	7,603
Oakland	Eastmont Town Center / International Blvd TOD	58	0	0	531	589
Oakland	Fruitvale and Dimond Areas	108	20	1	300	429
Oakland	MacArthur Blvd Corridor	0	0	0	43	43
Oakland	MacArthur Transit Village	87	18	45	1,901	2,051
Oakland	North Oakland / Golden Gate	0	0	0	251	251
Oakland	San Antonio	124	0	2	380	506
Oakland	West Oakland	33	0	1	1,336	1,370
Pleasanton	Hacienda	76	10	0	514	600
San Leandro	BayFair TOD	0	0	0	0	0
San Leandro	Downtown Transit Oriented Development	109	88	0	4	201
San Leandro	East 14th Street	0	0	0	0	0
Unincorporated Alameda	Castro Valley BART	0	0	0	8	8
Unincorporated Alameda	East 14th Street and Mission Boulevard	85	0	0	16	101
Unincorporated Alameda	Hesperian Boulevard	34	61	3	1	99
Unincorporated Alameda	Meekland Avenue Corridor	1	0	2	4	7
Union City	Greater Station District Area	0	0	243	0	243
PDA Summary	Countywide (Within PDAs)	1,795	750	835	24,690	28,070
	Countywide (Outside of PDAs)	320	146	290	8,113	8,869
County Summary	Countywide Total (Within & Outside PDAs)	2,115	896	1,125	32,803	36,939
CITY SUMMARY (INSIDE PDA)	Alameda	83	61	45	951	1,140
	Alameda Unincorporated	120	61	5	29	215
	Albany	0	0	0	182	182
	Berkeley	96	29	1	1,247	1,373
	Dublin	26	39	56	2,142	2,263
	Emeryville	5	0	11	127	143
	Fremont	358	314	14	4,376	5,062
	Hayward	190	19	9	1,221	1,439
	Livermore	0	4	381	816	1,201
	Newark	77	0	0	891	968
	Oakland	655	125	70	12,190	13,040
	Pleasanton	76	10	0	514	600
	San Leandro	109	88	0	4	201
Union City	0	0	243	0	243	

Bay Area PDAs Commute Mode Choice (2013 – 2018)

PDA	County	City	SOV			Carpool			Transit			Bike			Walk			Home			Other		
			'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff
Naval Air Station	Alameda	Alameda	50.5	59.3	8.8	18.5	7.4	-11.1	14.1	11.9	-2.2	0.4	3.5	3.1	1.9	3.7	1.8	11.3	9.8	-1.5	3.4	4.5	1.1
Northern Waterfront	Alameda	Alameda	65.4	57.8	-7.6	6.8	6.1	-0.8	13.1	14.9	1.8	2.9	2.4	-0.5	7.0	6.6	-0.5	3.1	10.6	7.6	1.6	1.6	0.0
San Pablo & Solano Mixed Use Neighborhood	Alameda	Albany	48.8	44.1	-4.8	7.8	8.3	0.4	23.2	23.0	-0.2	5.9	6.9	1.0	5.0	8.8	3.7	7.5	7.7	0.1	1.6	1.3	-0.3
East 14th Street and Mission Boulevard	Alameda	Ashland	74.4	72.8	-1.6	8.9	9.9	1.0	10.9	8.3	-2.7	0.2	1.0	0.7	1.5	2.1	0.6	2.7	3.9	1.3	1.3	1.9	0.6
Adeline Street	Alameda	Berkeley	36.2	29.3	-6.9	7.4	8.6	1.3	26.7	30.8	4.1	12.1	10.9	-1.2	6.8	7.8	1.0	9.6	9.3	-0.3	1.2	3.2	2.0
Downtown	Alameda	Berkeley	18.4	16.0	-2.4	2.0	5.8	3.8	28.0	21.4	-6.6	8.0	9.5	1.5	33.1	38.0	4.8	8.5	8.2	-0.3	1.9	1.1	-0.8
San Pablo Avenue	Alameda	Berkeley	44.0	40.8	-3.2	9.4	5.9	-3.4	19.5	25.1	5.7	9.4	10.6	1.2	7.3	7.2	-0.1	9.1	8.5	-0.6	1.4	1.8	0.4
South Shattuck	Alameda	Berkeley	34.6	20.7	-13.9	2.5	7.0	4.5	17.3	28.1	10.8	7.3	8.2	0.9	21.3	24.2	2.9	17.0	8.2	-8.8	0.0	3.5	3.5
Southside/Telegraph Avenue	Alameda	Berkeley	20.3	16.3	-4.0	2.5	3.6	1.1	17.4	18.0	0.6	3.9	4.7	0.8	48.0	47.7	-0.3	7.0	7.6	0.6	0.9	2.0	1.1
University Avenue	Alameda	Berkeley	36.3	28.1	-8.2	6.1	6.7	0.7	25.3	36.6	11.3	11.5	5.8	-5.7	11.5	13.9	2.4	7.6	7.4	-0.2	1.6	1.4	-0.3
Castro Valley BART	Alameda	Castro Valley	71.0	69.7	-1.2	7.5	7.4	-0.1	11.3	14.6	3.4	0.2	0.9	0.7	4.1	2.4	-1.7	5.0	3.7	-1.3	0.9	1.2	0.3
Meekland Avenue Corridor	Alameda	Cherryland	65.0	67.8	2.8	12.8	23.4	10.6	6.0	3.3	-2.7	1.5	0.0	-1.5	10.1	0.0	-10.1	2.7	3.8	1.1	1.9	1.6	-0.3
Downtown Specific Plan Area	Alameda	Dublin	74.5	69.9	-4.7	8.2	11.4	3.2	4.0	10.8	6.8	0.5	0.1	-0.5	5.3	1.0	-4.3	5.4	5.7	0.3	2.1	1.2	-1.0
Town Center	Alameda	Dublin	69.6	68.0	-1.6	7.0	8.0	1.0	13.8	17.4	3.6	0.0	0.3	0.3	3.2	1.9	-1.4	5.2	3.6	-1.7	1.1	0.9	-0.2
Transit Center/Dublin Crossings	Alameda	Dublin	71.7	62.4	-9.3	6.3	5.1	-1.2	13.9	20.2	6.3	0.0	1.5	1.5	1.7	4.3	2.5	5.3	4.8	-0.5	1.1	1.7	0.6
Mixed-Use Core	Alameda	Emeryville	52.3	42.4	-10.0	8.5	11.8	3.3	18.9	29.7	10.8	3.7	2.4	-1.3	8.9	5.3	-3.6	6.6	6.5	-0.1	1.0	2.0	1.0

Data sources: 2013 American Community Survey (ACS) 5-Year Estimates and 2018 ACS 5 Year Estimates; Table ID: B08301 – Means of Transportation to Work
Note these estimates do not include Margins of Error. Small differences in mode share are likely not significant at this level.

PDA	County	City	SOV			Carpool			Transit			Bike			Walk			Home			Other		
			'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff
Centerville	Alameda	Fremont	75.3	71.8	-3.5	11.3	10.4	-0.9	7.4	10.3	3.0	0.5	0.2	-0.2	1.3	0.8	-0.5	3.1	5.6	2.5	1.2	0.9	-0.3
City Center	Alameda	Fremont	64.2	57.9	-6.3	11.4	5.0	-6.4	18.1	27.4	9.3	1.1	0.3	-0.8	1.8	2.3	0.5	3.1	6.2	3.1	0.3	0.9	0.6
Irvington District	Alameda	Fremont	74.2	69.9	-4.3	10.5	11.4	0.9	7.5	9.7	2.2	0.6	0.4	-0.2	3.7	2.6	-1.0	2.3	4.7	2.4	1.3	1.2	-0.1
Warm Springs	Alameda	Fremont	84.2	77.1	-7.1	8.3	11.7	3.3	1.1	3.6	2.5	0.7	0.1	-0.6	1.7	1.4	-0.3	3.7	5.8	2.1	0.3	0.3	0.0
Downtown	Alameda	Hayward	67.2	64.9	-2.3	5.3	9.7	4.5	16.3	16.8	0.4	0.1	1.0	1.0	3.4	0.9	-2.6	7.7	5.1	-2.6	0.0	1.6	1.5
Mission Boulevard Corridor	Alameda	Hayward	63.9	69.9	6.1	19.5	13.2	-6.3	12.3	9.2	-3.1	0.1	0.1	0.0	0.9	3.3	2.4	3.0	3.3	0.3	0.3	0.9	0.6
South Hayward BART	Alameda	Hayward	74.0	71.3	-2.7	12.1	19.4	7.3	9.0	1.5	-7.5	0.0	0.0	0.0	3.1	1.1	-2.0	1.8	3.9	2.1	0.0	2.8	2.8
South Hayward BART	Alameda	Hayward	64.6	79.7	15.0	18.2	7.1	-11.0	14.1	9.7	-4.4	0.0	0.8	0.8	1.7	0.1	-1.6	1.0	1.6	0.6	0.5	1.0	0.5
The Cannery	Alameda	Hayward	74.0	69.5	-4.5	13.8	9.2	-4.5	10.7	16.8	6.1	0.0	0.0	0.0	0.4	0.0	-0.3	1.1	3.0	1.9	0.0	1.4	1.4
Downtown	Alameda	Livermore	79.1	78.6	-0.5	12.1	8.3	-3.8	3.8	4.3	0.5	1.3	0.1	-1.3	0.8	3.5	2.8	3.0	4.6	1.6	0.0	0.7	0.6
East Side	Alameda	Livermore	79.6	74.1	-5.5	5.2	11.5	6.3	7.4	4.1	-3.4	0.7	0.6	-0.1	0.6	0.3	-0.3	4.8	9.2	4.4	1.6	0.2	-1.4
Isabel Avenue/BART Station Planning Area	Alameda	Livermore	74.9	72.9	-2.0	7.9	7.6	-0.3	4.0	6.2	2.2	0.1	0.7	0.5	1.7	2.5	0.8	10.7	6.5	-4.2	0.7	3.7	3.0
Dumbarton Transit Oriented Development	Alameda	Newark	62.8	79.5	16.8	20.0	9.4	-10.6	6.6	4.1	-2.5	1.6	0.0	-1.6	1.8	3.6	1.8	6.3	1.4	-4.9	0.9	1.9	1.0
Old Town Mixed Use Area	Alameda	Newark	73.6	67.2	-6.4	13.9	16.5	2.6	3.4	8.9	5.5	0.0	1.1	1.1	1.2	1.0	-0.2	6.4	5.0	-1.4	1.4	0.3	-1.1
Coliseum BART Station Area	Alameda	Oakland	51.3	56.4	5.1	22.0	14.2	-7.8	12.6	14.3	1.7	0.7	4.1	3.4	5.1	5.0	-0.1	2.7	3.2	0.5	5.5	2.8	-2.7
Downtown & Jack London Square	Alameda	Oakland	36.0	32.5	-3.5	7.5	4.7	-2.8	29.8	38.7	8.8	3.3	3.0	-0.3	17.5	13.3	-4.2	4.8	5.6	0.8	0.9	2.2	1.2
Eastmont Town Center	Alameda	Oakland	61.8	62.9	1.1	11.9	15.3	3.4	18.0	14.7	-3.3	0.7	0.4	-0.3	1.1	1.3	0.3	3.5	3.2	-0.3	3.0	2.2	-0.9
Fruitvale and Dimond Areas	Alameda	Oakland	51.1	52.6	1.5	15.1	14.3	-0.9	20.9	22.0	1.1	1.9	0.8	-1.2	4.8	4.4	-0.4	3.5	3.9	0.5	2.7	2.0	-0.6

PDA	County	City	SOV			Carpool			Transit			Bike			Walk			Home			Other		
			'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff	'13	'18	Diff
Golden Gate/North Oakland	Alameda	Oakland	46.8	41.8	-5.0	6.7	8.6	1.9	24.4	27.3	3.0	7.7	8.5	0.8	4.0	3.3	-0.7	9.5	8.6	-0.9	1.1	2.0	0.9
MacArthur Transit Village	Alameda	Oakland	46.7	32.7	-14.1	11.5	7.1	-4.4	22.5	37.6	15.1	5.5	5.7	0.2	4.5	5.8	1.3	7.3	9.7	2.4	1.9	1.4	-0.5
TOD Corridors	Alameda	Oakland	57.4	53.5	-3.9	11.6	12.1	0.5	16.4	20.4	3.9	2.3	2.5	0.2	3.6	3.2	-0.4	6.9	6.3	-0.6	1.8	2.1	0.3
TOD Corridors - International Boulevard	Alameda	Oakland	61.8	64.0	2.1	17.6	15.7	-1.9	12.7	11.3	-1.3	0.2	1.0	0.8	1.6	1.6	0.0	3.0	2.6	-0.4	3.2	3.8	0.7
TOD Corridors - San Antonio/Central Estuary	Alameda	Oakland	49.7	48.8	-0.9	14.4	12.8	-1.6	22.1	22.5	0.4	3.2	4.2	0.9	3.0	5.2	2.2	5.3	4.0	-1.3	2.4	2.5	0.2
West Oakland	Alameda	Oakland	45.1	41.8	-3.3	8.3	8.3	0.0	27.5	28.6	1.1	5.2	5.8	0.6	4.7	4.8	0.1	8.1	6.8	-1.3	1.0	3.9	2.9
Hacienda	Alameda	Pleasanton	65.1	67.4	2.3	4.3	3.9	-0.4	15.8	17.2	1.4	0.0	1.2	1.2	10.3	6.7	-3.6	3.8	3.3	-0.4	0.8	0.3	-0.5
Bay Fair BART Village	Alameda	San Leandro	73.2	67.8	-5.5	6.3	11.1	4.9	13.0	12.6	-0.4	0.6	0.5	-0.1	0.6	1.9	1.3	3.5	3.1	-0.4	2.8	3.1	0.3
Downtown Transit Oriented Development	Alameda	San Leandro	71.7	66.7	-5.0	10.1	7.0	-3.1	11.5	19.2	7.7	1.0	0.8	-0.2	2.2	3.1	0.8	2.4	2.5	0.1	1.0	0.8	-0.2
East 14th Street	Alameda	San Leandro	70.1	66.8	-3.3	6.1	9.5	3.4	12.7	13.7	1.0	2.7	0.1	-2.6	1.9	3.6	1.7	5.0	6.1	1.0	1.6	0.3	-1.3
Hesperian Boulevard	Alameda	San Lorenzo	72.6	71.4	-1.2	14.6	9.1	-5.4	7.6	9.6	2.0	0.5	0.9	0.4	1.8	1.6	-0.2	2.1	3.1	1.1	0.9	4.3	3.4
Intermodal Station District	Alameda	Union City	69.5	49.3	-20.2	9.6	8.3	-1.3	16.2	29.5	13.3	0.9	0.0	-0.9	0.6	5.8	5.3	1.2	7.0	5.8	2.1	0.1	-2.0
Hillcrest eBART Station	Contra Costa	Antioch	71.5	63.0	-8.5	13.9	20.3	6.5	7.4	9.0	1.6	1.4	0.0	-1.4	0.1	1.0	0.9	4.7	6.6	1.9	1.1	0.0	-1.1
Rivertown Waterfront	Contra Costa	Antioch	72.3	65.2	-7.2	16.2	17.7	1.5	1.7	4.0	2.3	5.1	0.0	-5.1	1.1	6.9	5.7	1.5	6.3	4.8	2.1	0.0	-2.1
Pittsburg/Bay Point BART Station	Contra Costa	Bay Point	62.0	69.9	7.9	21.4	21.9	0.5	10.7	5.5	-5.2	0.0	0.0	0.0	1.5	1.1	-0.4	3.9	0.8	-3.1	0.5	0.9	0.3

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