



Alameda County Technical Advisory Committee Meeting Agenda Thursday, March 10, 2022, 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/83334579417?pwd=c3ZkSlJqV0JRZHnkWm9ML2N2ck9xQT09>
Webinar ID: 833 3457 9417
Passcode: 818138

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 833 3457 9417
Passcode: 818138

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 February 10, 2022 ACTAC Meeting Minutes	1 A
4.2. Alameda County Federal Inactive Projects Update	5 I
5. Planning / Programs / Monitoring	
5.1. Approve Measure B, Measure BB and Vehicle Registration Fee Programs and Policies Updates	9 A
5.2. 2021 Multimodal Performance Report	21 I
5.3. One Bay Area Grant Cycle 3 and 2024 Comprehensive Investment Plan Update	25 I
5.4. Metropolitan Transportation Commission's 2023 Transportation Improvement Program Development Update	33 I
5.5. Countywide Bikeways Network Update	39 I
6. Member Reports	
7. Staff Reports	
8. Adjournment	

Next Meeting: Thursday, April 7, 2022

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 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



Alameda CTC Schedule of Upcoming Meetings March through April 2022

Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

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

BART
President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Rigel Robinson

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
Vice-Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

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	March 24, 2022 April 28, 2022
9:30 a.m.	Alameda CTC Commission Retreat	March 30, 2022
10:00 a.m.	Programs and Projects Committee (PPC)	April 11, 2022
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	March 14, 2022
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	April 7, 2022
1:00 p.m.	Paratransit Program Plan Review	April 25-26, 2022

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.

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 Meeting Minutes Thursday, February 10, 2022, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Call to Order

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

2. Roll Call

Roll call was conducted and all members were present with the exception of Pratyush Bhatia, Dylan Casper, Kevin Connolly, Lt. Austin Danmeier, Anthony Fournier, Eric Hu, Matt Maloney, Eve Ng, Radiah Victor, and John Xu.

Yvonne Chan attended as an alternate for Craig Raphael.

Beth Thomas attended as an alternate for Farid Javandel.

Subsequent to the roll call:

Eric Hu arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the January 6, 2022, ACTAC Meeting Minutes

4.2. Alameda County Federal Inactive Projects Update

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

Yes: Ameri, Ayupan, Chan, Chiu, Evans, Fried, Huisingsh, Imai, Izon, Lee, Marquise, Nair, Novenario, Thomas, Wheeler, Yeamans

No: None

Abstain: None

Absent: Bhatia, Casper, Connolly, Danmeier, Fournier, Hu, Maloney, Ng, Victor, Xu

5. Programs/Projects/Monitoring

5.1. Approve the Transportation Fund for Clean Air (TFCA) FY 2022-23 Expenditure Plan Application

Jacki Taylor presented the item, recommending that ACTAC approve Resolution 22-002 regarding the TFCA County Program Manager FY 2022-23 Expenditure Plan Application, due to the Air District by March 3, 2022.

Amber Evans made a motion to approve this item. Justin Fried seconded the motion. The motion passed with the following roll call vote:

Yes: Ameri, Ayupan, Bhatia, Chan, Chiu, Evans, Fried, Hu, Huising, Imai, Izon, Lee, Marquise, Nair, Novenario, Thomas, Wheeler, Yeaman

No: None

Abstain: None

Absent: Bhatia, Casper, Connolly, Danmeier, Fournier, Maloney, Ng, Victor, Xu

5.2. One Bay Area Grant Cycle 3 and 2024 Comprehensive Investment Plan Update

John Nguyen and Jacki Taylor presented this item highlighting key provisions of the upcoming federal OBAG 3 funding opportunity, including eligibility requirements, and updates from the previous OBAG cycle. Mr. Nguyen and Ms. Taylor noted the OBAG 3 funds will be coordinated with the 2024 CIP call for projects, with a combined call for projects scheduled for release in May 2022, and that while a broad range of project types will be allowed with the OBAG 3 funding cycle, there will be an emphasis on bicycle and pedestrians-focused projects, equity-focused projects, and transit access-focused projects.

5.3. Countywide Bikeways Update

Chris Marks presented the item and shared that the Countywide Cycle Connectors builds off of priorities identified in the Countywide Active Transportation Plan (CATP) and the Countywide Transportation Plan (CTP) to form a cohesive network of safe and comfortable bike routes of countywide importance. He highlighted: the principles and goals that would shape the network and the criteria, which will include projects on the CTP 10-year project list, Transportation Expenditure Plan Major Trails, and corridors of countywide significance. Mr. Marks concluded his presentation with the schedule and next steps.

6. Members Report

Donna Lee informed the Committee that the Oakland 19th Street Station bathroom will open on February 25, 2022. A ribbon-cutting will take place on February 23, 2022.

Eric Hu shared that Fremont's BART Warm Springs pedestrian bridge opened earlier this month. He noted that Measure BB funds funded this project.

7. Staff Report

Kristen Villanueva informed ACTAC that Alameda CTC and Contra Costa Transportation Authority (CCTA) are developing a new Bi-County travel demand model. She pointed out that the Bi-County model will be based on the Metropolitan Transportation Commission Regional Travel Model. Ms. Villanueva mentioned that Alameda CTC staff is requesting ACTAC jurisdictions and transit agencies review data that will feed into the model. Ms. Villanueva noted that ACTAC would be asked to provide traffic count data on major roadways, draft transportation networks, and land use assumptions.

8. Adjournment

The meeting adjourned at 3:00 p.m. The next meeting is scheduled for March 10, 2022.

This page intentionally left blank



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 3, 2022

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 that 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

Caltrans has temporarily suspended 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 2/25/2022

Alameda County Inactive Obligations

Updated by Caltrans 2/25/2022

2nd quarter inactive projects

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
5057051	Inactive	Project is inactive. Funds at risk. Invoice immediately.		Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMONCE AVENUE; FULTON STREET FROM CHANNING WAY TO BANCROFT WAY, AND TELEGRAPH	5/26/2022	5/26/2021	11/28/2018	5/26/2021	5/26/2021	7	\$1,129,561	\$1,000,000	\$48,471	\$951,529
5057045	Inactive	Project is inactive. Funds at risk. Invoice immediately.		Berkeley	SHATTUCK AVENUE, SHATTUCK SQUARE, AND BERKELEY SQUARE FROM ALLSTON WAY TO UNIVERSITY AVENUE. INTERSECTION RECONFIGURE TRAVEL LANES AND PARKING,	6/22/2022	6/22/2021	2/20/2018	6/22/2021	6/22/2021	6	\$7,298,924	\$2,777,000	\$2,697,924	\$79,076
5101029	Inactive	Project is inactive. Funds at risk. Invoice immediately.	BPMP	Pleasanton	CITY OF PLEASANTON: 5 BRIDGES, 33C0454, 33C0099, 33C0453, 33C0461, AND 33C0462. BRIDGE PREVENTIVE MAINTENANCE PROJECT	9/11/2021	9/11/2020	12/19/2015	9/11/2020	9/11/2020	15	\$1,575,426	\$134,532	\$131,090	\$3,442

Color Key



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

This page intentionally left blank



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 3, 2022

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve Measure B, Measure BB and Vehicle Registration Fee Programs and Policies Updates

Recommendation

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

Summary

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

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

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

This is a DLD and discretionary programs status update that includes a discussion on the DLD program historical revenues, upcoming discretionary opportunities, and staff recommendations to modify DLD policies and implementation guidelines. Alameda CTC staff recommends an update to the DLD timely use of funds policy requirements, and temporary modification to the Seniors and People with Disabilities (Paratransit) implementation guidelines to expand expenditure eligibilities on essential transportation services.

Background

Direct Local Distributions (DLD) Programs Update

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

From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs through the end of Fiscal Year (FY) 20-21, Alameda CTC distributed over \$1.8 billion in DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

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

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

Alameda CTC requires DLD recipients to submit separate annual Audited Financial Statements and Program Compliance Reports that summarize the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements to monitor program compliance. The reports for the FY 2020-21 reporting period (July 1, 2020 through June 30, 2021) were due at the end of December 2021 and are currently under review by Alameda CTC staff and the Independent Watchdog Committee (for Measure B/BB programs). In June 2022, the Commission will receive a full Annual Program Compliance Summary Report that includes the summary of recipient expenditures and DLD accomplishments.

DLD Policy Updates Recommended

The use of Measure B/BB/VRF DLD program funds are guided by Commission approved Implementation Guidelines and policies. On April 22, 2021, the Commission approved interim policy changes to the DLD program which granted an extension to the DLD Timely Use of Funds requirements, and expanded expenditure eligibilities for the Seniors and People with Disabilities (Paratransit) Program through June 30, 2022. Staff is recommending changes to the Timely Use of Funds Policy, and continued extensions of the certain paratransit program eligibilities to address recipients' needs and concerns.

Timely Use of Funds Policy Update

The purpose of the DLD Timely Use of Funds Policy is to ensure program accountability and expeditious use of DLD funds. The existing policy approved by the Commission in December 2015 states: "DLD recipient shall not carry a fiscal year ending fund balance greater than 40 percent of the Direct Local Distribution revenue received for that same fiscal year for four consecutive fiscal years, by funding program." In June 2020 and June 2021, the Commission approved two separate one-year time extensions to allow jurisdictions until the end of FY 2021-22 to drawn down balances, and directed staff to explore updating the policy to address recipients' challenges with achieving the required 40 percent annual ending balance to revenue requirement.

DLD recipients have stated the current policy is difficult to achieve, and fund balances do not reflect the following:

- 1) Expenditure fluctuations of early project development costs compared to more expensive construction activities;
- 2) Capital construction expenditures occurring after the fiscal year closing, and multi-year construction projects;
- 3) Intentional DLD reserves to support the implementation of large capital improvements (especially in the case with smaller cities); or
- 4) Strategic planning to leverage Measure B/BB/VRF funds as matching sources against external discretionary state/federal funding opportunities.

To address the DLD recipients concerns, and policy feasibility issues, Alameda CTC staff recommends the approval of the proposed Timely Use of Funds Policy summarized below, and fully outlined in Attachment B.

Per the proposed policy, the recipient shall expend DLD funds expeditiously pursuant to the following requirements:

- i. RECIPIENT may not hold an end of fiscal year fund balance of greater than four-times their annual DLD revenue received for that same fiscal year, by respective Measure B, Measure BB, and VRF Program. A RECIPIENT found to be non-compliant with this requirement through the Annual Program Compliance reporting process must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission. The Cities of Albany, Emeryville, and Piedmont are excluded from this requirement.
- ii. Measure B RECIPIENT must expend all Measure B DLD funds and all interest earned thereon by June 30, 2026.
- iii. RECIPIENT must document the use of end of year program fund balances towards eligible transportation improvements as part of the Annual Program Compliance Process.

Overall, the proposed policy addresses the DLD recipients aforementioned concerns and continues to hold DLD recipients accountable for the expeditious use of voter-approved funds. Additionally, the proposed policy considers the upcoming sunset of the Measure B program on March 30, 2022 and requires a complete expenditure drawn down deadline by June 30, 2026 (four years after the end of the Measure B program ending).

Paratransit Program Eligibilities Extensions

In consideration of the continuing COVID-19 impact in Alameda County and the need for essential transportation services, staff recommends extending the previously approved provisions for the Paratransit Program eligibilities, as noted below:

- *Meal Delivery Program Cost Eligibilities*

The current Paratransit Implementation Guidelines limited Meal Delivery Program cost eligibilities to DLD recipients with previously established programs. For the past two fiscal years, the Commission has approved the expansion of the eligibilities to all DLD recipients due to COVID-19 impacts.

Staff recommends a continued one-year extension of meal delivery program eligibility under the Seniors and People with Disabilities (Paratransit) Program Implementation Guidelines for FY 2022-23. This extension will allow all DLD recipients the option to use their DLD Paratransit funds for transportation costs related to meal delivery program operations, which have become a critical service priority for seniors and people with disabilities within Alameda County. Eligible expenditures are for transportation services not meals.

- *Same-Day Transportation Services and Specialized Accessible Van Service Cost Eligibilities*

The current Paratransit Implementation Guidelines limits eligibility to Same Day Transportation Services and Specialized Accessible Van Service to individuals age 70 or above. Last year, the Commission approved a reduction to the minimum age eligibility requirement from 70 to 60 years old to expand the transportation service options to medical facilities and COVID-19 vaccination sites for a larger at-risk age group who may be experiencing mobility limitations due to age and disability.

Staff recommended an additional year of program eligibility based on the 60 years of age requirement through the end of FY 2022-23 as the County continues to recover from COVID-19 impacts.

Staff will bring forward additional recommendations to modify or extend these policies beyond FY 2022-23 as required.

Discretionary Programs

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

This Spring, Alameda CTC will begin the programming and allocation processes for these discretionary funds as part of the agency's Comprehensive Investment Plan (CIP). The upcoming 2024 CIP covers a five-year programming horizon consisting of fiscal years 2023-24 to 2027-28. Alameda CTC local fund sources will be coordinated with Federal discretionary funds from the One Bay Area Grant Cycle 3 program. Over \$100 million is expected to be available to eligible jurisdictions.

Alameda CTC's programming and allocation process considers project sponsor's readiness, leveraging of external funds, project needs, performance, and equity across Alameda's CTC administered funds.

In April, staff will present CIP and OBAG Cycle 3 programming criteria and request the Commission's approval for a Call for Projects starting in May. No action is required at this time related to the discretionary programs update.

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

Attachments:

- A. Historical Direct Local Distributions by Fund Program
- B. Proposed DLD Timely Use of Funds Policy

This page intentionally left blank

Measure B/Measure BB/Vehicle Registration Fee**Historical Direct Local Distributions¹**

Fiscal Year	Measure B	Measure BB	VRF	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18	\$81,030,004	\$78,118,871	\$7,429,111	\$166,577,986
FY 18/19	\$87,708,370	\$84,886,228	\$7,601,315	\$180,195,912
FY 19/20	\$81,490,405	\$78,839,935	\$7,394,401	\$167,724,741
FY 20/21	\$89,439,711	\$86,880,617	\$7,548,617	\$183,868,946
Total	\$1,262,228,050	\$484,225,423	\$73,822,495	\$1,820,275,967

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.

This page intentionally left blank



Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program

TIMELY USE OF FUNDS POLICY

INTENT: The intent of the Timely Use of Funds Policy is to encourage Measure B/Measure BB/Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) recipients ("RECIPIENT") to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

I. TIMELY USE OF FUNDS POLICY

RECIPIENT shall expend DLD funds expeditiously pursuant to the following requirements:

- i. RECIPIENT may not hold an end of fiscal year fund balance of greater than four-times their annual DLD revenue received for that same fiscal year, by respective Measure B, Measure BB, and VRF Program. A RECIPIENT found to be non-compliant with this requirement through the Annual Program Compliance reporting process must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission. The Cities of Albany, Emeryville, and Piedmont are excluded from this requirement.
- ii. Measure B RECIPIENT must expend all Measure B DLD funds and all interest earned thereon by June 30, 2026.
- iii. RECIPIENT must document the use of end of year program fund balances towards eligible transportation improvements as part of the Annual Program Compliance Process.

II. PENALTY AND RESCISSION

RECIPIENT that does not meet the timeliness requirements set forth herein must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission.

All such funds returned to, or deem forfeited by Alameda CTC, shall be placed into an account for reallocation to the same programmatic type for transportation improvements in the county on a discretionary basis.

III. EXEMPTIONS

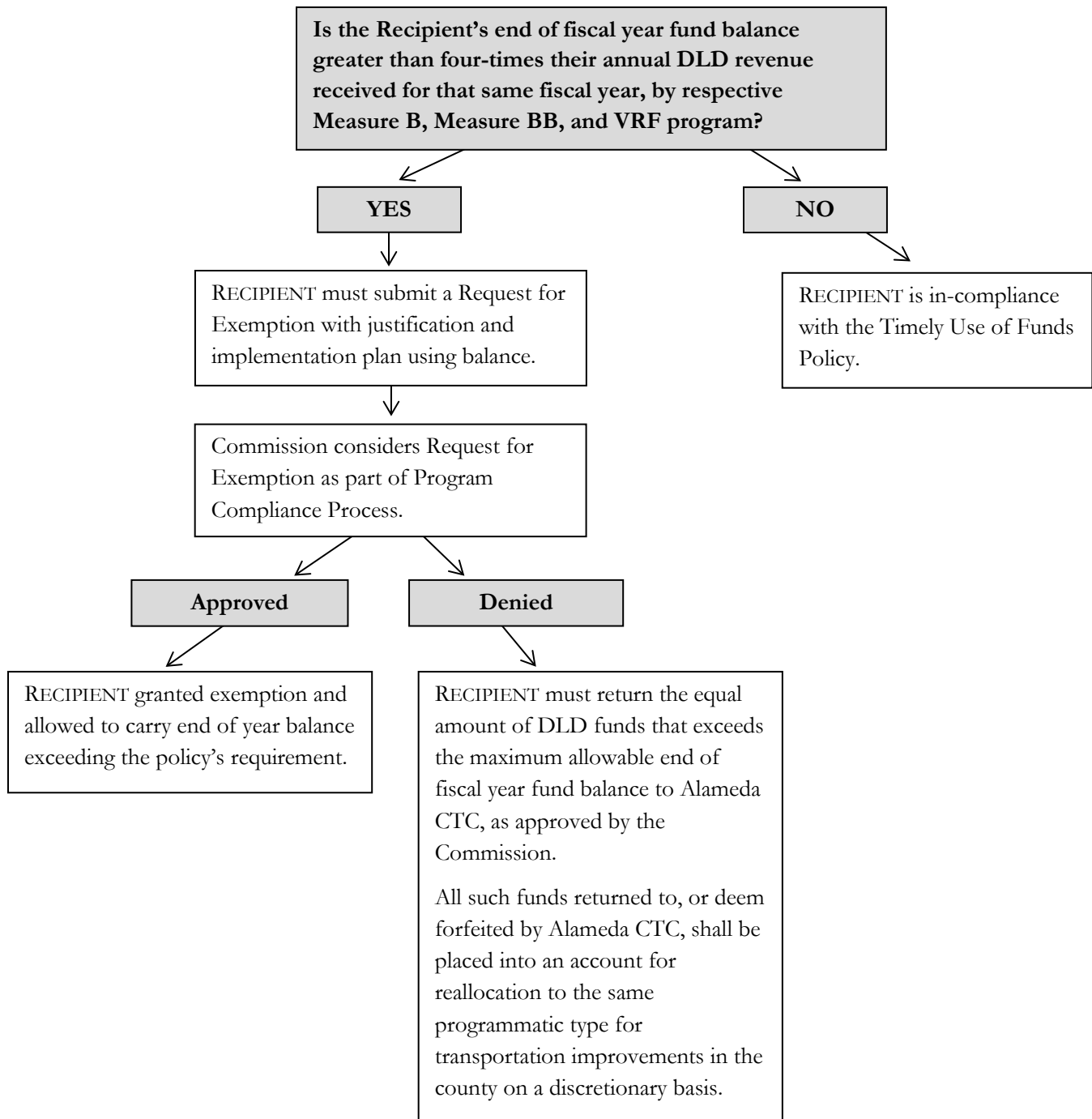
RECIPIENT may seek an exemption from the Timely Use of Funds Policy through the Annual Program Compliance reporting process. RECIPIENT must demonstrate that extraordinary circumstances have occurred, and provide a timely expenditure plan that would justify the exemption.

Exemption requests must be submitted to ALAMEDA CTC and considered by the Commission as part of the Annual Program Compliance Reporting process.



Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program

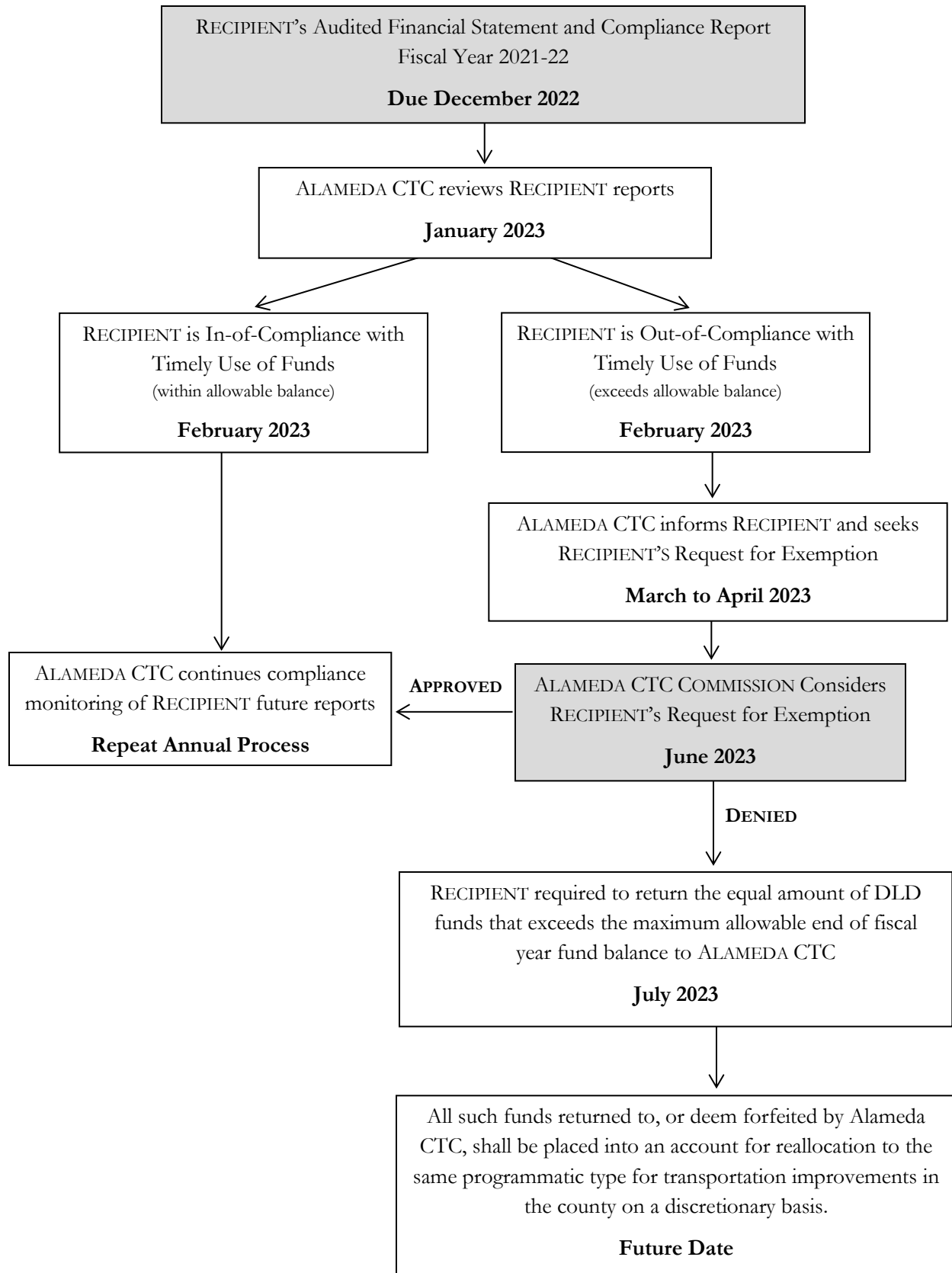
POLICY IMPLEMENTATION





Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program

EXAMPLE PROCESS IMPLEMENTATION SCHEDULE



This page intentionally left blank



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 3, 2021

TO: Alameda County Technical Advisory Committee

FROM: Cathleen Sullivan, Director of Planning
Chris G. Marks, Associate Transportation Planner
Shannon McCarthy, Associate Transportation Planner

SUBJECT: 2021 Multimodal Performance Report

Recommendation

This item is to provide the Commission with an update on the Congestion Management Program 2021 Multimodal Performance Report. This item is for information only.

Summary

Each year, the Alameda County Transportation Commission (Alameda CTC) prepares a summary of the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system. The purpose of this report is to elucidate emerging trends which shape policy and decision-making throughout the agency.

Through much of the last decade the annual performance report reflected gradual, multi-year shifts, across a variety of important indicators. However, the arrival of the COVID-19 pandemic quickly and radically changed transportation in Alameda County such that many of the standard instruments of measurement used for the performance report would fail to capture the current state of the system. Additionally, key data from the United States Census Bureau's American Community Survey will not be released due to insufficient sampling. Alameda CTC uses these data to better understand detailed demographic information including age and income as well as commute times and mode splits.

The 2021 report, included as Attachment A, was therefore developed using a new methodology in order to shed light on the transportation system with a more real-time analysis of available metrics focused on changes over the past year as the nature of the pandemic and its impacts have changed.

Key findings from this report include:

- Alameda County's population declined for the first time in 2021, losing about 10,000 residents and falling to 1.67 million. Natural growth slowed, foreign immigration was at its lowest since at least the 1990s, and domestic migration out of Alameda County nearly doubled.
- Alameda County is home to about 21 percent of the region's population and a similar share of the housing supply. New housing development has outpaced other counties in the region between 2016 and 2020, as Alameda County has approved about 28 percent of total new units in the region, about 35,000 of 128,000 total units. However, just over ten percent of these units are affordable, well below the Regional Housing Needs Assessment goal of 37.5 percent. In 2019, almost half of Alameda County renters were rent-burdened.
- The county added about 40,000 jobs in the last year, and unemployment fell to five percent. A full recovery is not complete as unemployment is still above the pre-pandemic low of less than three percent.
- Transit ridership is down between 50 and 80 percent for all operators in Alameda County, compared to 2019. At the onset of the pandemic transit ridership plummeted, but in the last year, it has started to bounce back. Between October 2020 and October 2021 BART, LAVTA, Capital Corridor and ACE ridership each at least doubled, while SF Bay Ferry quadrupled. AC Transit ridership also increased about 26 percent; AC Transit is currently carrying the highest percentage of pre-pandemic ridership of any operator in the region. Weekend and off-peak ridership are recovering faster for some operators.
- Prior to the pandemic, 90 percent of Bay Area workplaces had employees commute to physical offices at least four days per week. That changed significantly during the pandemic, and in April 2021 almost three quarters of workers did not travel to their workplace at all. However, over 2021, workers started to return to the office. By December 2021, only 28 percent did not travel to work at all, and just over half commute at least three days a week. Most employers expect a hybrid work pattern, with approximately three days in the office. BART ridership increases have tracked closely with workers returning to the office.
- Total collisions for all modes (auto, bike, pedestrian, etc.) fell about 26 percent in 2020 and most severe collisions fell 22 percent. However, fatal collisions increased sharply in Alameda County and statewide. Speeding remains the most common factor in all collisions. Collision data for 2021 in Alameda County is not yet available.
- Pedestrian collisions increased by eight percent in 2020, compared to 2019, while fatal and severe collisions remained flat. Bike collisions fell 18 percent and fatal and severe collisions fell 34 percent—to the lowest level since 2006. The share of total collisions involving bicycles and pedestrians increased from 16 percent in 2019 to 21 percent in 2020—the highest level in almost a decade.

- Bikeshare trips dropped 64 percent in Alameda County between 2019 and 2021, although there was an encouraging increase in trips in late 2021. Vandalism has been a persistent issue through the pandemic. Scootershare trips in Oakland also fell 76 percent and have continued to fall through 2020 and 2021.

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

Attachment:

- A. [2021 Multimodal Performance Report: Transportation and COVID-19 in Alameda County](#) *(Hyperlinked to website)*

This page intentionally left blank



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 3, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: One Bay Area Grant Cycle 3 and 2024 Comprehensive Investment Plan Update

Recommendation

Receive an update on the upcoming Metropolitan Transportation Commission (MTC) One Bay Area Grant Cycle 3 (OBAG 3) discretionary funding opportunity through the Alameda CTC's 2024 Comprehensive Investment Plan (2024 CIP) process. This item is for information only.

Summary

MTC has recently released proposed revisions to its OBAG 3 Framework, Resolution 4505, to include draft county-specific OBAG 3 guidelines and funding/project nomination targets for adoption by the MTC Commission in late March. Refer to the March 9, 2022 MTC Programming and Allocations Committee (PAC) item for details ([Attachment A](#)).

For Alameda County, the OBAG 3 project nomination process will be coordinated with the programming of various Alameda CTC local discretionary funding sources available through the 2024 CIP. A combined call for project nominations for both OBAG 3 and 2024 CIP funding is tentatively scheduled for release in May 2022. The draft coordinated programming schedule has been updated to reflect MTC's latest information (Attachment B).

In April, staff will bring a draft county-level coordinated programming process for OBAG 3 and the 2024 CIP, including project prioritization for the development of an OBAG 3 project nomination list, to the Commission for approval. Eligible applicants (local jurisdictions, transit agencies, and county transportation agencies) are encouraged to familiarize themselves with the MTC Resolution 4505 OBAG 3 Framework and

Guidelines, and the specific policy compliance requirements. MTC requires consideration of current and past project delivery history in the county and regional level prioritization of OBAG 3 project nominations. A list of the projects with remaining unobligated OBAG 2 funding is included for reference (Attachment C).

Background

The One Bay Area Grant (OBAG) program is MTC's policy and programming framework for investing regional shares of certain federal discretionary funding sources such as Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) throughout the region. In 2012, MTC established the OBAG program to strengthen the connection between transportation investments and the goals of the Bay Area's Regional Transportation Plan and Sustainable Community Strategy, referred to collectively as Plan Bay Area, by focusing transportation investments within Priority Development Areas (PDAs) and requiring jurisdictions to comply with certain state and regional policies. The OBAG Cycle 2 Program was adopted in 2015 with a similar framework.

OBAG 3 Program

In January 2022, MTC adopted [MTC Resolution 4505](#), the OBAG 3 Project Selection and Programming Policy Framework (OBAG 3 Framework), which identifies a total of \$750 million over a 4-year period, FYs 2022-23 through 2025-26, with the funding split an even 50/50 between Regional and County programs. For OBAG 3, MTC has made strategic updates to the prior OBAG policies to align the principles and programs with Plan Bay Area 2050 strategies, advance regional goals for equity and safety, and addresses federal programming requirements.

Last month, ACTAC received an update on the program principles and categories within MTC's Framework, which highlighted key provisions and changes from the prior OBAG cycle, along with outlining a coordinated programming approach and draft schedule for a combined OBAG 3 and 2024 CIP call for projects.

MTC has recently released proposed revisions to its OBAG 3 Framework, Resolution 4505, to include draft county-specific OBAG 3 guidelines and funding/project nomination targets which will be considered by the MTC Commission in late March. This includes additional information regarding the required project prioritization and selection process that eligible applicants need to be aware of as they consider which projects would make strong OBAG 3 candidates.

Nomination Targets

County targets are based on the same formula from OBAG 2: population (50%), recent housing production (30%) and planned growth, and housing affordability (Regional Housing Needs Assessment (RHNA) data (20%). Counties may request up

to 120% of the target share, but unlike OABG 2, OBAG 3 targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

OBAG 3 Criteria

Per the proposed OBAG 3 County Program Guidelines, at minimum, Alameda CTC will need to include/consider the following criteria in its evaluation and prioritization process for project nominations: Eligibility, Deliverability, Community Support, and MTC Prioritization Criteria. As with the OBAG 2 program, CTAs cannot remove MTC-required criteria, but will be able to include additional criteria.

MTC is due to adopt the released OBAG 3 Nomination Targets and Program Guidelines in late March. During March, staff will develop a county-specific OBAG 3 nomination process and criteria for Commission approval in April.

2024 Comprehensive Investment Plan

The OBAG 3 programming process will be coordinated with the Alameda CTC's 2024 CIP. A combined call for project nominations is scheduled for release in May 2022. To prepare for the coordinated call, staff is currently developing a 2024 CIP Fund Estimate with OBAG 3, Measure BB, VRF and TFCA funding. The 2024 CIP Fund Estimate, along with policies and guidelines will be brought to the Commission for approval in April. The guidelines will include detailed requirements, such as the maximum number of applications per agency, minimum and maximum funding request amounts and minimum required matching funds.

An updated draft coordinated programming schedule is included (Attachment B). The schedule was updated to add a milestone for the approval of projects recommended for TFCA funding, which will need to occur in fall 2022, as explained below in more detail.

FY 2022-23 Transportation Fund for Clean Air (TFCA)

Last month ACTAC received information on the Bay Area Air Quality Management District (Air District) FY 2022-23 TFCA Policies and Fund Estimate, totaling \$3 million. The 2024 CIP Fund Estimate will include the FY 2022-23 TFCA funding, which must adhere to the Air District's TFCA Policies and annual programming schedule, including an October 2022 programming deadline. Any FY 2022-23 TFCA funding remaining unprogrammed by the end of October may be programmed directly by the Air District. Thus, staff will need to recommend a TFCA program of projects in September -October 2022, ahead of MTC's adoption of the OBAG 3 program and Alameda CTC's adoption of the 2024 CIP in early 2023. Staff will identify potential TFCA candidate projects from the applications received that are within the OBAG 3-eligible project categories, but additionally, the Alameda CTC's application process will allow for sponsors to apply for all TFCA-eligible project categories, which may or may not be the types of projects eligible for or targeted towards OBAG 3 funding, such as EV charging, TDM programs,

shuttle operations, bike lockers and arterial management. Agencies with potential TFCA candidate projects are encouraged to contact Alameda CTC staff to discuss TFCA eligibility and cost-effectiveness.

Next Steps

In April 2022, the Committees and Commission will consider the approval of the 2022 CIP Update and OBAG 3/2024 CIP call for projects. The item will include recommendations associated with OBAG 3 Countywide Planning and Countywide Safe Route to Schools funding, OBAG 3/2024 CIP fund estimates, and approval to release the coordinated call for projects scheduled for May 2022.

An Alameda CTC Commission-approved list of OBAG 3 project nominations is due to MTC by September 30, 2022, but MTC's proposed guidelines include a provision to allow MTC to consider, on a case-by-case basis, extension requests to October 2022.

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

Attachments:

- A. [MTC Resolution 4505 with proposed OBAG 3 Guidelines and Fund Estimate, presented to 3/9/2022 Programming and Allocations Committee](#)
- B. Revised Draft Coordinated OBAG 3 and 2024 CIP Programming Schedule
- C. OBAG Cycle 2, FYs 2021-22 & 2022-23, Obligation Status Report, dated 2/28/2022

Draft Coordinated OBAG 3 and 2024 CIP Development Schedule

<u>Alameda CTC Activity</u>	<u>Date</u>	<u>MTC Activity</u>
	January 2022	<ul style="list-style-type: none"> • Approve OBAG 3 Policy and Procedures Framework
<ul style="list-style-type: none"> • 2022 CIP Update/ 2024 CIP including OBAG 3 Information Item to ACTAC/PPC/Commission 	February 2022	
<ul style="list-style-type: none"> • OBAG 3/2024 CIP Information Item to ACTAC 	March 2022	<ul style="list-style-type: none"> • Approve OBAG 3 Guidelines and Fund Estimate
<ul style="list-style-type: none"> • Approval of 2022 CIP Update (Includes OBAG 3 Augmentation for Planning and SR2S) • Approval of County-level OBAG 3 Call for Projects/ Prioritization Process • Development of 2024 CIP Process, including review of CIP Programming Policies • Development of coordinated OBAG 3 2024 CIP application 	April 2022	<ul style="list-style-type: none"> • Review CTA-proposed OBAG 3 processes
<ul style="list-style-type: none"> • Release of Coordinated OBAG 3 and 2024 CIP Call for Projects 	May 2022	<ul style="list-style-type: none"> • Release OBAG 3 call for project nominations to CTAs
<ul style="list-style-type: none"> • Call for Projects application period (approximately 45-60 days) 	May – June 2022	
<ul style="list-style-type: none"> • OBAG 3 scoring and development of project nominations for MTC • BPAC review of MTC Complete Streets checklists for OBAG 3 nominated projects 	July - August 2022	
<ul style="list-style-type: none"> • OBAG 3 prioritized nominations due to MTC by September 30th • Commission approval needed 	September 2022	
<ul style="list-style-type: none"> • Approval of FY 2022-23 TFCA funding 	October 2022	

<ul style="list-style-type: none"> • Develop staff recommendations for 2024 CIP local funding sources • MTC Resolution of Local Support approved by OBAG 3 nominated project sponsors • Confirmation of Local Agency OBAG 3 Policy Compliance Status 	November 2022- January 2023	<ul style="list-style-type: none"> • Regional evaluation of CTA OBAG 3 project nominations • CMAQ emissions benefits & cost effectiveness • MTC discusses preliminary staff recommendations with CTAs
<ul style="list-style-type: none"> • OBAG 3 project sponsors prepare 2023 TIP applications 	January 2023	<ul style="list-style-type: none"> • MTC approves OBAG 3 program
<ul style="list-style-type: none"> • OBAG 3 info item to ACTAC (as needed) • Finalize staff recommendations for 2024 CIP 	February 2023	<ul style="list-style-type: none"> • MTC TIP programming approval
<ul style="list-style-type: none"> • Approval of 2024 CIP 	March - April 2023	
<ul style="list-style-type: none"> • Resolutions and Project Funding Agreements for 2024 CIP local funding sources • Confirmation of Local Agency OBAG 3 Policy Compliance 	April -June 2023	
<ul style="list-style-type: none"> • Start date for 2024 CIP local funding allocated in 2023-24 	July 2023	

Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 21/22,FY 22/23

February 28, 2022

							Fed Project Data		FY		Fund Programming Information			Obligation Information			Balance	
County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Prefix	ID	Appn	Prog	STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt	Total Amt	Remaining
Alameda County																		
Alameda	AC Transit	Tempo Quick Build Transit Lane	CON	ALA210017	ACTIVE	STP-T5-OBAG2-REG-SSM	FTASTP	6002(030)	21/22	21/22	300,000		300,000					300,000
Alameda	AC Transit	AC Transit: Quick Builds Transit Lanes	CON	ALA210018	ACTIVE	STP-T5-OBAG2-REG-SSM	FTASTP	6002(030)	21/22	21/22	954,000		954,000					954,000
Alameda	ACTC	Alameda County Safe Routes to School	CON	ALA110033	ACTIVE	STP-T5-OBAG2-REG-SSM	STPCML	6480(013)	21/22	21/22	1,500,000		1,500,000	02/10/22	1,500,000		1,500,000	
Alameda	Alameda	Central Avenue Safety Improvements	CON	ALA170049	ACTIVE	CMAQ-T5-OBAG2-CO		5014(047)	20/21	22/23		1,487,000	1,487,000					1,487,000
Alameda	Alameda	Central Avenue Safety Improvements	CON	ALA170049	ACTIVE	STP-T5-OBAG2-CO		5014(047)	20/21	22/23	2,000,000		2,000,000					2,000,000
Alameda	Alameda	Clement Avenue Complete Streets	CON	ALA170073	ACTIVE	CMAQ-T5-OBAG2-CO		5014(046)	22/23	22/23		2,451,000	2,451,000					2,451,000
Alameda	Alameda	Clement Avenue Complete Streets	CON	ALA170073	ACTIVE	STP-T5-OBAG2-CO		5014(046)	22/23	22/23	2,000,000		2,000,000					2,000,000
Alameda	Alameda	Alameda City-Wide Pavement	CON	ALA170074	ACTIVE	STP-T5-OBAG2-CO	STPL	5014(048)	21/22	21/22	827,000		827,000					827,000
Alameda	Alameda Co	Alameda County Complete Street	CON	ALA190019	ACTIVE	CMAQ-T5-OBAG2-CO			21/22	22/23		8,300,000	8,300,000					8,300,000
Alameda	Alameda Co	Alameda County Complete Street	CON	ALA190019	ACTIVE	STP-T5-OBAG2-CO			21/22	22/23	1,000,000		1,000,000					1,000,000
Alameda	Alameda Co	Alameda County Complete Street	CON	ALA190019	ACTIVE	STP-T5-OBAG2-REG-SSM		5933(143)	22/23	22/23	2,000,000		2,000,000					2,000,000
Alameda	Albany	San Pablo Ave and Buchanan St	CON	ALA170088	ACTIVE	STP-T5-OBAG2-CO		5178(016)	22/23	22/23	340,000		340,000					340,000
Alameda	BART	BART: Fare Collection Equipment	CON	ALA090065	ACTIVE	STP-CRRSAA	FTACRR	6000(069)	21/22	21/22	1,000,000		1,000,000	02/11/22	1,000,000		1,000,000	
Alameda	BART	BART: Fare Collection Equipment	CON	ALA090065	ACTIVE	STP-CRRSAA	FTACRR	6000(069)	21/22	21/22	1,689,677		1,689,677	02/11/22	1,689,677		1,689,677	
Alameda	BART	BART: Fare Collection Equipment	CON	ALA090065	ACTIVE	STP-CRRSAA	FTACRR	6000(069)	21/22	21/22	1,645,323		1,645,323	02/11/22	1,645,323		1,645,323	
Alameda	BART	Macarthur Station Mobility Hub	CON	ALA210030	PROPOSED	CMAQ-T4-2-CIP-REG			22/23	22/23		225,411	225,411					225,411
Alameda	BART	Macarthur Station Mobility Hub	CON	ALA210030	PROPOSED	CMAQ-T5-OBAG2-REG-CI			22/23	22/23		524,589	524,589					524,589
Alameda	Berkeley	Southside Complete Streets and Transit	CON	ALA170067	ACTIVE	CMAQ-T5-OBAG2-CO			22/23	22/23		3,658,000	3,658,000					3,658,000
Alameda	Berkeley	Southside Complete Streets and Transit	CON	ALA170067	ACTIVE	STP-T5-OBAG2-CO			22/23	22/23	3,677,000		3,677,000					3,677,000
Alameda	Dublin	Dublin Blvd Rehabilitation	CON	ALA170062	ACTIVE	STP-T5-OBAG2-CO	STPL	5432(021)	19/20	21/22	661,000		661,000	02/24/22	661,000		661,000	
Alameda	Emeryville	Frontage Rd, 65th St and Powell St	CON	ALA170072	ACTIVE	STP-T5-OBAG2-CO			22/23	22/23	225,000		225,000					225,000
Alameda	Fremont	Centerville Complete Streets of	CON	ALA170076	ACTIVE	CMAQ-T5-OBAG2-CO		5322(060)	20/21	22/23		3,000,000	3,000,000					3,000,000
Alameda	Fremont	Centerville Complete Streets of	CON	ALA170076	ACTIVE	STP-T5-OBAG2-CO		5322(060)	20/21	22/23	3,510,000		3,510,000					3,510,000
Alameda	Fremont	Fremont Blvd/Walnut Ave Protected	CON	ALA210014	ACTIVE	STP-T5-OBAG2-REG-SSM			21/22	21/22	1,271,000		1,271,000					1,271,000
Alameda	Fremont	Fremont Blvd-Grimmer Blvd Protected	CON	ALA210015	ACTIVE	STP-T5-OBAG2-REG-SSM			21/22	21/22	1,415,000		1,415,000					1,415,000
Alameda	Hayward	Hayward - Main Street Complete Street	CON	ALA170065	ACTIVE	CMAQ-T5-OBAG2-CO		5050(046)	22/23	22/23		500,000	500,000					500,000
Alameda	Hayward	Hayward - Main Street Complete Street	CON	ALA170065	ACTIVE	STP-T5-OBAG2-CO		5050(046)	22/23	22/23	1,000,000		1,000,000					1,000,000
Alameda	Hayward	Winton Ave Complete Street	CON	ALA170066	ACTIVE	STP-T5-OBAG2-CO			21/22	21/22	1,662,000		1,662,000					1,662,000
Alameda	LAVTA	LAVTA Passenger Facilities	CON	ALA210016	ACTIVE	STP-CRRSAA			21/22	21/22	1,818,000		1,818,000					1,818,000
Alameda	LAVTA	LAVTA Passenger Facilities	PE	ALA210016	ACTIVE	STP-CRRSAA			21/22	21/22	182,000		182,000					182,000
Alameda	MTC	Regional Planning Activities and PPM -	OTHER	ALA170007	ACTIVE	STP-T5-OBAG2-REG-SSM	STPL	6084(206)	21/22	21/22	354,000		354,000	10/21/21	354,000		354,000	
Alameda	MTC	Regional Planning Activities and PPM -	OTHER	ALA170007	ACTIVE	STP-T5-OBAG2-REG-SSM	STPL	6084(206)	21/22	21/22	160,000		160,000	10/21/21	160,000		160,000	
Alameda	MTC	I-880 Integrated Corridor Management -	CON	ALA170057	ACTIVE	CMAQ-T5-OBAG2-REG-AOM			22/23	22/23		1,498,000	1,498,000					1,498,000
Alameda	MTC	Bay Bridge Forward: Alameda I-580 WB	CON	ALA190018	ACTIVE	STP-CRRSAA			21/22	21/22	7,000,000		7,000,000					7,000,000
Alameda	Oakland	Oakland - 14th Street Safe Routes in the	CON	ALA170043	ACTIVE	STP-CRRSAA		5012(154)	21/22	21/22	1,000,000		1,000,000					1,000,000
Alameda	Oakland	Lakeside Family Streets	CON	ALA170063	ACTIVE	CMAQ-T5-OBAG2-CO		5012(155)	22/23	22/23		2,446,000	2,446,000					2,446,000
Alameda	Oakland	Lakeside Family Streets	CON	ALA170063	ACTIVE	STP-T5-OBAG2-CO		5012(155)	22/23	22/23	1,946,000		1,946,000					1,946,000
Alameda	Oakland	Oakland Various Streets Improvements	CON	ALA170064	ACTIVE	STP-T5-OBAG2-CO	STPL	5012(157)	21/22	21/22	4,895,000		4,895,000					4,895,000
Alameda	San Leandro	San Leandro Washington Avenue	CON	ALA170075	ACTIVE	STP-T5-OBAG2-CO		5041(048)	22/23	22/23	975,000		975,000					975,000
Alameda County Totals											47,007,000	24,090,000	71,097,000		7,010,000	0	7,010,000	64,087,000

This page intentionally left blank



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 3, 2022

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Metropolitan Transportation Commission's 2023 Transportation Improvement Program Development Update

Recommendation

ACTAC members are requested to review Metropolitan Transportation Commission's (MTC's) attached guidance for the 2023 TIP Update and the Alameda County-specific instructions provided in the staff report to ensure all 2023 TIP updates are completed in accordance with MTC's requirements and timelines. This is an information item.

Summary

MTC is required to prepare and adopt an updated federal Transportation Improvement Program (TIP) every two years. Attachment A is a copy of the material MTC distributed to project sponsors and provides the necessary guidance and timelines for updating all 2021 TIP project listings and proposing new projects through MTC's online Fund Management System (FMS) for inclusion in the 2023 TIP.

ACTAC Representatives in coordination with Local Agency Single Points of Contact (SPOC) are requested to coordinate the TIP updates for their respective agencies. All non-transit, local agencies are requested to complete their TIP updates by COB Monday, March 14th and notify Alameda CTC that they are ready to review/submit. Transit operators have until March 18th to directly submit updates through FMS.

Background

The TIP is a federally-required, comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally-required action (such as NEPA), or are considered regionally-significant by MTC for Air Quality Conformity (AQC) purposes. MTC is required to adopt an updated TIP every two years and projects and programs included in the TIP are to be consistent with the current Regional Transportation Plan, Plan Bay Area 2050. The TIP is a near-term document, with the 2023 TIP covering the four-year period from FY 2022-23 through FY 2025-26.

Development of the 2023 TIP

The development of the 2023 TIP started last month with MTC's call for information for new and existing "Non-exempt" projects for the 2023 TIP. Non-exempt projects are generally capacity increasing projects that are not specifically exempted from regional AQC analysis. Responses for this initial step were due mid-February.

The second step in the development of the 2023 TIP is MTC's current call to update all existing 2021 TIP project listings for the 2023 TIP and prepare FMS applications for any new "Exempt" and "Non-Exempt" projects proposed for the 2023 TIP. Attachment A is a copy of the 2023 Update material distributed by MTC to project sponsors and includes detailed guidance for how to access and update all 2021 TIP project listings through FMS for inclusion in the 2023 TIP.

Maintaining correct TIP listings can help avoid delays in the processing of federal funding obligations and other federal actions. On March 2nd Alameda CTC staff sent a reminder about the development of the 2023 TIP to ACTAC Representatives and Local Agency SPOCs with information clarifying Alameda CTC's role and the county-specific timelines. For reference, Attachment B is an inventory of the current Alameda County 2021 TIP Listings.

Next Steps

All 2023 TIP updates are to be submitted in FMS by March 18, 2022. As with prior TIP updates, ACTAC Representatives and Local Agency SPOCs are requested to coordinate the 2023 TIP Update for their respective agencies. Alameda County-specific deadlines:

- By Monday, March 14th, local agencies (cities, County, and other, non-transit agencies) will need to complete their updates for the 2023 TIP via FMS and notify Jacki Taylor, jtaylor@alamedactc.org that your updates and new applications are complete/saved. This is to ensure that Alameda CTC has enough time to review and submit all 2023 TIP applications by MTC's deadline.
- Transit operators may submit their existing and new TIP projects for the 2023 TIP via FMS by MTC's March 18th deadline, without coordinating with Alameda CTC.

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

Attachments:

- A. MTC's request for 2023 TIP Updates (with guidance), distributed 2/21/2022
- B. 2021 TIP projects to be reviewed and updated for the 2023 TIP

From: [Adam Crenshaw](#)
To: [Adam Crenshaw](#)
Subject: 2023 TIP Update - FMS is now active - Deadline of March 18
Date: Friday, February 18, 2022 2:27:51 PM
Attachments: [Primer and Schedule for Development of the 2023 TIP.pdf](#)
[Appendix A-1 List of Regionally Significant Projects in Plan Bay Area 2050.pdf](#)
[Appendix-A2 Federal Performance Management 2023 TIP Guidance.pdf](#)

Distributed to: (Please view in HTML)

Transit Finance Working Group
Programming & Delivery Working Group
Local Streets & Roads Working Group

Good afternoon,

This email is to notify you that the period for project sponsors and CTAs to review and submit revisions and projects for the 2023 TIP has begun. Versions of all ongoing projects have been created for review and accounts that had previously been locked for the initial development activities have been unlocked.

Please go into FMS and review your ongoing projects by doing the following:

1. Go to fms.mtc.ca.gov
2. Log into your account
3. Go to Universal Application
4. Select Resume In-Process Application
5. Select your agency in the 'Sponsor' field
6. Click the Search Button

You should then see a list of all of your ongoing projects. Please go into each one, make any necessary changes, and submit them. If your projects are subject to review by your local congestion management agency (CTA), you will need to contact your CTA to submit the projects on your behalf. Further instructions on reviewing projects for the TIP update and information on the performance measure questions are attached.

You have until the close of business on Friday, March 18, 2022 to submit (or have your CTA submit) your projects for the 2023 TIP.

Please feel free to contact me if you have any questions.

Thank you very much for your time.

Adam L. Crenshaw
Transportation Improvement Program Manager
acrenshaw@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov

Association of Bay Area Governments
Metropolitan Transportation Commission

Bay Area Metro Center | 375 Beale Street | Suite 800
San Francisco, CA 94105
(415) 778-6794

Alameda County 2021 TIP Projects

(all \$ x 1,000)

Sponsor	Title	TIP ID	Programmed Funding by Phase			Programmed Funding by Fiscal Year								Total Program	
			PE	ROW	CON	Prior	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 23/24	FY 23/24	Future		
AC Transit	Tempo Quick Build Transit Lane	ALA210017	40		400		40	400							440
AC Transit	AC Transit: SFOBB Forward	ALA150052			12,425	12,425									12,425
AC Transit	AC Transit: Facilities Upgrade	ALA010034			55,663	55,663									55,663
AC Transit	AC Transit: Purchase (10)	ALA150038			10,249	10,249									10,249
AC Transit	AC Transit: Purchase (10) 40'	ALA150039			12,797	7,710									12,797
AC Transit	AC Transit: PM - Exchange for	ALA150045			5,937	5,937									5,937
AC Transit	AC Transit: Purchase 36 Coach	ALA170027			29,356	29,356									29,356
AC Transit	AC Transit: Purchase (35) 40ft	ALA170028			18,795	18,795									18,795
AC Transit	AC Transit: Preventive	ALA170029			22,650	22,650									22,650
AC Transit	AC Transit: Preventive	ALA170030			976	976									976
AC Transit	AC Transit: 5 Battery Electric	ALA170041			6,377	6,377									6,377
AC Transit	AC Transit:AC Transit: Replace	ALA170081			28,888	28,888									28,888
AC Transit	AC Transit: Purchase 40 Zero-	ALA170082			42,381	42,381									42,381
AC Transit	AC Transit Replacement of	ALA210007			16,019		2,894		13,125						16,019
AC Transit	AC Transit: Replace 30-ft Diesel	ALA210010			5,230		5,230								5,230
AC Transit	AC Transit: Replace Articulated	ALA210011			13,887		13,887								13,887
AC Transit	AC Transit: Replace 40-ft Diesel	ALA210012			27,700		27,700								27,700
AC Transit	AC Transit: Paratransit Van	ALA990052			29,221	27,178	2,043								29,221
AC Transit	AC Transit: COVID-19	ALA190023			114,160	80,366	33,794								114,160
AC Transit	AC Transit: ADA Paratransit	ALA990076			133,820	133,820									133,820
AC Transit	AC Transit: South County	ALA150020	565		5,294	5,859									5,859
AC Transit	San Pablo and Telegraph Ave	ALA170059	983		9,017	10,000									10,000
AC Transit	AC Transit: Quick Builds Transit	ALA210018			1,651			1,651							1,651
ACE	ACE Platform Extensions	ALA170042	2,944		8,456	2,944	8,456								11,400
ACE	ACE Track Improvements,	ALA010056			18,162	17,162									18,162
ACE	ACE Preventative Maintenance	ALA110099			4,224	3,224									4,224
ACE	ACE: Railcar Midlife Overhaul	ALA170079			15,068	7,700	7,368								15,068
ACE	ACE Revenue Vehicle	ALA210009			625		625								625
ACE	ACE Fixed Guideway	ALA170048			10,048	5,922	2,212	1,913							10,048
ACE	ACE Capital Access Fee	ALA210008			1,783			1,783							1,783
ACTC	7th Street Grade Separation	ALA170085	27,000		225,000	27,000			177,000						252,000
ACTC	7th Street Grade Separation	ALA170086	19,000		146,000	19,000			2,000						165,000
ACTC	Freight Intelligent Transportation	ALA170087	6,600		24,021	30,621									30,621
ACTC	Alameda County Safe Routes to	ALA110033			26,263	24,569		1,694							26,263
ACTC	Various Bike Education and	ALA210021			160			160							160
ACTC	Alameda County Rail Safety	ALA210022	7,000		52,001	1,500	5,500		101						59,001
ACTC	East Bay Greenway	ALA150008	28,501	14,000	161,000	6,501									203,501
ACTC	I-880 North Safety	ALA050019	11,697	20,499	76,434	108,630									108,630
ACTC	I-80 Gilman Interchange	ALA050079	11,785	2,645	47,294	11,985	49,739								61,724
ACTC	I-680 NB HOV/HOT Lane	ALA130034	23,770	6,000	142,528	198,198									198,198
ACTC	Rte 84 Widening, south of Ruby	ALA150001	23,006	20,500	200,594	43,506	200,594								244,100
ACTC	I-880/Whipple Rd Industrial Pkwy	ALA170005	11,550	5,000	63,500	4,000	12,500		50	43,500	43,500	43,500			80,050
ACTC	I-580/680 Interchange HOV/HOT	ALA170008	33,000	15,000	252,000	8,000									300,000
ACTC	I-680 Express Lane Gap	ALA170009	31,000	12,000	437,000	34,000		185,000							480,000
ACTC	I-880 NB HOV/HOT: North of	ALA170010	25,000	15,000	181,000	1,500	3,500								221,000
ACTC	Oakland/Alameda Access	ALA070009	23,950	6,000	100,000	13,900	16,000		50	51,646	51,646	51,646			129,950
ACTC	I-80/Ashby Avenue Interchange	ALA170002	15,050	4,400	137,600	12,000			7,450	32,600	32,600	32,600			157,050
Alameda	Cross Alameda Trail (includes	ALA150007	256		2,265	2,521									2,521
Alameda	Alameda City-Wide Pavement	ALA170074	60		999	60	999								1,059
Alameda	Clement Avenue Complete	ALA170073	641		5,029	641			5,029						5,670
Alameda	Central Avenue Safety	ALA170049	1,037		11,177	737	300	11,177							12,214
Alameda Co.	Estuary Bridges Seismic Retrofit	ALA090022	400	300	4,200	1,500		262							4,900
Alameda Co.	Fruitvale Ave Roadway Bridge	ALA090023	1,500	500	10,000	1,500	500	500							12,000
Alameda Co.	Alameda Co-Variou Streets and	ALA130018	329		6,450	4,326	2,453								6,779
Alameda Co.	Active Oakland: A	ALA170047			977	977									977
Alameda Co.	Alameda County - Vasco Road	ALA190006	50		1,253	1,303									1,303
Alameda Co.	Active and Safe Oakland	ALA190015			999	999									999
Alameda Co.	Alameda County Complete	ALA190019	1,500	150	27,146	1,650			27,146						28,796
Alameda Co.	E14th St/Mission Blvd Corridor	ALA190022	2,180		25,000	2,280		9,425							27,280
Alameda Co.	Niles Canyon Trail, Phase I	ALA190021	2,321	100	26,480	2,321		100							28,901
Albany	San Pablo Ave and Buchanan St	ALA170088	410		5,340	410			1,340						5,750
Albany	Ohlone Greenway Trail Safety	ALA190016	45		620	45	620								665
BART	East Bay Greenway Segment II	ALA210013	590	50	4,349	640		4,349							4,989
BART	Macarthur Station Mobility Hub	ALA210030	80		847			80	847						927
BART	Hayward Shop and Yard	ALA110003	5,000	7,000	148,499	160,499									160,499
BART	BART Metro Priority Track	ALA130032	3,752		4,748	8,500									8,500
BART	BART: Fare Collection	ALA090065			84,222	62,102	16,700	5,420							84,222
BART	MacArthur BART Plaza	ALA090068	636		6,337	6,973									6,973
BART	BART-Elevator Renovation	ALA190014			26,250	8,750	17,500								26,250
BART	BART: COVID-19 Emergency	ALA190025			377,053	251,637	125,416								377,053
BART	Bay Fair Connection	ALA170044	39,868	13,073	50,000	5,600	47,341		47,059						150,000
BART	19th Street BART Station	ALA170055			29,439	29,439									29,439
Berkeley	Berkeley - Sacramento St	ALA170094	218		1,596	1,814									1,814
Berkeley	Shattuck Complete Streets and	ALA130026	970		5,628	6,598									6,598
Berkeley	Hearst Avenue Complete Streets	ALA130028	545		2,979	3,524									3,524
Berkeley	goBerkeley Residential Shared	ALA150049			1,420	1,420									1,420
Berkeley	John Muir Safe Routes to	ALA170054	38		336	374									374
Berkeley	Southside Complete Streets and	ALA170067	1,130		8,285	1,130			8,285						9,415
Berkeley	Bay Trail Shoreline Access	ALA130035	281		1,859	2,140									2,140
Berkeley	9th St Bicycle Blvd Extension	ALA150048	153		742	895									895
Caltrans	GL: Alameda County - TOS-	ALA170060			117,847	117,577	270								117,847
Dublin	Dublin Blvd. - North Canyons	ALA150003	9,003	17,917	61,333	9,503		100							88,253
Dublin	Tassajara Road Widening	ALA210026	1,202		7,798		1,202	6,298							9,000
Dublin	Dublin Blvd Rehabilitation	ALA170062	55		945	55		945							1,000
Dublin	I-580 Interchange Imps at	ALA170045	12,500	5,500	40,000	700		700							58,000

Alameda County 2021 TIP Projects

(all \$ x 1,000)

			Programmed Funding by Phase			Programmed Funding by Fiscal Year											
Sponsor	Title	TIP ID	PE	ROW	CON	Prior	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 23/24	FY 23/24	Future	Total Program			
EB Reg Park	Doolittle Drive Bay Trail	ALA170077	1,300		9,800	1,300	9,800							11,100			
Emeryville	Frontage Rd, 65th St and Powell	ALA170072	15		255	15			255					270			
Emeryville	Emeryville Quiet Zone Safety	ALA170093			6,000	6,000								6,000			
Emeryville	40th Street Transit and Multi-	ALA210029	3,347		14,730			3,347						18,077			
Fremont	Fremont Blvd-Grimmer Blvd	ALA210015	237		1,887		10	2,114						2,124			
Fremont	Kato Rd Complete Sts - Warren	ALA130001	400		13,882	400								14,282			
Fremont	Centerville Complete Streets of	ALA170076	1,339		7,354	1,339			7,354					8,693			
Fremont	Fremont Blvd/Walnut Ave	ALA210014	170		1,695		170	1,695						1,865			
Fremont	Sabercat Trail: Irvington BART	ALA210019	5,600		40,400	3,000	2,600							56,000			
Fremont	I880 Innovation Bridge and Trail	ALA210020	6,819		55,000	2,176	4,643							61,819			
Fremont	State Route 262 (Mission Blvd)	ALA170001	16,500	5,000	90,500	6,500	500		500					112,000			
Hayward	Winton Ave Complete Street	ALA170066	101		1,879	101		1,879						1,980			
Hayward	Hayward - Main Street Complete	ALA170065	350		1,875	350			1,875					2,225			
Hayward	Rt 92/Clawiter/Whitesell	ALA090016	4,200	6,600	44,200	12,700								55,000			
Hayward	I-880 Auxiliary lanes at Industrial	ALA090020	1,510	250	8,040	1,510								9,800			
Hayward	I-880/Industrial Parkway West	ALA110002	10,000	15,000	115,000	2,500	22,500			19,000	19,000	19,000		140,000			
Hayward	I-880 I/C Improvements (Winton)	ALA170046	14,250	1,750	79,000	5,308			50					95,000			
LAVTA	LAVTA: Preventive Maintenance	ALA030030			13,334	13,334								13,334			
LAVTA	LAVTA: Replacement (11) 40'	ALA150031			8,693	8,693								8,693			
LAVTA	LAVTA: Replacement (9) 30'	ALA150032			6,697	6,697								6,697			
LAVTA	Livermore Transit Center Rehab	ALA170091			623	623								623			
LAVTA	Hybrid Bus Battery Pack	ALA190005			1,000	1,000								1,000			
LAVTA	LAVTA Replacement 40' Hybrid	ALA210003			13,551		13,551							13,551			
LAVTA	LAVTA Fareboxes for	ALA210004			332		332							332			
LAVTA	LAVTA AVLs for Replacement	ALA210005			522		522							522			
LAVTA	LAVTA Radios for Replacement	ALA210006			63		63							63			
LAVTA	LAVTA: COVID-19 Emergency	ALA190026			6,819	3,501	3,318							6,819			
LAVTA	LAVTA: ADA Paratransit	ALA990077			8,526	8,526								8,526			
LAVTA	LAVTA: Farebox Replacement	ALA150035			498	498								498			
LAVTA	LAVTA Passenger Facilities	ALA210016	260		2,603			2,863						2,863			
Livermore	Livermore Pavement	ALA170068	165		1,787	1,952								1,952			
MTC	Bay Bridge Park	ALA110104	5,500		11,000	5,500	11,000							16,500			
MTC	Improved Bike/Ped Access to	ALA130030	4,500		32,000	4,500		2,000						36,500			
MTC	Regional Planning Activities and	ALA170007	11,201			11,201	1,628	514						13,737			
MTC	Bay Bridge Forward-Commuter	ALA170012			820			820						820			
MTC	I-880 Integrated Corridor	ALA170040			20,478	20,478								20,478			
MTC	I-880 Integrated Corridor	ALA170057	1,142		7,698	1,142			1,498					8,840			
MTC	BBF: I-80 WB Bus Only Lane	ALA210028	640		4,000		410	2,230						4,640			
MTC	Bay Bridge Forward I-80/ Powell	ALA210027	1,500		6,000	1,500			4,000					7,500			
MTC	Bay Bridge Forward - West	ALA170011	1,358		4,619	5,977								5,977			
MTC	Bay Bridge Forward: Alameda I-	ALA190018	1,500		11,000	1,500		11,000						12,500			
MTC	Bay Bridge Forward: West	ALA170058			1,000	1,000								1,000			
Newark	Thornton Avenue Pavement	ALA170061	80		796	876								876			
Oakland	Oakland 7th Street Connection	ALA210001	3,749	44	16,940			1,200	2,593					20,733			
Oakland	West Oakland Howard Terminal	ALA210023	51,464		263,011	3,363		1,000		2,000	2,000	2,000		314,475			
Oakland	Lake Merritt to Bay Trail	ALA130003	3,718	325	15,169	4,043		100	1,000					19,212			
Oakland	Oakland - 14th Street Safe	ALA170043	2,321		12,711	2,321		1,130	11,581					15,032			
Oakland	Fruitvale Alive Bike/Ped Gap	ALA170051	1,516		8,529	1,566	8,529							10,095			
Oakland	Lakeside Family Streets	ALA170063	453		4,962	453			4,962					5,415			
Oakland	East Oakland Neighborhood	ALA210002	3,185		18,674		300	2,885		18,674	18,674	18,674		21,859			
Oakland	42nd Ave and High St I-880	ALA991081	1,800	5,990	10,000	17,790								17,790			
Oakland	International Boulevard	ALA150010	279		5,975	6,254								6,254			
Oakland	Oakland Various Streets	ALA170064	636		5,529	636		5,529						6,165			
Oakland	Oakland Grand Avenue	ALA210024	4,000		16,000			200						20,000			
Oakland	Lake Merritt Improvement	ALA110072			828	828								828			
Oakland	Lakeside Complete Streets and	ALA130024	965		14,740	15,705								15,705			
Oakland	Laurel Access to Mills, Maxwell	ALA150012	530	50	6,477	7,057								7,057			
Oakland	Oakland: Telegraph Ave	ALA150042	221		1,272	1,494								1,494			
Oakland	Oakland: Shattuck and	ALA150043	201		1,359	1,560								1,560			
Oakland	19th St BART to Lake Merritt	ALA150044	700		3,983	4,683								4,683			
Oakland	Oakland: Telegraph Avenue	ALA150047	877		4,037	877	4,037							4,914			
Oakland	Oakland Parking and Mobility	ALA150050			1,584	1,584								1,584			
Oakland	Oakland Fruitvale Ave Bike/Ped	ALA170052	341		1,126	1,467								1,467			
Oakland	Oakland 35th Ave Bike/Ped	ALA170053	674		2,230	2,904								2,904			
Oakland	Oakland - Crossing to Safety	ALA170078	481		1,636	2,117								2,117			
Oakland	East Oakland Active	ALA210025	4,000		16,000			600						20,000			
Oakland	Oakland Army Base	ALA110046	26,239		274,341	266,580								300,580			
Piedmont	Piedmont - Oakland Avenue	ALA170084	60		449	60	449							509			
Pleasanton	Pavement Rehabilitation	ALA170070	70		2,707	2,777								2,777			
Pleasanton	I-680/Sunol Interchange	ALA190020	4,150	1,100	25,000	1,650	2,500							30,250			
SJRC	ACE: COVID-19 Emergency	ALA190024			2,680	2,680								2,680			
San Leandro	SR 185- E. 14th St/ Hesperian	ALA050002	1,638	1,193	4,333	2,859	2,630	852						7,232			
San Leandro	San Leandro Washington	ALA170075	83		1,102	83			1,102					1,185			
Union C Transit	Union City Paratransit Van	ALA170014			1,032	1,032								1,032			
Union C Transit	Union City Transit Electric Bus	ALA190029			9,994		7,194							9,994			
Union C Transit	Union City: ADA Paratransit	ALA170039			675	675								675			
Union C Transit	Union City Transit: COVID-19	ALA190027			1,946	923	1,024							1,946			
Union C Transit	Union City Transit Travel Time	ALA170013			181	181								181			
Union City	East-West Connector: Decoto	ALA978004	21,088	49,755	165,157	103,166								236,000			
Union City	Union City-Dyer Street	ALA170071	55		985	55	985							1,040			
Totals for Alameda County			618,669	252,691	5,623,416	2,382,753	702,780	264,537	336,929	167,420	167,420	167,420	0	6,580,488			



Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 3, 2022

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Countywide Bikeways Network Update

Recommendation

This item is to provide an update on countywide active transportation planning efforts. This item is for information only.

Summary

In November 2021 Alameda CTC introduced an initial effort to build off priorities identified in the 2019 Countywide Active Transportation Plan (CATP) and 2020 Countywide Transportation Plan (CTP) to form a cohesive network of safe and comfortable bike routes of countywide importance. This work will also dovetail with regional work being advanced by the Metropolitan Transportation Commission (MTC) Regional Active Transportation Plan and updated Complete Streets Policy.

The Countywide Bikeways Network development has been guided by five key principles that build off the goals and priorities of the CATP and CTP. Those principles state that the network will be: (1) Safe and comfortable; (2) Equitable; (3) Continuous and connected; (4) High-quality; (5) Visionary.

Alameda CTC introduced the project definition, principles, purpose, and approach to network development in an initial Technical Advisory Committee in January and the February Alameda County Technical Advisory Committee (ACTAC) meeting. In late February and early March, Alameda CTC developed a draft Countywide Bikeways Network began conducting focused workshops to review a draft network with each jurisdiction. Staff will refine the draft network based on feedback received during the workshops and the March ACTAC meeting.

This memo describes:

- The inclusion criteria Alameda CTC is using to draft the Countywide Bikeways Network; and the network development approach; and
- Performance Evaluation Criteria; and
- The project schedule and next steps.

Inclusion Criteria and Network Development Approach

To identify the draft Countywide Bikeway Network, the project team started with a backbone network which includes all CTP 10-year bikeway projects and complete streets/multimodal projects with bike facilities, as well as projects in the CTP Greenway and Trail category. This includes the three major trails from the Transportation Expenditure Plan (TEP).

However, the active transportation projects on the 10-year list do not create a full consistent and connected, high quality network. In particular, the network lacks strong east-to-west connections and leaves some communities and key destinations unserved or underserved by high-quality facilities. To address these gaps, Alameda CTC has:

- 1) applied the criteria of countywide significance defined in the CATP to identify where additional connections are needed,
- 2) incorporated corridors from local plans to fill these gaps,
- 3) review all proposed connections with local jurisdictions.

CTP: 10-year Project List

The Countywide Bikeway Network includes all CTP 10-year complete streets/multimodal projects with bike facilities and projects in the Greenway and Trail category. These projects are all assumed to be of countywide significance. These facilities are assumed to be high-quality, safe, comfortable, and low-stress.

TEP Major Trails

The full extents of the three TEP major trails, approved by voters in Measure BB, are also included in the Countywide Bikeway Network: the Iron Horse Trail, Bay Trail, and East Bay Greenway (only initial phases of these projects are included in the CTP 10-year list). The alignments for the three major trails represent the full long-term buildout of each trail, generally as shown in the CTP.

Corridors of Countywide Significance

The 10-year projects list and major trails will form the network backbone of the network and building on that foundation, Alameda CTC will start to apply the criteria of countywide significance identified in the CATP to local networks to fill out a consistent and connected Countywide Bikeway Network.

The 2019 adopted CATP countywide significance criteria are:

- *Countywide High-injury Network* – Projects that are located on or provide direct proximate alternatives to the countywide bicycle High-injury Network (HIN).
- *Major Barriers* – Projects that resolve or remove a barrier of countywide significance including:
 - Freeways, Highways, Railways, Waterways
 - Barriers to High-frequency Transit and Transit Hubs
 - Connectivity between Jurisdictions
 - Barriers to and along Regional Trails
- *Equity Priority Communities (EPCs)* – Projects located within a Metropolitan Transportation Commission-designated EPC.
- *Activity Centers* – Projects that improve access to major activity centers and destinations, such as employment centers and high-density downtown areas.

Local Plan Corridors and Other Trails

Where the CATP criteria of countywide significance identifies locations in need of additional connections (ex. connections to major transit hubs, major population centers, jobs centers, EPCs, or across major barriers), the project team has reviewed local jurisdiction bike and trail plans for priority facilities to address gaps in the backbone network. In many cases, local plans have already identified high-priority proposed facilities along these corridors of countywide significance. These local plan projects will fill network gaps, bridge barriers, and create new connections to activity centers and EPCs. The local links are being reviewed in detail with during focused workshops and an extended comment window to reconcile local priority projects with the Countywide Significance Criteria.

In a limited number of circumstances, staff identified corridors which meet the Countywide Significance Criteria, but no known local planning effort could be found in at least part of the corridor. Through discussions with local jurisdictions, staff have flagged active long-range planning work not yet reflected in publicly available documentation.

Network Composition

Roughly half of the draft Countywide Bikeway Network facilities are from the backbone network of CTP 10-year projects and TEP Major Trails. The remaining half are Corridors of Countywide Significance. The source of each network corridor is shown in Attachment A, and the full network is shown in detail in Attachment B.

Performance Evaluation

The methodology for the performance evaluation focuses on consistency with past countywide planning work, established regional methodologies, and consistency with partner agency plans to ensure priorities are aligned, and to improve the competitiveness of projects on the network for discretionary funding. The draft network was evaluated against the following performance criteria:

- Safety – High-injury Network
- Equity – Equity Priority Communities
- Barriers – Major Barriers including the State Highway System, Waterways, and Railways
- Connectivity – Access to Major Transit Hubs and High-frequency Transit
- Activity Centers – Major Job Centers

Schedule and Next Steps

Alameda CTC met with bicycle planning staff from local jurisdictions to introduce this effort on January 19, 2022. In late February and early March, Alameda CTC staff met with small groups of jurisdictions to review in depth an initial draft network, discuss specific network refinements (routing, facilities), network performance measures, and how to ensure development of high-quality facilities along the network. Staff anticipates bringing the Countywide Bikeways Network to ACTAC and the Commission for approval in Spring 2022. During Summer 2022, Alameda CTC will continue to engage with jurisdiction partners and other stakeholders to create design guidelines to better define high-quality facilities on the network. Alameda CTC anticipates completing this effort in late 2022.

Fiscal Impact: There is no fiscal impact.

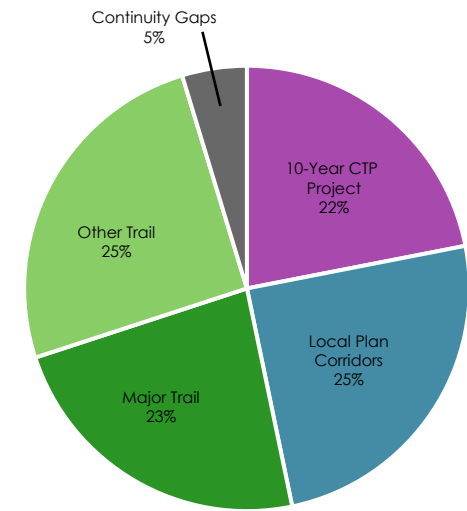
Attachments:

- A. Countywide Bikeways Network – Where does the Network Come From?
- B. Countywide Bikeways Network – Planning Area Maps



WHERE DO THE
COUNTY CYCLE
CONNECTORS
COME FROM?

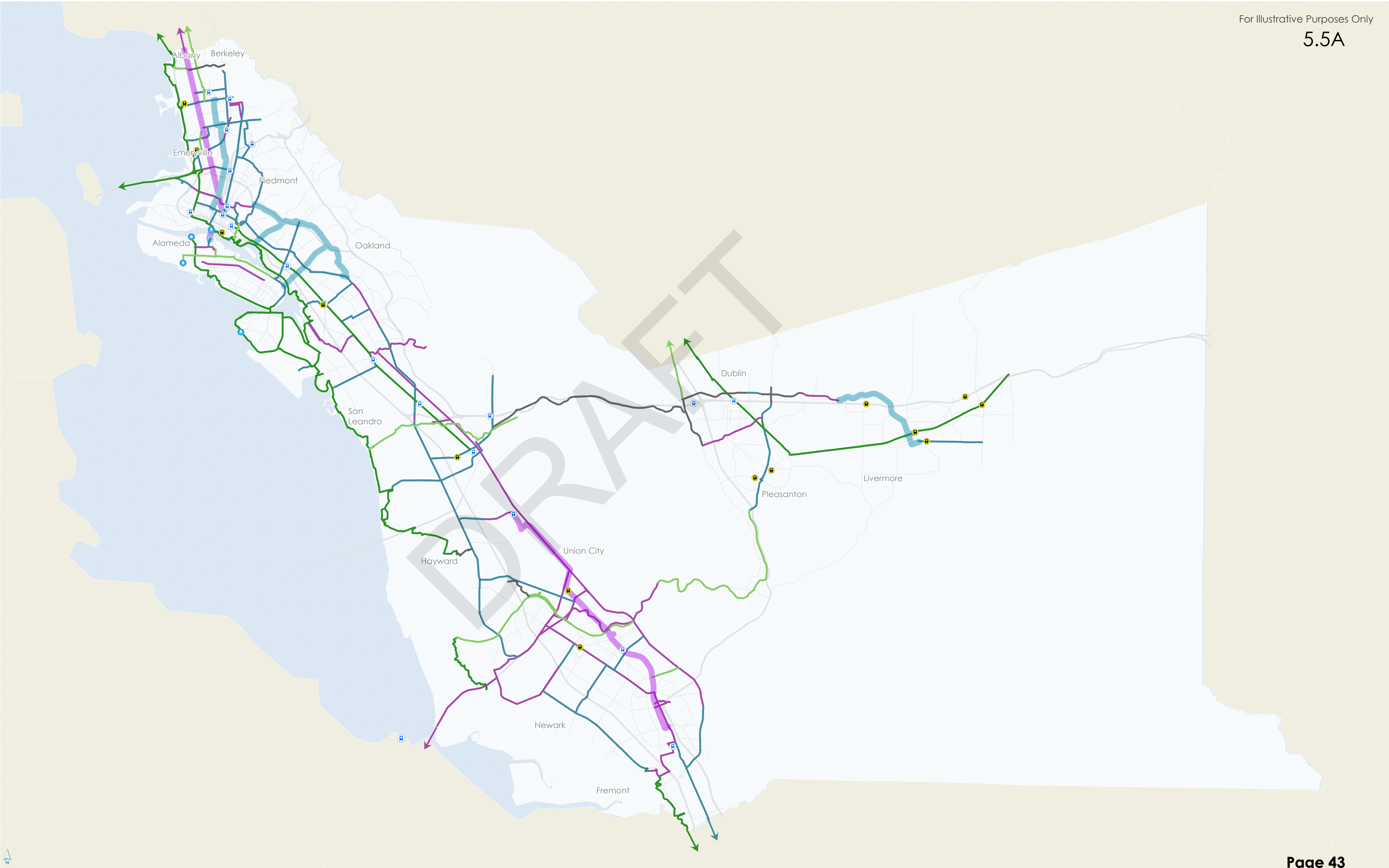
The Alameda CTC Countywide Transportation Plan is the basis for the County Cycle Connector network. Measure BB Major Trails, other trails, and local corridor projects complete the network.



- HIB Source**
- 10-Year CTP Project
 - Corridor of Countywide Significance: Local Plan
 - Major Trail
 - Corridor of Countywide Significance: Other Trail
 - Continuity Gap
- Conceptual Alignment**
- 10-Year CTP Project
 - Local Plan Corridor
- Legend**
- BART Station
 - Rail Station
 - Bay Ferry
 - Current or Planned Facility Outside of Alameda County

*East Bay Greenway is both a Major Trail and a 10-Year CTP Project and is only counted once as a CTP 10-Year Project.

Sources:
Alameda County Open Data, US Census Data,
Metropolitan Transportation Commission (MTC)

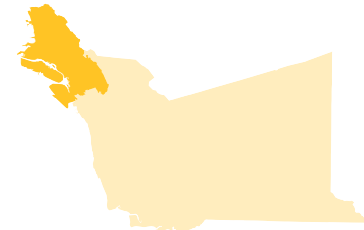


This page intentionally left blank



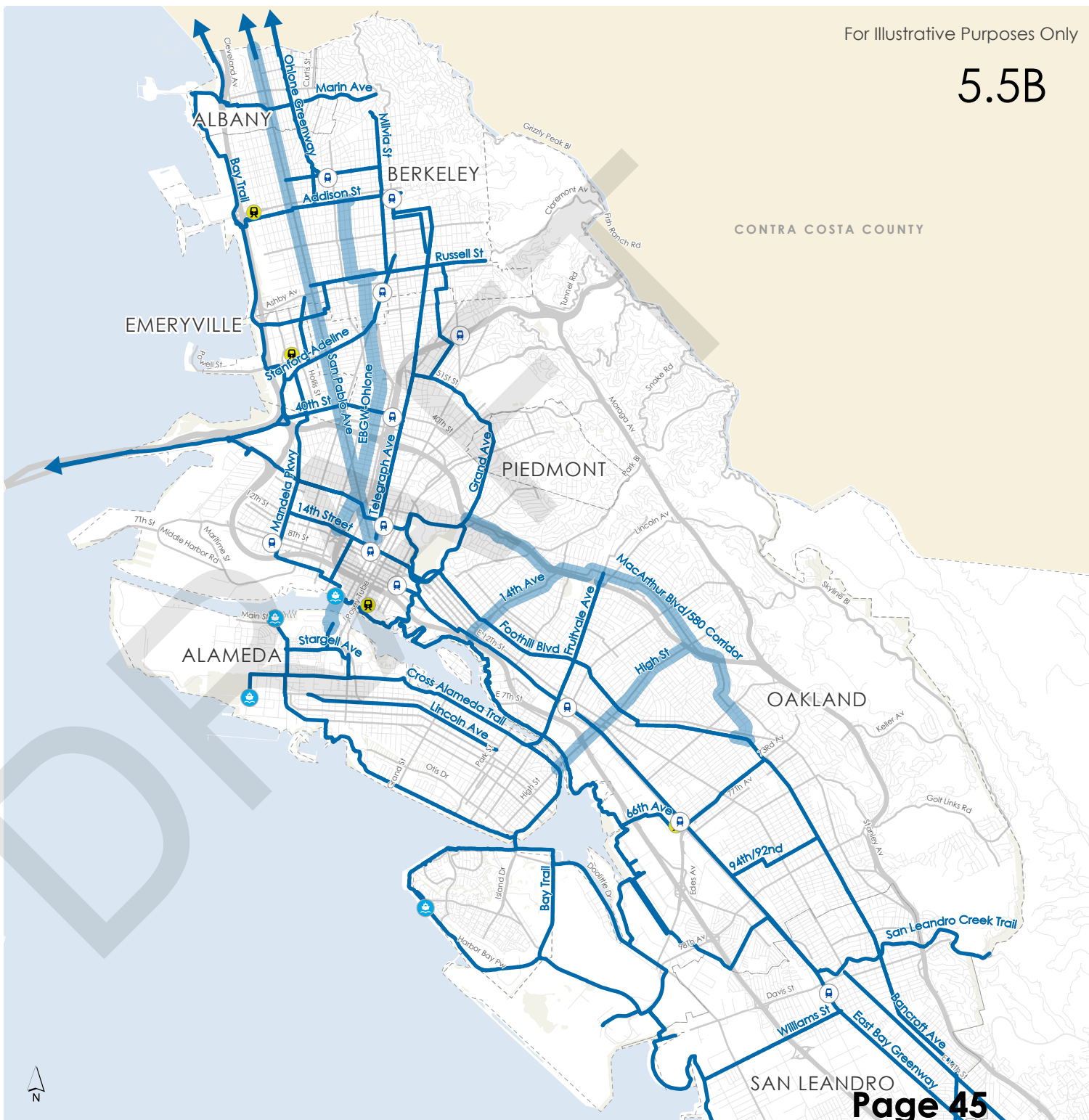
CCC NETWORK:
NORTH
PLANNING AREA

- Draft CCC Network
- Conceptual Alignment
- Existing or Planned Facility Exists outside of Alameda County
- BART Station
- Ferry Terminal
- Rail Station
- City Boundary



For Illustrative Purposes Only

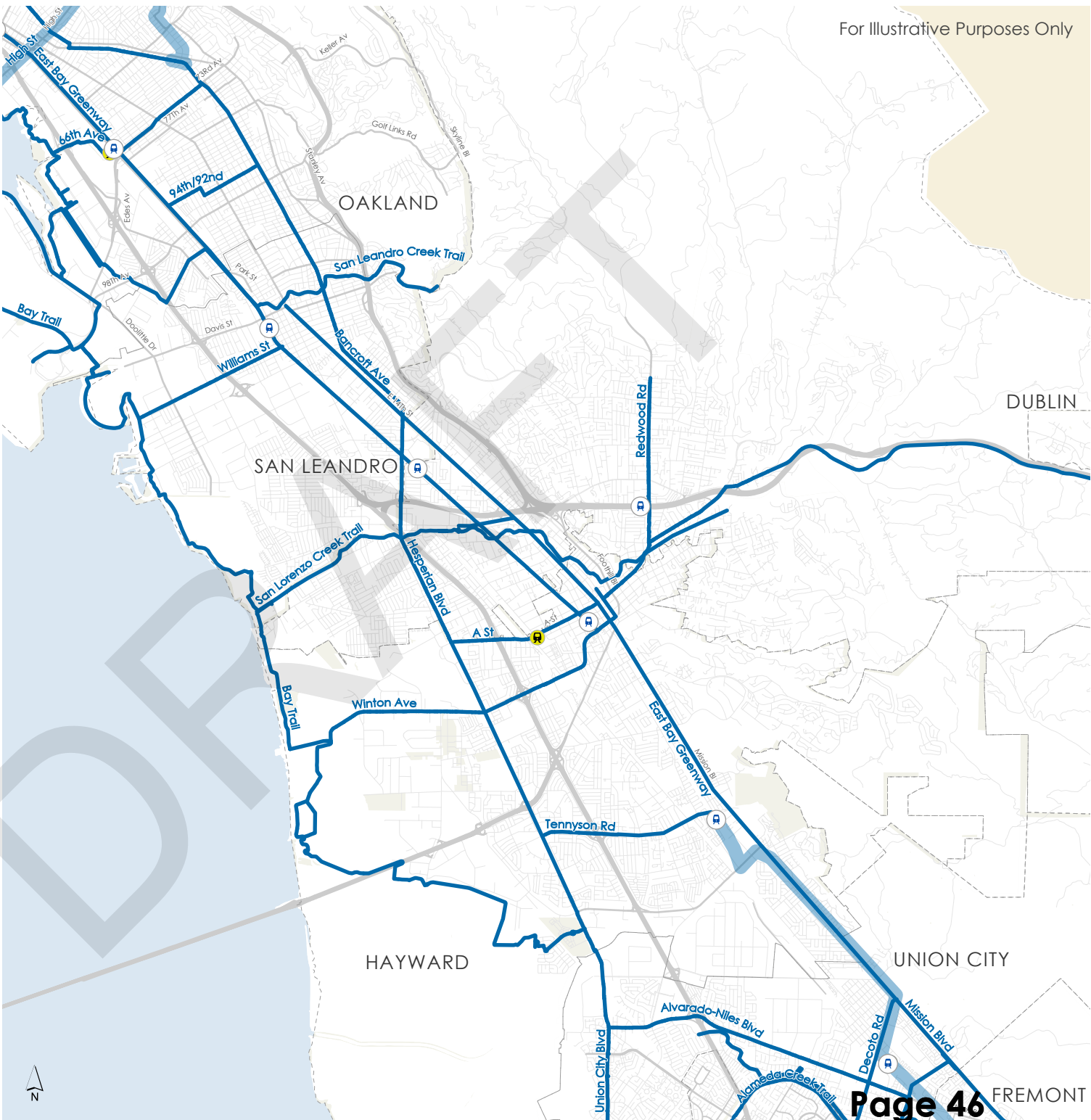
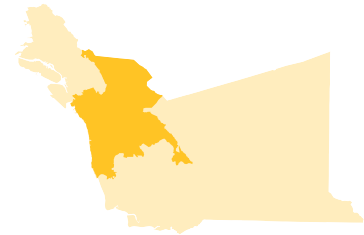
5.5B





CCC NETWORK: CENTRAL PLANNING AREA

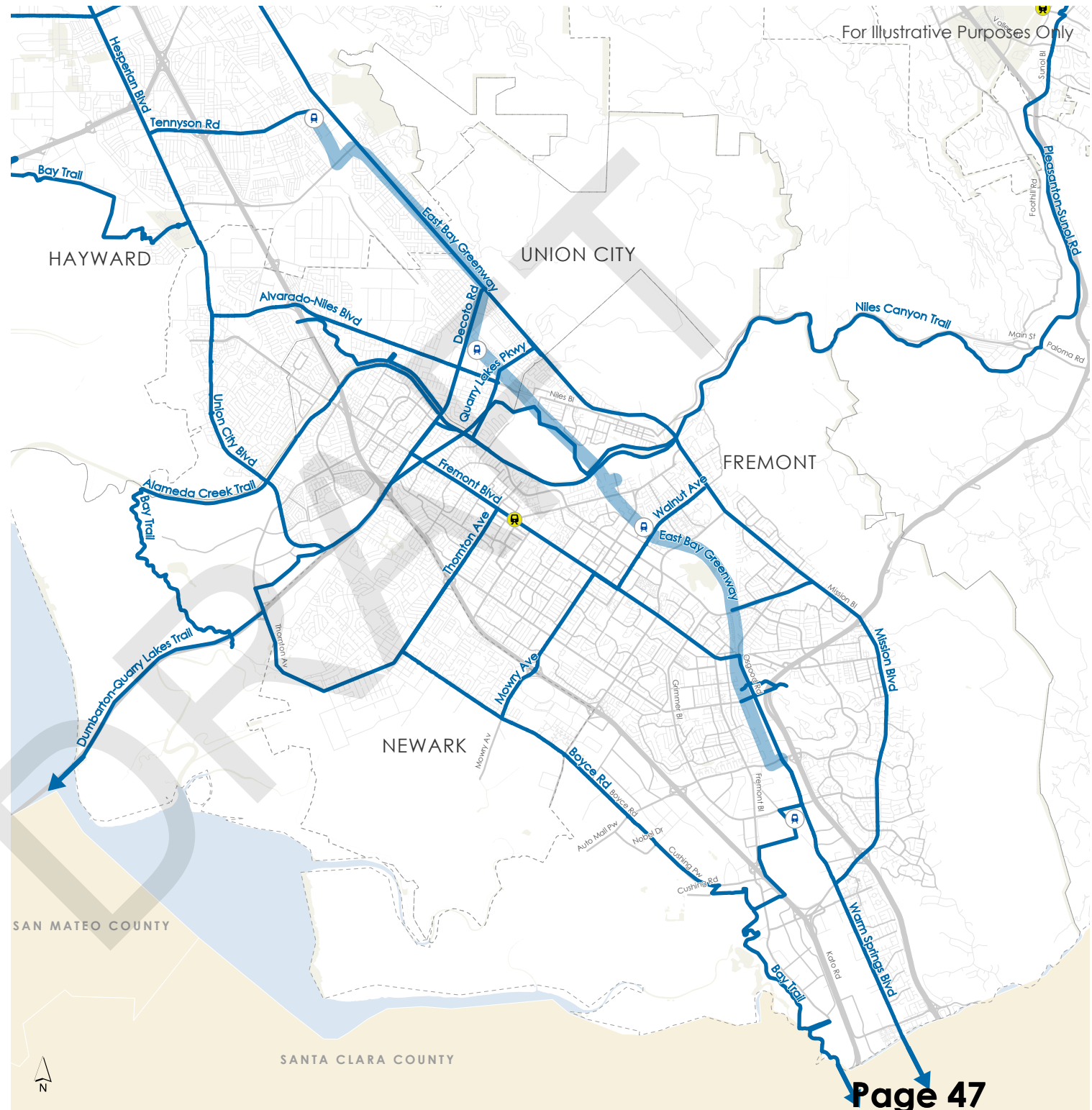
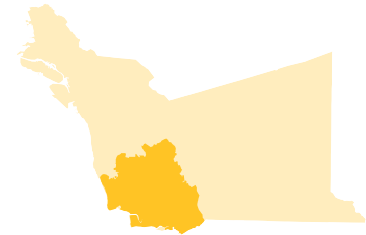
- Draft CCC Network
- Conceptual Alignment
- Existing or Planned Facility Exists outside of Alameda County
- BART Station
- Ferry Terminal
- Rail Station
- City Boundary












CCC NETWORK:
SOUTH
PLANNING AREA

- Draft CCC Network
- Conceptual Alignment
- Existing or Planned Facility Exists outside of Alameda County
- BART Station
- Ferry Terminal
- Rail Station
- City Boundary



CCC NETWORK: EAST PLANNING AREA

For Illustrative Purposes Only

-  Draft CCC Network
-  Conceptual Alignment
-  Existing or Planned Facility Exists outside of Alameda County
-  BART Station
-  Ferry Terminal
-  Rail Station
-  City Boundary

