



Alameda County Technical Advisory Committee Meeting Agenda Thursday, July 9, 2020, 1:30 p.m.

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

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

Committee Chair: Tess Lengyel
Staff Liaison: [Gary Huisingh](#)
Clerk: [Vanessa Lee](#)

Location Information:

Virtual Meeting Information: <https://zoom.us/j/96247642141?pwd=UUtrVG5sdUtdWXNOeTZzWUVpQmd0QT09>
Webinar ID: 962 4764 2141
Password: 095267

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 962 4764 2141
Password: 095267

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

- 1. Call to Order
- 2. Introductions/Roll Call
- 3. Public Comment
- 4. Consent Calendar

- | | | | |
|------|---|---|---|
| 4.1. | Approve the June 4, 2020 ACTAC Meeting Minutes | 1 | A |
| 4.2. | Alameda County Federal Inactive Projects Update | 5 | I |

5. Planning / Programs / Monitoring

- | | | | |
|------|---|----|---|
| 5.1. | Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program | 9 | A |
| 5.2. | Approve Updated Plan Bay Area 2050 Project List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission | 15 | A |
| 5.3. | Metropolitan Transportation Commission's Federal Fiscal Year (FFY) 2020-21 Annual Obligation Plan | 31 | I |
| 5.4. | 2020 Countywide Transportation Plan: Draft Recommendations and COVID-19 Strategies | 47 | I |

6. Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Thursday, September 10, 2020

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 July 2020 and September 2020

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

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

BART

Director Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vemaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	July 23, 2020 September 24, 2020
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680)	September 14, 2020
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.	Independent Watchdog Committee (IWC)	July 13, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 8, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 10, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	September 28, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. 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 2020-2021

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 instructions on administering public comments during the meeting.

2. Roll Call/Introductions

Introductions were conducted. All members were present with the exception of Julie Chiu, Kevin Connolly, Lt. Austin Danmeier, Anthony Fournier, Johnny Jaramillo, Matt Maloney, Gopika Nair, Eve Ng, and John Xu.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of May 7, 2020 ACTAC Meeting Minutes

4.2. Alameda County Federal Inactive Projects Update

Obaid Khan made a motion to approve the consent calendar. Donna Lee seconded the motion. The motion passed with the following votes:

Yes: Ayupan, Cooke, Evans, Fried, Huisingsh, Imai, Izon, Javandel, Kelley, Khan, Larsen, Lee, Novenario, Payne, Peterson, Raphael, Victor, Yeamans

No: None

Abstain: None

Absent: Chiu, Connolly, Danmeier, Fournier, Jaramillo, Maloney, Nair, Ng, Zu

5. Programs/Projects/Monitoring

5.1. Approve FY 2018-19 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report and Interim Policy Updates

John Nguyen recommended that the Commission approve the Fiscal Year 2018-19 Measure B, Measure BB, and Vehicle Registration Fee Program Compliance Report and Interim Policy Updates. Alameda CTC finds nineteen of the twenty DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY2018-19 reporting period. The City of Union City remains the only DLD recipient that has not submitted reports to Alameda CTC due a citywide virus hindering Union City's ability to access the required financial data. Union City is currently resolving their data accessibility issues and intends to submit their reports this Fall 2020. Mr. Nguyen stated that with the Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order

across the Bay Area Counties, Alameda CTC recommends a one-year extension of the current timely use of funds policy requirements, and modifying the Seniors and People with Disabilities DLD implementation guidelines to permit funding eligibility for Meals on Wheel Delivery program for the FY 20-21 period.

Hans Larsen suggested changing the Timely use of Funds policy to calendar year versus fiscal year. John Nguyen stated that staff will look at the Timely use of Funds Policy with ACTAC members to generate a policy that is viable.

Hans Larsen made a motion to accept staff's recommendation and requested including additional direction to update the Timely Use of Funds Policy based on expenditure for calendar year 2021. Farid Javandel seconded the motion. The motion passed with the following votes:

Yes: Ayupan, Cooke, Evans, Fried, Huisingh, Imai, Izon, Javandel, Kelley, Khan, Larsen, Lee, Novenario, Payne, Peterson, Raphael, Victor, Yeamans
No: None
Abstain: None
Absent: Chiu, Connolly, Danmeier, Fournier, Jaramillo, Maloney, Nair, Ng, Zu

5.2. 2020 Countywide Transportation Plan: New Mobility Framework Update

Saravana Suthanthira and Chris Marks presented an update on development of the New Mobility Framework (Framework), which will be incorporated as part of the 2020 Countywide Transportation Plan (CTP). The presentation covered the overall approach, key elements of the framework, goals, and next steps. Alameda CTC initiated the Framework to help the county prepare to leverage any potential benefits from new mobility technologies and services. The Framework has been developed with a clear acknowledgement of the rapid and continuing change in new mobility technologies throughout the transportation industry and with an understanding that the Framework will need to be revisited and updated periodically.

This item is for information only.

5.3. SB 743 Update: Land Use Analysis Program Processes

Saravana Suthanthira and Chris Marks provided an update on changes to Alameda CTC's implementation of the Congestion Management Program's Land Use Analysis Program (LUAP) element in response to Senate Bill 743 (SB 743) implementation, which takes effect on July 1, 2020. Staff noted that Alameda CTC is engaged in various activities to support the member agencies in complying with SB 743 on the use of vehicle miles travelled (VMT) as the metric used to determine the significance of project impacts. The VMT metric for the California Environmental Quality Act transportation impact analysis becomes mandatory on July 1, 2020.

This item is for information only.

5.4. 2020 Countywide Transportation Plan: Project List Update and Commission Discussions

Kristen Villanueva presented an update on the 10-year priorities for the 2020 Countywide Transportation Plan (CTP), incorporating feedback received in April and May meetings with partner agency staff and Commissioners. Ms. Villanueva presented high-level updates on the project list to ACTAC and will email the revised list to ACTAC members by June 5. She requested final comments on the revised draft 10-year priorities by June 17, 2020. Ms. Villanueva noted that staff will present recommendations on strategies and final draft 10-year priorities to ACTAC, the Planning, Policy and Legislative Committee and Multi-Modal Committee, and finally the Commission in July. Additional public engagement, modified given the shelter in place orders, will occur later this summer.

This item is for information only.

5.5. Alameda County Three-Year Project initiation Document Work Plan

Vivek Bhat provided an update on The Alameda County Three-Year Project Initiation Document (PID) Work Plan. Mr. Bhat stated that each year, the Alameda CTC is to provide Caltrans with an updated Three-Year PID Work Plan for Alameda County. The proposed draft update covers FYs 2020-21, 2021-22 and 2022-23 and reflects comments received from ACTAC members as of May 22, 2020. He noted that final comments are requested by Friday, June 19, 2020.

6. Members Report

Ruben Izon asked if there will be a call for projects for OBAG 3 funding in 2020. Vivek Bhat stated he spoke with the Metropolitan Transportation Commission (MTC) regarding the timing of OBAG 3 and MTC staff stated they may initiate their policies and programming processes by spring 2021, at the earliest.

Donna Lee informed ACTAC Members that BART has a Safe Routes to BART Grant Program, which is hosting an application webinar on Friday, June 12, 2020. Up to approximately \$5 million in Measure RR funds are available for the first grant cycle to help partner agencies implement capital projects to improve pedestrian and bicycles for BART customers travelling to BART stations. Vivek Bhat noted that Alameda CTC emailed this information to ACTAC members.

Ruben Izon asked about the stimulus efforts that were discussed at the last May ACTAC meeting. Carolyn Clevenger stated there is no current update regarding a potential stimulus package.

7. Staff Report

Jacki Taylor provided the following programming updates:

- Alameda CTC currently has an open call for project for The Transportation Fund for Clean Air (TFCA) funding. \$2.9 million is available and applications are due by June 30th. More information about TFCA funding and how to apply can be found on the Alameda CTC website at www.alamedactc.org.

- MTC has initiated the development of the 2021 Transportation Improvement Program (TIP). MTC requested agencies to review their TIP listings by July 1st. Ms. Taylor will send detailed information to ACTAC about this effort.
- The Federal Fiscal Year 2020-21 Obligation Plan will be discussed at the July ACTAC meeting. Prior to the July ACTAC meeting, MTC will host a Joint Local Streets and Roads and Programming and Delivery Working Group meeting on June 25th at 10 a.m. and ACTAC members are encouraged to remotely attend. MTC staff will discuss the development of the annual obligation plan and requirements for the OBAG 2 projects that are programmed.

8. Adjournment

The meeting adjourned at 3:30 p.m. The next meeting is scheduled for July 9, 2020.



DATE: July 2, 2020

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

Recommendation

ACTAC members are requested to review the current Caltrans inactive projects list (Attachment A), which identifies federal funding at risk for deobligation and the actions required by the project sponsor to preserve the funding. This item is for information only.

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. Project sponsors with inactive projects identified in the attached report are to work with directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status and provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report.

Information regarding temporary changes to Caltrans standard invoicing procedures due to COVID-19 is included at the end of the staff 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>.

- 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.

COVID-19 Impacts

During the COVID-19 outbreak, 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. All 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 their Caltrans DLAE to resolve invoicing issues. Sponsors with inactive projects are requested to provide periodic status updates to Alameda CTC until the project is removed from the Caltrans report. Email status updates to Jacki Taylor, JTaylor@alamedactc.org.

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

Attachment:

- A. Alameda County Federal Inactive Projects List, dated 6/19/20.

Alameda County Inactive Obligations

Updated by Caltrans 6/19/2020

Project Balances > \$50,000

Updated on 06/19/2020

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	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6480010	Inactive	Final invoice under review by Caltrans. Monitor for progress.	ATPL	Alameda County Transportation Commission	THE EAST BAY GREENWAY-OAKLAND-HAYWARD, CLASS I BIKE FACILITY	1/25/2020	1/25/2019	3/26/2015	1/25/2019	1/25/2019	\$3,000,000	\$2,656,000	\$2,575,508	\$80,492
5050046	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPCML	Hayward	MAIN STREET FROM MCKEEVER AVENUE TO D STREET REDUCE ROADWAY FROM 4 TO 2 LANES, CONSTRUCT BIKE LANES, WIDEN	1/14/2020	1/14/2019	1/14/2019	1/0/1900	1/14/2019	\$350,000	\$175,000	\$0	\$175,000
5012141	Inactive	Invoice returned to agency. Contact DLAE.	HSIPL	Oakland	MARKET ST. BETWEEN 4TH AND 7TH ST. & 18TH TO 19TH ST. INTERSECTION AT MARKET ST AT 14TH, 16, AND 21ST STREET, SAN	5/6/2020	5/7/2019	10/21/2016	5/7/2019	12/20/2019	\$2,685,282	\$1,425,870	\$183,600	\$1,242,270
5012123	Inactive	Invoice under review by Caltrans. Monitor for progress.	L24E	Oakland	LAKESIDE DR. FROM MADISON ST. TO HARRISON, HARRISON ST FROM 19TH AVE TO GRAND AVE. THE INTERSECTION OF 19TH ST ADN	5/13/2020	5/14/2019	2/9/2016	5/14/2019	5/14/2019	\$12,643,334	\$9,200,000	\$8,116,700	\$1,083,300
5012140	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	SHATTUCK AVE AT 49TH ST, 51ST, 59TH, ALCATRAZ AVE; AND CLAREMONT AVE BETWEEN TELEGRAPH AVE AND CLIFTON ST.	8/21/2019	8/21/2018	12/15/2016	8/21/2018	1/23/2020	\$1,363,072	\$1,221,072	\$180,900	\$1,040,172
5012103	Inactive	Invoice under review by Caltrans. Monitor for progress.	BHLO	Oakland	ADELIN STREET BRIDGE OVER UPRR AMTRAK, BRIDGE# 33C0028 SEISMIC RETROFIT	6/12/2020	6/13/2019	5/4/2011	6/13/2019	6/13/2019	\$712,000	\$630,334	\$386,742	\$243,592
5041048	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPL	San Leandro	IN SAN LEANDRO: WASHINGTON AVENUE FROM WEST JUANA AVENUE TO CASTRO STREET RECONSTRUCT ROADWAY	5/28/2020	5/29/2019	5/29/2019		5/29/2019	\$83,000	\$73,000	\$0	\$73,000
5041046	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF EAST 14 TH STREET (SR 185) AND JOAQUIN AVE. UPGRADE TRAFFIC SIGNALS,	6/12/2020	6/13/2019	10/13/2017	6/13/2019	6/13/2019	\$66,500	\$59,850	\$4,670	\$55,180
32L0520	Future	Invoice under review by Caltrans. Monitor for progress.	ER	Alameda County	CROW CANYON ROAD MM 6.08 & 6.21. UNINCORPORATED ALAMEDA COUNTY. . PRELIMINARY ENGINEERING DESIGN.	9/16/2020	9/17/2019	7/4/2018	9/17/2019	9/17/2019	\$106,200	\$94,000	\$22,006	\$71,994
5057043	Future	Final invoice under review by Caltrans. Monitor for progress.	ATPL	Berkeley	NEAR LECONTE ELEMENTARY SCHOOL ALONG SHATTUCK AVE, AT WARD, STUART AND RUSSELL STREETS AND MERGE TO ADELIN	7/15/2020	7/16/2019	9/14/2016	7/16/2019	7/16/2019	\$510,567	\$452,004	\$326,701	\$125,303

Alameda County Inactive Obligations

Updated by Caltrans 6/19/2020

Project Balances < \$50,000

Updated on 06/19/2020

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	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5014040	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION	3/7/2018	3/7/2017	3/22/2013	3/7/2017	3/7/2017	\$319,633	\$282,885	\$253,486	\$29,399
5012118	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	HSIPL	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	11/30/2019	11/30/2018	10/22/2013	11/30/2018	11/30/2018	\$827,745	\$656,900	\$621,091	\$35,809
5012136	Inactive	Invoice overdue. Contact DLAE.	ATPL	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: (1) 35TH AVE.@ WISCONSIN ST, (2) PLEASANT ST @ BOSTON AVE, (3) SCHOOL ST.@ BOSTON AVE,(4)	5/6/2020	5/7/2019	7/27/2016	5/7/2019	5/7/2019	\$1,466,091	\$1,236,000	\$1,187,860	\$48,140
5012126	Inactive	Final invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	SEVEN BLOCK AREA OF GRAND AVE. FROM PARK VIEW TO EUCLID UPGRADE CROSSWALKS: SIGNING, STRIPING, PED SIGNALS	1/25/2020	1/25/2019	8/27/2014	1/25/2019	1/25/2019	\$1,046,847	\$636,756	\$596,754	\$40,002
5012131	Future	Invoice under review by Caltrans. Monitor for progress.	ATPL	Oakland	MACARTHUR BLVD FROM HIGH ST TO RICHARDS ST. INSTALLATION OF BIKE LANES (CLASS I/II), TRAFFIC AND INTERSECTION RECONFIGURATION	8/14/2020	8/15/2019	4/6/2017	8/15/2019	8/15/2019	\$4,999,047	\$3,598,000	\$3,558,000	\$40,000
5041049	Future	Invoice ASAP to avoid inactivity.	HSIPL	San Leandro	THE INTERSECTION OF WICKS BLVD AND MANOR BLVD. INSTALL SOUTHBOUND AND NORTHBOUND LEFT-TURN SIGNALS; UPGRADE	9/5/2020	9/6/2019	9/6/2019		9/6/2019	\$41,500	\$37,350	\$0	\$37,350

Color Key

- Project is inactive for more than 12 months and is carried over from last quarter inactive project list.
- 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.



Memorandum

5.1

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

DATE: July 2, 2020

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

Recommendation

It is recommended that the Commission approve the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program.

Summary

Alameda CTC proposes the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program to support local jurisdictions' strategies to implement quick-build transportation measures to serve the present need for social distanced walking and bicycling throughout local community areas and businesses districts in light of the Coronavirus pandemic. This program will include up to \$1.125M in Measure B Countywide Bicycle and Pedestrian Countywide Discretionary Funds.

Background

The Coronavirus (COVID-19) pandemic, and the resultant shelter-in-place order across the Bay Area Counties, has reshaped the daily lifestyles of Alameda County residents and their transportation needs. Social distancing is a new standard requirement among the traveling public to minimize the virus spread and associated health risks.

Alameda CTC is highly supportive of local efforts to improve public travel safety and promote Alameda County's economic recovery and regrowth from the COVID-19 impacts. Local jurisdictions are progressively developing and implementing innovative transportation measures to create a safer open space environment in public areas to response to the COVID-19 impacts. These strategies include traffic calming, roadway closures, and temporary repurposing of streets, bicycle, and pedestrian facilities to increase travel access and wide berth to local businesses, community centers, and residential facilities.

Alameda CTC proposes the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (“Program”) to make available up to \$1.125M in local Bicycle and Pedestrian Measure B sales tax funds to support local jurisdictions efforts to respond to the COVID-19 impacts. Program funds are designated for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses and the community. This program has been established as a non-competitive funding opportunity. All eligible jurisdictions that propose an eligible project with the required matching funds (50 percent) will receive program funding.

The Program offers eligible recipients (cities and County of Alameda) a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve the following program goals:

- Create, expand, and improve bicycle/pedestrian access to local business, restaurants, and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility, and open spacing along transportation corridors to business districts and employment centers
- Enhance public health through transportation improvements that mitigate the risk and spread of COVID-19

Eligible recipients are to complete and submit one (1) COVID-19 Rapid Response Bicycle and Pedestrian Grant Program application for Alameda CTC's consideration. The applicant must provide sufficient detail on the proposed improvement(s) and their benefits, implementation schedule, funding request, confirmation of matching commitment, and project cost details. The complete Program Guidelines are included in Attachment A: COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Guidelines.

Program Schedule

Release Call for Projects	July 23, 2020
Final date to submit eligible Application	October 31, 2020
Project Completion	March 31, 2021
Funding Agreement Expiration	June 30, 2021

Alameda CTC is accepting applications through the October 31, 2021. All unclaimed Program funds remaining after the application deadline will be reprogrammed through Alameda CTC's future discretionary processes.

Fiscal Impact: The requested action will encumber \$1.125M of Measure B Bicycle and Pedestrian Countywide Discretionary funds to eligible recipients for fiscal year 2020-21.

Attachment:

- A. COVID-19 Rapid Response Bicycle and Pedestrian Grant Program Guidelines



ALAMEDA COUNTY TRANSPORTATION COMMISSION

COVID-19 RAPID RESPONSE BICYCLE AND PEDESTRIAN GRANT PROGRAM

Notice for Funding Opportunity

COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

The Alameda County Transportation Commission (Alameda CTC) is announcing availability \$1.125M in local Bicycle and Pedestrian Measure B sales tax funds to deploy a COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (Program) to support Alameda County's economic recovery and regrowth from the impacts of COVID-19.

Program funds are designated for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses.

The Program goals are to

- Create, expand, and improve bicycle/pedestrian access to local business, restaurants, and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility, and open spacing along transportation corridors to business districts and employment centers
- Enhance public health through transportation improvements that mitigates the risk and spread of COVID-19.

The Program offers eligible recipients a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve these program goals. This program has been established as a non-competitive funding opportunity. All eligible jurisdictions that propose an eligible project with the required matching funds (50 percent) will receive program funding.

Alameda CTC is accepting applications through the October 31, 2021.

PROGRAM GUIDELINES

1. Eligible Recipients / Project Sponsors

Program funds are limited to Alameda County's (14) fourteen cities and the County of Alameda, as follows:

- Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; and the County of Alameda

2. Maximum Award and Matching Requirements

- Eligible recipients are limited to a one (1) maximum grant award of up to \$75,000.
- Recipients must provide a 50 percent (50%) match to the grant amount requested.
- Per the Alameda CTC's Small Cities Program Policy, the Cities of Albany, Emeryville, and Piedmont are not required to provide a match.

3. Eligible Project

- Projects must achieve the Program goals, and be largely focused on mobility, safety, and open space access improvements.
- Projects may include, but are not limited to, new or modified bicycle/pedestrian facilities, bicycle parking, streets reconfigurations, lane striping, street closures, bicycle lane striping, designated pedestrian path markings, signage/signals, and bicycle/pedestrian safety improvements.
- Projects may be at a single location or within a specific transportation corridor, or projects may consist of a program of improvements at multiple locations.
- Projects must be implemented and open to the public by June 30, 2021.

4. Eligible Costs

Eligible costs include consultant or contract costs, and other direct costs to implement the proposed improvement(s).

The deadline to incur eligible costs is June 30, 2021.

5. Application Process

Eligible recipients are to complete and submit one (1) COVID-19 Rapid Response Bicycle and Pedestrian Grant Program application for Alameda CTC's consideration.

The applicant must provide sufficient detail on the proposed improvement(s) and their benefits, implementation schedule, funding request, confirmation of matching commitment, and project cost details.

6. Application Deadline

Applications will be considered through October 31, 2020.

All unclaimed Program funds remaining after the application deadline will be reprogrammed through Alameda CTC's future discretionary processes.

7. Application Review and Grant Award Process

Alameda CTC staff will review applications to ensure project proposals meet the Program's goals and associated eligibility requirements. Alameda CTC may request additional information from an applicant during this review.

Upon successful determination of project and funding eligibility, Alameda CTC staff will forward grant recommendations to the Alameda CTC's Executive Director for approval.

Thereafter, a funding agreement between Alameda CTC and the Project Sponsor will be executed to document the funding award, project scope, schedule, and the other required terms and conditions.

8. Reimbursement

The Program operates on a reimbursement basis for eligible costs incurred. Eligible costs are based on the Project Sponsor's funding application, and further defined in executed Funding Agreement between Alameda CTC and the Project Sponsor.

Requests for Reimbursements will only be approved for payment upon a fully executed Funding Agreement, and satisfactory documentation of costs incurred by the Project Sponsor.

9. Other Requirements/Considerations

- Upon project completion, Project Sponsors must provide a Final Report that describes the accomplishments of the funded project.
- All Request for Reimbursements must be submitted no less than sixty (60) days prior to funding agreement expiration date.
- Funding Agreements will be set to expire December 31, 2021.
- No time extensions will be permitted to extend project implementation deadlines or funding agreement expiration dates.

10. Schedule

- | | |
|---|------------------|
| • Release Call for Projects | July 23, 2020 |
| • Final date to submit eligible Application | October 31, 2020 |
| • Project Completion | March 31, 2021 |
| • Funding Agreement Expiration | June 20, 2021 |

Staff Contact

John Nguyen
Principal Transportation Planner
(510) 208-7419
jnguyen@alamedactc.org

This page intentionally left blank



DATE: July 2, 2020

TO: Alameda County Technical Advisory Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Kristen Villanueva, Senior Transportation Planner

SUBJECT: Approve Updated Plan Bay Area 2050 Project List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission

Recommendation

It is recommended that the Commission approve the revised Alameda County project list and performance strategies for submittal to the Metropolitan Transportation Commission (MTC) for purposes of developing the region's transportation plan, Plan Bay Area 2050 (PBA 2050). Upon approval, the list and associated details will be sent to MTC.

Summary

Development of PBA 2050 has been underway since early 2018 and is approaching a critical milestone of Draft Plan approval by MTC in July 2020. The region's County Transportation Agencies (CTAs) are required to submit final updated project lists for inclusion in the Draft Plan. The project list must address the following:

- Include project costs that fit within a constrained county budget for two time-periods, 2020 to 2035 and 2036 to 2050.
- Include Commitment Letters for each major project that MTC has designated as having performance issues on either benefit-cost or a qualitative score.

Project List

In March, the Alameda CTC Commission approved a draft final project list (Attachment A, Spring 2020 project list) and strategies to address performance concerns raised by MTC during their project performance assessment for submittal to MTC. The information was developed in close consultation with partner agencies and project sponsors. The Spring 2020 project list identified the time horizon for project implementation for each project, and included requests for regional discretionary funding and assigned county discretionary funding across the projects. MTC has reviewed the information submitted and will be making final recommendations to the MTC Commission for approval in July.

It is anticipated that MTC will release recommendations the first week of July. Alameda CTC staff will immediately review the material and present recommendations for a Final Project List and performance strategies to the Planning, Policy and Legislation Committee at your July meeting.

The Final Project List will include regionally-significant projects as well as smaller local projects and programmatic categories. Each project or program will have a time period assigned, either 2021-2035, or 2036-2050, as well as MTC's regional discretionary funding assignments and county discretionary funding assignments. The total project list must be financially constrained based on MTC's financial projections for PBA 2050. Please note that it is anticipated that the project list will need to be reduced and/or projects will need to be phased and have their schedules extended based on MTC's recommendations due to funding constraints.

Project Performance

MTC is also requiring all CTA Boards to identify how any performance issues MTC identified as part of its project assessment will be addressed if projects are requesting regional discretionary funding. In March, the Commission discussed potential strategies to address MTC's performance concerns. Attachment B details MTC's performance results for the major projects in Alameda County that were identified by MTC as having performance shortcomings and the details strategies to address those concerns. For those projects where Alameda CTC is listed as the project sponsor, the Alameda CTC Commission must approve the proposed strategies. Where other agencies are listed as the project sponsor, the project sponsors are submitting their responses directly to MTC and it is included here for your information. Please note some of the responses may be revised as the project sponsors finalize their submittals to MTC and secure the approval of their respective governing boards.

Background

MTC and ABAG have been working on developing a long-range plan for the region since early 2018. Federal requirements stipulate that a region's long-range transportation plan must include a list of transportation projects and investment categories for the next 30 years and be fiscally constrained. To develop this list, Alameda CTC and our partner agencies have submitted projects via a number of different calls for projects to MTC for consideration. In July 2020, MTC will approve a final list of projects and programs for inclusion in the Draft PBA 2050 that will then undergo an environmental review process. The Alameda CTC Commission has approved three sets of submittals for consideration for PBA 2050 thus far, one in May 2018 for "transformative projects", one in June 2019 for regionally-significant projects, and a draft final project list with county funding assignments in March 2020. We are now at the point in the process to submit the final county project list of fiscally-constrained investments and project schedules.

PBA 2050 Performance Assessment

A project performance assessment was performed on projects with project costs of over \$250 million. Projects were scored for benefit cost, equity, and guiding principles developed for the Plan and incorporates results from the three different futures. MTC is requiring project sponsors with projects that had significant performance issues identified through MTC's performance assessment provide Performance Commitments approved by the project sponsor's governing boards in order to be considered for inclusion in PBA 2050. Projects fully funded with local funds are exempted from this requirement.

Attachment B details projects in Alameda County that were flagged by MTC as having performance shortcomings. The list includes projects for which Alameda CTC is the project sponsor, as well as projects with either local agencies, multi-county transit agencies, or MTC serving as project sponsors. Attachment B details the responses project sponsors are submitting to MTC, and identifies Alameda CTC's proposed approach for those projects for which we are the project sponsor.

For Express Lanes projects, MTC serves as the project sponsor for the Bay Area regional express lanes. MTC worked closely with other CTAs that are operating or developing express lanes throughout the region to develop one Regional Express Lanes project for PBA 2050 and one joint project commitment letter (Attachment C). This commitment letter will be signed by all parties working collaboratively on express lanes throughout the region.

Final Updated Project List for PBA 2050

MTC is requiring a final fiscally constrained list of projects and programs from CTAs for consideration in PBA 2050 by the end of July. This list must include regionally-significant and local projects, and identify county budget assignments for two time periods, 2020-2035 and 2036-2050, which coincide with state mandated greenhouse gas emissions reductions timelines.

This will be the first time MTC requires funding constraint by time period. This may result in projects being pushed to later years in order to have PBA 2050 meet the financial constraint requirement, which is a federal requirement of all regional transportation plans once MTC determines what level of regionally discretionary funding projects can assume. Staff are awaiting MTC's recommendations regarding the time period for projects and will update the Commission at the July PPLC meeting.

MTC provided a budget for Alameda County of \$3.7 billion in the first 15 years, and \$5 billion in the second 15 years. These funds include anticipated Measure BB, county shares of Transportation Fund for Clean Air and Vehicle Registration Fees, as well as an estimate of future federal Congestion Mitigation and Air Quality and State Transportation Planning funds (CMAQ/STP) that have historically come to the counties as part of the One Bay Area Grant program. MTC expects CTAs to assign these funds primarily to "programmatic categories", which are bundles of local projects. The rest can be put toward regionally

significant projects, which are typically funded by a mix of regional, state, and federal funds. **It is important to note that this exercise is for long-range planning purposes only and in no way indicates a future funding commitment to any project.**

MTC will be releasing recommendations for how to assign regional discretionary funding (including funds such as Regional Measure 3, SB 1 competitive funding programs, federal programs, etc.) both to projects as well as strategies that MTC is testing as part of the Draft Blueprint in early July. Alameda CTC staff will then develop recommendations for a final project list to present to PPLC and the Commission in July.

Next Steps

Upon Commission approval of a Final Project List and project performance strategies (Attachments B and C), staff will submit a package to MTC by July 31, 2020.

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

Attachments:

- A. Spring 2020 project list
- B. Approach to Address Performance Shortcomings for PBA 2050
- C. Bay Area Express Lane PBA 2050 Commitment Letter

Attachment A. Spring 2020 Project List

Row	Project	Source/Sponsor	Cost (\$ in millions)
Alameda County Programmatic Categories			
1	Active Transportation and Vision Zero Projects in this category are new bicycle and pedestrian facilities, facilities that connect existing network gaps, and safety strategies such as Vision Zero	Alameda CTC	\$ 2,200
2	Goods Movement and Rail Safety This program includes projects that improve freight operations and reduce impacts of freight activity such as projects that support the Port of Oakland, emissions reductions, rail safety, and other freight-related impacts and improvements.	Alameda CTC	\$ 1,500
3	Multimodal Corridor This program includes projects that transform roadways into multimodal corridors with facilities for walking, biking, and improved bus travel.	Alameda CTC	\$ 625
4	Local and Regional Road Safety This program includes projects that improve local circulation and address road safety along local routes, regional routes and interchanges. This includes multimodal and operational upgrades to interchanges that minimally change capacity.	Alameda CTC	\$ 300
5	Technology This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management. Projects also implement technology upgrades for transit including microtransit.	Alameda CTC	\$ 400
6	Urban Greenways and Trails Projects in this category are new off street bicycle and pedestrian facilities and projects that close gaps or address barriers in the active transportation network. This category includes new segments of Bay Trail, Iron Horse Trail, extensions of East Bay Greenway and new trails such as Niles Canyon, Sabercat, San Lorenzo Creek, Dumbarton/Quarry Lakes, and San Leandro Creek trail.	Alameda CTC	\$ 1,200
7	Local Transit Access, Service and Fares Projects in this category improve station access, bus stop access, upgrades to BART systems. It also includes free transit pilot projects, fare integration and affordability through the Student Transit Pass Program, minor service expansions for LAVTA and AC Transit along major corridors, and other transit planning and service innovations.	Alameda CTC	\$ 1,400
8	Climate Program: TDM and Emission Reduction Technology Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services	Alameda CTC	\$ 130
9	Planning This category includes planning studies supporting the regional PDA framework and connecting transportation and land use.	Alameda CTC	\$ 50
	County Budget 2020-2035	\$1,600	
	County Budget 2036-2050	\$2,300	
	Regional Request 2020-2050	\$4,000	
	TOTAL	\$7,900	
Alameda County Regionally-Significant Projects			
680/580 Work Program			
10	I-680 Express Lanes: SR-84 to Alcosta Phase 1 (Southbound)	Alameda CTC	\$ 252
11	I-680 Express Lanes: SR-84 to Alcosta Phase 2 (Northbound)	Alameda CTC	\$ 228
12	I-680 Express Bus to Silicon Valley	Alameda CTC	\$ 170
13	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	Alameda CTC	\$ 236
14	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	Alameda CTC	\$ 130
15	I-580 Design Alternatives Assessments (DAAs) Implementation	Alameda CTC	\$ 400
16	I-580/680 Interchange HOV/HOT Widening	Alameda CTC	\$ 1,500
17	SR-262 Widening and Interchange Improvements	Alameda CTC	\$ 925

Attachment A. Spring 2020 Project List

Row	Project	Source/Sponsor	Cost (\$ in millions)
Regional Transit			
18	South Bay Connect	CCJPA	\$ 264
19	Bay Fair Connection	BART	\$ 234
20	Station Modernization Program	BART	\$ 200
21	Hayward Maintenance Complex (HMC) Phase 1	BART	\$ 209
22	San Pablo BRT/Multimodal Corridor	AC Transit	\$ 300
23	Irvington BART Infill Station	Alameda CTC	\$ 180
24	Alameda Point Transit Network Improvements	Alameda CTC	\$ 500
25	Alameda County E14th/Mission and Fremont Blvd. Multitmodal Corridor	Alameda CTC	\$ 330
26	Bay Bridge Forward	MTC	\$ 65
Interchanges (non-exempt)			
27	I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2	City of Dublin	\$ 58
28	Rt 92/Clawiter/Whitesell Interchange Improvements	City of Hayward	\$ 40
29	42nd Ave. & High St. I-880 Access Improv.	City of Oakland	\$ 18
30	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	Alameda CTC	\$ 220
31	I-880 Winton Avenue A Street Interchange Reconstruction	Alameda CTC	\$ 176
32	Oakland/Alameda Access Project	Alameda CTC	\$ 115
33	I-580/Santa Rita Overcrossing Widening	City of Pleasanton	\$ 49
34	I-680/Stoneridge Drive Overcrossing Widening	City of Pleasanton	\$ 44
Goods Movement			
35	Oakland Army Base Infrastructure Improvements	City of Oakland	\$ 301
36	7th Street Grade Separation East	Alameda CTC	\$ 317
37	7th Street Grade Separation West	Alameda CTC	\$ 311
Active Transportation and Complete Streets			
38	East Bay Greenway	Alameda CTC	\$ 250
39	Central Avenue Safety Improvements	City of Alameda	\$ 15
40	Alameda County Complete Streets Road Diets	Alameda CTC	\$ 100
Other Roadway and Major Projects			
41	Union City-Fremont East-West Connector	Union City	\$ 320
42	Dublin Blvd. - North Canyons Pkwy Extension	City of Dublin	\$ 166
43	Dougherty Road Widening	City of Dublin	\$ 23
44	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	City of Dublin	\$ 23
45	Dublin Boulevard widening	City of Dublin	\$ 7
46	Auto Mall Parkway Improvements Near I-680	City of Fremont	\$ 50
47	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	City of Pleasanton	\$ 137
48	Union City Boulevard Widening (Whipple to City Limit)	Union City	\$ 17
Committed Projects			
49	Rte 84 Widening, south of Ruby Hill Dr to I-680	Alameda CTC	
50	SR 84 Expressway Widening	Alameda CTC	
51	Dougherty Road Widening	City of Dublin	
52	Dublin Boulevard widening	City of Dublin	
53	Telegraph Avenue Road Diet	City of Oakland	
54	SR 84 Expressway Widening	Alameda CTC	
55	New Alameda Point Ferry Terminal	City of Alameda	
56	AC Transit: East Bay Bus Rapid Transit	AC Transit	
57	Shattuck Complete Streets and De-couplet	City of Berkeley	
58	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	City of Oakland	
59	Oakland: Telegraph Avenue Complete Streets	City of Oakland	
60	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	City of Oakland	
		County Budget 2020-2035	\$1,500
		County Budget 2036-2050	\$1,100
		Regional Request 2020-2050	\$4,700
		TOTAL	\$7,300

Attachment A. Spring 2020 Project List

Row	Project	Source/Sponsor	Cost (\$ in millions)
Regional Transit Projects Supported by Alameda CTC. Project sponsors are updating costs and funding plans so county budget is reserved here to assign in June.			
Bus	AC Transit Local Network: Service Increase	AC Transit	\$ 2,600
	AC Transit Local Rapid Network: Capital Improvements+Service Increase	AC Transit	\$ 6,400
	AC Transit Transbay Network: Capital Improvements + Service Increase	AC Transit	\$ 6,500
Rail	BART Core Capacity	BART	\$ 4,500
	ACE Rail Service Increase (10 Daily Roundtrips)	SJRRRC	\$ 1,300
	Valley Link (Dublin to San Joaquin Valley)	TVSJVRRRA	\$ 3,000
	Altamont Corridor Vision Phase 1 (to San Joaquin Valley)	TVSJVRRRA, SJRRRC	\$ 4,600
	Dumbarton Rail (Redwood City to Union City)	SamTrans C/CAG	\$ 3,900
	New San Francisco-Oakland Transbay Rail Crossing (4 alternatives)	MTC/ABAG	Varies
Ferry	WETA Ferry Service Frequency Increase	WETA	\$ 400
	WETA Ferry Service: Berkeley-San Francisco	WETA	\$ 200
	WETA Ferry Service: Redwood City-San Francisco- Oakland	WETA	\$ 300
	County Budget 2020-2035	700	
	County Budget 2036-2050	500	
	Regional Request 2020-2050	TBD: Operators to Request from MTC	

This page intentionally left blank

Attachment B

Approach to Address Performance Shortcomings for PBA 2050

Overview of MTC's performance assessment:

Benefit-Cost Ratio: All project impacts are measured against a uniform base transportation and land use network in each future.

Equity Score: "Advances" indicates that the project may benefit lower income individuals (below regional median income) more than higher income individuals. "Challenges" indicates that project benefits skew towards higher income individuals. "Even" indicates even distribution of benefits for all income groups.

Guiding Principle Flags: Flags, based on qualitative analysis, are intended to draw attention to a direct adverse impact a project may have that may not be captured as part of other assessments. Projects receive one or more flags if it would do any of the following:

- increase travel costs for lower income residents
- significantly increase travel times or eliminate travel options
- displace lower-income residents or divide communities (as a direct impact of project construction)
- significantly increase emissions or collisions
- directly eliminate jobs

Projects have performance issues if one of the following is met:

- Two or more benefit-cost ratios less than one, and/or
- One or more equity scores with a "Challenges" rating, and/or
- One or more Guiding Principles flags

Table B.1 List of Investments Requiring Action

Note: GP is Guiding Principle flag, BC is Benefit-Cost flag, and Equity is the Equity flag

Project Sponsor	Major Project	Performance Flag:			Proposed Path Forward
		GP	BC	Equity	
<p>Overarching issues for Road Projects: MTC's analysis assumes all road projects increase emissions and collisions. SR-262 is assumed to divide a community. MTC tool does not capture benefits of traffic operations projects.</p>					
Alameda CTC	SR-262 Widening and Interchange Improvements	x	x	x	<p>Based on extensive discussions with MTC and the City of Fremont, recommending the project be phased and that only Phase 1, composed of two elements, be included in PBA2050.</p> <p>1) SR 262 (Mission Boulevard) Cross Connector Local Improvements</p> <ul style="list-style-type: none"> • Period 1, 2021-2035 - \$398M: <ul style="list-style-type: none"> ○ Modernization/Operational Improvements at State Route 262/Interstate 680 Interchange. ○ Grade Separation of Warm Springs Boulevard and Mohave Drive. <p>2) SR 262 (Mission Boulevard) Cross Connector Express Lane Improvements – <u>Study Only</u></p> <ul style="list-style-type: none"> • Period 1, 2021-2035 – \$2M; 100% Locally Funded: Study Express Lane Direct Connectors from Interstate 680 (I-680) to Interstate 880 (I-880) via the SR 262 corridor
MTC in partnership with CTAs	Regional Express Lanes (MTC + VTA + ACTC + US-101)	x	x	x	<p>The project sponsor is MTC but includes future Alameda CTC lanes along I-680 and I-580. MTC Express Lanes staff led discussions VTA, SFCTA and C/CAG to address the performance issues flagged by MTC. A joint letter (Attachment C) was developed and includes strategies such as phasing to improve the benefit cost, a focus on express lanes that convert general purpose lanes rather than add capacity,</p>

Project Sponsor	Major Project	Performance Flag:			Proposed Path Forward
		GP	BC	Equity	
					support for transit and future roadway tolling, and equity-based toll discounts. This coordinated approach was presented to the MTC Operations Committee in June for consideration.
Union City and City of Fremont	Quarry Lakes Parkway/Union City-Fremont East-West Connector	x			<p>The project will be split into two projects to better reflect the project development and delivery approach agreed to by Union City and the City of Fremont.</p> <ul style="list-style-type: none"> Union City Quarry Lakes Parkway (Period TBD, \$258 million) – Union City is submitting to MTC strategies to reduce greenhouse gas emissions, focused on the need for the project to support transit oriented development and the project’s multimodal elements. More information will be provided as it is available. City of Fremont Decoto Road Complete Street project (Period 1, 2021-2035, \$20 million) – no project commitments needed
<p>Overarching issues for Local Rapid and Express Bus: Transit projects that primarily benefit commute trips receive an equity flag. Projects were originally submitted with visionary costs and need to be revised to prioritize higher performing routes.</p>					
AC Transit	AC Transit Local Rapid Network: Capital Improvements + Service Increase		x		Staff have worked with AC Transit to scale the project scope and costs down to the highest performing routes. No additional commitments or changes needed. AC Transit is confirming this approach with its Board in July. Recommending for inclusion in Period 1, 2021-2035.
AC Transit	AC Transit Transbay Network: Capital		x	x	Staff have worked with AC Transit to scale the project scope and costs down to the highest performing routes. AC Transit

Project Sponsor	Major Project	Performance Flag:			Proposed Path Forward
		GP	BC	Equity	
	Improvements + Service Increase				staff is also recommending to its Board commitments to explore additional routes serving East Oakland and West Contra Costa County to address equity concerns raised by MTC. AC Transit is confirming this approach with its Board in July. Recommending for inclusion in Period 1, 2021-2035.
Overarching issues for Regional and Interregional Rail: Staff have communicated to MTC the limitations of evaluating rail network projects in isolation, and the limitations of the tool to estimate benefits of interregional projects. Transit projects that primarily benefit commute trips receive an equity flag.					
ACE/SJRRRA	ACE Rail Service Increase (10 Daily Roundtrips)			x	Staff worked with ACE to reduce the scope and cost of the project. In addition, ACE committed to a number of equity concerns raised by MTC, including: <ul style="list-style-type: none"> • Means-based fares • Fare integration (i.e. transfer discounts and integrated intercity passenger rail payment program) • Transit-orient development and affordable housing focus at stations • Marketing and outreach to disadvantaged communities
ACE/SJRRRA and TVSJVRRRA	Altamont Corridor Vision Phase 1 (to San Joaquin Valley)		x	x	ACE and the TVSJVRRRA have continued to express interest in pursuing the project but given the concerns MTC has raised, are focusing on the ACE Rail Service Increase project for PBA 2050.
SamTrans	Dumbarton Rail (Redwood City to Union City)		x	x	SamTrans is working directly with MTC on revisions to the project scope and any project commitments. The project scope will be reduced to the light rail alternative that the project sponsor has been developing. Additional project commitments are not known at this time.

August 1, 2020

Therese W. McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street Suite 700
San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area 2050

Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other Plan Bay Area programs. The working group recently developed network scenarios that integrate Plan Bay Area goals and presented them to the MTC Operations Committee in May for Commissioner feedback. Having implemented the recommended changes and presented to the MTC Operations Committee in June, the working group will soon submit a revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, committing to a means-based toll discount pilot, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

Increasing Benefits; Decreasing Costs

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

Local Funding

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

Green House Gas

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

Equity

The working group recognizes that equity is a key objective for the Express Lanes Network and is supportive of means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity. In the near-term, the working group supports a BAIFA-led pilot of means-based tolling on BAIFA's express lanes. At the same time, San Mateo and SFCTA are undertaking studies to better understand and advance equity. These studies may result in additional pilots that complement BAIFA's pilot.

Plan Bay Area Concepts

In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at jmacrae@bayareametro.gov.

Sincerely,

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

BAY AREA INFRASTRUCTURE FINANCE AUTHORITY

Tess Lengyel, Executive Director

Andrew B. Fremier, Deputy Executive Director,
Operations

Date:

Date:

SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO CITY/COUNTY ASSOCIATION OF
GOVERNMENTS (C/CAG)

Tilly Chang, Executive Director

Sandy Wong, Executive Director

Date:

Date:

SAN MATEO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

Jim Hartnett, Executive Director

Jim Hartnett, Executive Council

Date:

Date:

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY (VTA)

Sandy Wong, Executive Council

Deborah Dagang, Director of Planning and
Programming

Date:

Date:



DATE: July 2, 2020

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 Federal Fiscal Year 2020-21 Annual Obligation Plan

Recommendation

Review the Metropolitan Transportation Commission (MTC) Draft Federal Fiscal Year (FFY) 2020-21 Obligation Plan and receive information on the associated project delivery requirements and deadlines for the development of a Final FFY 2020-21 Obligation Plan.

Summary

MTC's Regional Project Delivery Policy, Resolution 3606 (Attachment A), requires MTC to develop an Annual Obligation Plan by October 1st of each year in coordination with local agencies and Caltrans. MTC also takes an active role in monitoring the various State Senate Bill 1 (SB1) funding sources administered by Caltrans Local Assistance. Additionally, 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.

ACTAC is requested to review the attached information, related to the development of the FFY 2020-21 Obligation Plan, including: MTC's Resolution 3606 and Annual Obligation Plan Requirements, MTC's Draft FFY 2020-21 Obligation Plan, and a current listing of Alameda County's Local Agency SPOCs. Only the projects that are confirmed to be on track to meet MTC's regional delivery deadlines will be included in the Final FFY 2020-21 Obligation Plan.

Background

MTC's Regional Project Delivery Policy, Resolution 3606 (Attachment A), requires MTC to develop an Annual Obligation Plan (AOP) by October 1st of each year in

coordination with 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, the Field Review, Request for Authorization (RFA), FHWA authorization (E-76), contract award and invoicing milestones. In recent years, MTC has developed an AOP Requirements document to bring together the requirements of Resolution 3606 along with additional guidance and timelines for local agencies delivering federal and state-funded projects in the MTC region.

To assist with monitoring the delivery deadlines of Senate Bill 1 (SB 1) funding, MTC also develops a CTC Allocation Plan, a list of projects with a CTC allocation deadline in the current fiscal year. MTC has yet to release a CTC Allocation Plan for FY 2020-21, but it will be shared with ACTAC members once available.

Regional Project Delivery Requirements

MTC Resolution 3606 (Attachment A) requires 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 (E-76 authorization issued), sponsors are to submit an invoice within 6 months and receive a reimbursement from Caltrans within 9 months. As discussed at recent MTC Local Streets and Roads and Programming and Delivery Working Group meetings, FHWA wants 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. In response, MTC has shifted its focus to projects meeting the regional January 31st obligation deadline rather than the longstanding regional November 1st RFA deadline. As of late June 2020, for the FFY 2020-21 Obligation Plan, MTC is considering whether to push back the RFA deadline to December 1, 2020, rather than suspending it altogether, as indicted in MTC's Draft Annual Obligation Plan Requirements (Attachment B).

Development of the FFY 2020-21 Obligation Plan

MTC released a Draft FFY 2020-21 Obligation Plan in mid-June (Attachment C) which includes project programmed with OBAG 2, ATP, HSIP, Highway Bridge Program (HPB) sources. A Final FFY 2020-21 Obligation Plan will be developed over the next two months with input from County Transportation Agencies (CTAs), Local Agency SPOCs and ACTAC members. Following the July ACTAC meeting, Alameda CTC will request the designated SPOCs to provide project delivery schedules for each project proposed for inclusion, including the status and timing for project Field Review, RFA submittal, contract award and first invoice. Responses will be due to Alameda CTC by Mid- August.

Because MTC's focus for monitoring Caltrans-administered federal fund sources has recently shifted to timely contract award and invoicing, during this period local agencies with "inactive" projects, due to invoicing delays, will be at risk for having OBAG funds withheld from the Final FFY 2020-21 Obligation Plan and delayed to a later program year until invoicing issues are resolved. Once FFY 2020-21 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.

For projects with state funding administered by the CTC, it's anticipated that MTC will also develop a FY 2020-21 CTC Allocation Plan in an attempt to reduce the number of CTC extension requests for various SB1 programs. MTC's FY 2020-21 CTC Allocation Plan will be distributed to ACTAC and Local Agency SPOCs once available. Note that MTC is likely to consider an agency's project delivery history before approving any CTC extension requests and programming future discretionary funds.

FFY 2020-21 Project Delivery Monitoring

Below are the anticipated FFY 2020-21 delivery deadlines based on the current Annual Obligation Plan Requirements:

- October 1, 2020 Obligation Plan finalized and submitted to Caltrans
- November 1, 2020 Project RFAs due (this deadline may be revised to Dec 1st)
- January 31, 2021 Obligation deadline for all funds in Final Obligation Plan
- January 31, 2021 Allocation request deadline for CTC-administered projects
- February 1, 2021 Unused Obligation Authority made available to projects not in FFY 2020-21 Obligation Plan
- March 31, 2021 Allocation deadline for CTC-administered projects

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 your 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 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, the current Draft Annual Obligation Plan Requirements and the Draft FFY 2020-21 Obligation Plan. In mid-July, Alameda CTC will contact the sponsors of the projects included in Attachment C to request project delivery schedules. Responses will be due by mid-August and will be used to confirm which projects meet the requirements for inclusion in the Final FFY 2020-21 Obligation Plan. A Final FFY 2020-21 Obligation Plan will be released by MTC in September and submitted to Caltrans by October 1, 2020.

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

Attachments:

- A. Regional Project Delivery Policy, MTC Resolution 3606
- B. MTC Draft Annual Obligation Plan Requirements, dated 6/25/2020
- C. Draft FFY 2020-21 Obligation Plan, dated 6/15/2020
- D. Alameda County Single Point of Contact (SPOC) List, June 2020

**Metropolitan Transportation Commission (MTC)
Regional Project Funding Delivery Policy Guidance for
FHWA-Administered Federal Funds
In the San Francisco Bay Area
MTC Resolution 3606
January 22, 2014**

Regional Project Funding Delivery Policy Intent

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, Congestion Management Agencies (CMAs), 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.

Although the policy guidance specifically addresses the Regional Discretionary Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as congressionally mandated projects including Earmarks which come with their own assigned OA). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines, such as those imposed by the CTC on funds it administers and allocates.

This regional project delivery policy guidance was developed by the San Francisco Bay Area's Partnership, through the working groups of the Bay Area Partnership Technical Advisory Committee's (PTAC) consisting of representatives of Caltrans, county Congestion Management Agencies (CMAs), transit operators, counties, cities, interested stakeholders, and MTC staff.

General Policy Guidance

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 during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA).

The regional discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone, and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the funding deadlines and can meet all federal-aid project requirements.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the regional discretionary fund programming. These changes, or revisions to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the MTC Commission. Regional discretionary funds may be shifted among any phase of the project without the concurrence or

involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP. Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.

Regional Discretionary Funding:

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

Programming to Apportionment in the year of Obligation/Authorization

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the regional annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received for the funds it manages.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA, with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after January 31 of each fiscal year. In some years OA may not be available for advancements until after May 1, but the funds must be included in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to May 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other FHWA federal-aid projects. Restrictions may be placed on the advancement of funds for

agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. MTC may consult with FHWA, Caltrans and/or the appropriate Congestion Management Agency (CMA) to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA by May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after May 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

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. The use of ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis. When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project funding reductions will not be used. Federal regulations require that the project proceed to

construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in ten years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional programs, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans (and if applicable, CTC) procedures and federal regulation. However, Regional Discretionary Funding managed by MTC and assigned to the project is limited to the amount approved by MTC for that specific project. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.

For federal regional discretionary funds managed by MTC, any funding reductions or unused funds realized after the obligation deadline return to MTC. Any Regional Discretionary Funding such as STP/CMAQ funds that have been obligated but remain unexpended at the time of project close-out will be de-obligated and returned to the Commission for reprogramming. However, for funding administered by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Important Tip: If a project is canceled and does not proceed to construction or right of way acquisition within 10 years, the agency may be required to repay all reimbursed federal funds.

Federal Rescissions

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission,

the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated, unless otherwise directed by the Commission.

Annual Obligation Plan

California Streets and Highway Code Section 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan prior to each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available in the upcoming federal fiscal year. This plan will be the basis upon which priority for OA and obligations will be made for the upcoming federal fiscal year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to re-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

The project sponsor shall be considered committed to delivering the project (obligating/authorizing the funds in an E-76 or transferring to FTA) by the required funding deadline at the beginning of the federal fiscal year (October 1) for funding programmed in that year of the TIP. If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the federal fiscal year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines and federal-aid requirements.

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate

issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

FHWA-Administered Project Milestones Status

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

Local Public Agency (LPA) Qualification

In an effort to facilitate project delivery and address federal-aid process requirements, Local Public Agencies (LPA) applying for and accepting FHWA administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified' for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the federal-aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

Maximizing Federal Funds on Local Projects

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects.

Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

Specific Project-Level Policy Provisions

Projects selected to receive Regional Discretionary Funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of

the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming and are required to develop major milestone delivery schedules for each of their federal-aid projects.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific project-level provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form and attachments to Caltrans for all projects, twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive Regional Discretionary funding must demonstrate the ability to obligate programmed funds by the established deadlines. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the funding deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the November 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/authorizing the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to re-programming by MTC.

Within the CMA administered programs, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until the start of federal fiscal year in which the funds are programmed in the TIP, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional programs, the Commission has discretion to redirect funds from delayed or failed projects.

MTC Regional Discretionary Funding is subject to a regional obligation/ authorization/ FTA transfer deadline of January 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/ authorization or FTA transfer to Caltrans Local Assistance by November 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/authorization/ FTA transfer of the funds by January 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2014-15 of the TIP have a request for authorization/ obligation/ FTA transfer submittal deadline (to Caltrans Local Assistance) of November 1, 2014 and an

obligation/ authorization/FTA transfer deadline of January 31, 2015. No extensions will be granted to the obligation deadline.

In Summary:

- Request For Authorization (RFA) Submittal Deadline: November 1 of the fiscal year the funds are programmed in the federal TIP. The Implementing Agency is required to submit a complete Request for Authorization (RFA)/ obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). For projects with federal funds administered by the CTC, such as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the January 31 obligation deadline of federal funds.
- Obligation /Authorization Deadline: January 31 of the fiscal year the funds are programmed in the TIP, including funds administered by the CTC, such as STIP and state-TAP. No extensions will be granted to the obligation deadline for regional discretionary funds.

Important Tip: If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the regional discretionary funding in a later year of the TIP and advance the funds after May 1 using the Expedited Project Selection Process (EPSP) once additional OA is made available by Caltrans. Projects with federal funds administered by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

November 1 - Regional Request for Authorization (RFA) submittal deadline. Complete and accurate Request for Authorization package submittals, and ACA conversion requests for projects in the annual obligation plan received by November 1 of the fiscal year the funds are programmed in the TIP receive priority for obligations against available OA. The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.

November 1 – January 31 – Projects programmed in the current year of the TIP and submitted during this timeframe are subject to re-programming. If OA is still available, these projects may receive OA if obligated by January 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first-come first-served basis. Projects with funds to be advanced from future years should request the advance prior to January 31, in order to secure the funds within that federal fiscal year. This rule does not apply to federal funds administered by the CTC such as STIP or state-TAP funds.

January 31 - Regional Obligation/Authorization deadline. Regional Discretionary Funding not obligated (or transferred to FTA) by January 31 of the fiscal year the funds are programmed in the TIP are subject to reprogramming by MTC. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to January 31 in order to secure the funds within that federal fiscal year, though a project may be advanced from a later year any time after January 31. For funding administered by the CTC, the CTC allocation should occur in sufficient time to meet the January 31 federal obligation deadline.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they are subject to de-programming from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement.

Important Tip: In some years, OA for the region may be severely limited, such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the RFA deadline of November 1 have priority, followed by other projects in the annual obligation plan submitted before the RFA Submittal deadline of November 1. Projects in the obligation plan but submitted after November 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after May 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. RFAs submitted after the November 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy or not complying with federal-aid requirements are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.

- **Coordination with CTC allocations**

The CTC has its own delivery deadlines that must be met in addition to the regional deadlines. Regional deadlines are in advance of both state and federal deadlines to ensure all deadlines can be met and funds are not jeopardized. To further ensure that CTC deadlines are met, allocation requests to the CTC for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package, so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federal funds unless the E-76 RFA package is also submitted.

Important Tip: There may be occasions when the schedule for a project funded by the CTC is not in sync with the standard summer construction season or with the January 31 regional obligation deadline. Considering that CTC-administered construction funds must be awarded within 6 months of the CTC allocation, the project sponsor may want to delay the CTC construction allocation until later in the season in order to comply with the CTC award deadline. This is allowed on a case-by-case basis for construction funds when the project sponsor has demonstrated a special project delivery time-schedule, and programming the funds in the following state fiscal year was not an option. Regardless of the regional obligation deadline, the end-of-state-fiscal-year CTC allocation deadline still applies, and CTC-administered funds must still receive a CTC allocation by June 30 of the year the funds are programmed in the STIP. This means the construction CTC allocation request/ RFA must be submitted to Caltrans local assistance no later than March 31 of the year the funds are programmed in the STIP/TIP in order to meet the June CTC allocation deadline.

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

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).

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

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

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. 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.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against at least once every six months. Funds that are not reimbursed against at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings, or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA conversions receive priority in the annual obligation plan. Furthermore, agencies that obligate construction engineering (CE) funds may (with concurrence from Caltrans) invoice against this phase for project advertisement activities to comply with invoicing deadlines.

- **State Liquidation Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Implementing agencies must submit to Caltrans the Final Report of Expenditures within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction or right of way acquisition within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and will work with the agency to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, or are out of compliance with federal-aid requirements and deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Delivery Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.
- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** 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. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency is committed to delivering project in the year programmed in the TIP	Region	Deprogramming of funds and redirection to other projects that can use the OA (MTC)
Field Review (If applicable)	Within 12 months of inclusion in TIP	Region	Restrictions on future programming, obligations and OA until deadline is met (MTC)
MTC Obligation Plan CA S&H Code § 182.6(f)	October 1 - Beginning of each federal fiscal year	Caltrans Region	Only projects identified in MTC's annual Obligation Plan receive priority for OA. Projects not in annual plan may need to wait until after May 1 to receive an obligation (MTC)
Request For Authorization (RFA) Submittal	November 1 of year funds programmed in TIP	Region	Project loses priority for OA. OA may be redirected to other projects (MTC)
Obligation / FTA Transfer E-76 / Authorization	January 31 of year programmed in TIP	Region	Reprogramming of funds and redirection to other projects that can use the OA (MTC)
Release of Unused OA	May 1	Caltrans	Unused OA becomes available for all regions to access on first-come first-served basis (Caltrans)
CTC-Allocation CA Gov Code § 14529.8	June 30 of the year CTC funds are programmed	CTC	CTC-programmed funds lapse (CTC) Requires CTC approval for extension
Last opportunity to submit Request For Authorization (RFA) for federal fiscal year	June 30	Caltrans	Requests submitted after June 30 may need to wait until following federal fiscal year to receive E-76 / Authorization (Caltrans)
End of Federal Fiscal Year - OA No Longer Available	August 30	Caltrans Federal	Federal system shut down. Unused OA at end of federal fiscal year is taken for other projects. No provision funds taken will be returned (FHWA)
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans Region	De-obligation of funds after 6 months (so project does not become inactive) (Caltrans) Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Advertisement	3 months after obligation	Region	Potential to miss award deadline. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Award	6 months after Allocation/Obligation	CTC Region	CTC-allocated funds lapse. Requires CTC extension approval (CTC) Potential for project to become Inactive. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Invoicing & Reimbursement	Submit invoice and receive reimbursement at least once every 6 months following obligation of funds.	Federal Caltrans Region	Placed on pending inactive list after 6 months. Must submit invoice status reports (Caltrans) De-obligation of funds if project does not receive reimbursement within 12 months, with no guarantee funds will be returned (FHWA) Restrictions on future funding (MTC)
Expenditure CA Gov Code § 14529.8	2 years following the year of CTC allocation of funds	CTC	CTC-allocated funds lapse (CTC) Requires CTC approval for extension
Liquidation CA Gov Code § 16304.1	2 years following the year of allocation (state funds) 4 years following the year of allocation (Federal funds)	State of California Caltrans	Loss of State budget authority and de-obligation of funds (State of California). Requires CWA with Caltrans for extension (Caltrans)
Project Close-Out	6 months after final invoice	Caltrans Region	Must submit explanation in writing (Caltrans) Restrictions on future funding (MTC)

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.

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 2020-21 Annual Obligation Plan Schedule

The schedule for development and implementation of the FY 2019-20 Annual Obligation Plan is as follows:

May/June 2020	Projects with known delivery deadlines in next fiscal year released for review
June/July 2020	Draft Plan reviewed by partnership working groups
June/July/Aug 2020	SPOCs submit requests to include STP/CMAQ projects in Obligation Plan
September 2020	Proposed Final Plan reviewed by partnership working groups
October 1, 2020	Obligation Plan finalized and submitted to Caltrans
January 31, 2021	Obligation deadline for funds in Annual Obligation Plan
<u>January 31, 2021</u>	<u>CTC Allocation request deadline</u>
February 1, 2021	Unused Obligation Authority available first-come first-served
<u>March 31, 2021</u>	<u>CTC Allocation deadline for CTC-administered state and federally-funded projects</u>

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.
- 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: June 30, 2019 (RFA due April 30, 2019)

Cycle 8 HSIP program:

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: December 31, 2019 (RFA due November 1, 2019)

Cycle 9 HSIP program:

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: December 31, 2021 (RFA due October 31, 2021)

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

FHWA has expressed significant concern regarding inactive project obligations. At no time are more than 2% of obligated funds to be inactive. The state, and bay area, are consistently over this maximum threshold. Under federal regulations, FHWA-administered projects must receive an invoice and reimbursement against federal funds at least once every 12 months following obligation. Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

Caltrans requires project sponsors to submit invoices at least once every 6 months from the time of obligation (E-76 authorization) to ensure the invoice may be processed and the funds reimbursed in time to meet the federal deadline.

To ensure funds are not lost in the region, regional deadlines have been established in advance of state and federal deadlines. Under the regional project-funding delivery Policy (MTC Resolution 3606) 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.

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 agency can demonstrate the ability to meet regional, state and federal requirements.

Specifically, project sponsors with continued history of missing the Caltrans and regional 6-month invoice submittal deadline and the region's 9-month reimbursement 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 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.

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

- **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 proposed 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.

- **Timely Obligations**

The Federal Highway Administration (FHWA) is concerned with projects receiving an authorization (obligation) and not having reimbursable expenses within a year. This trend is impacting the number of inactive obligations. The FHWA is watching this trend and will be examining options to address the situation.

In response to FHWA's concern regarding timely obligations, MTC Resolution 3606 policies and procedures will be adjusted accordingly on a temporary basis and later incorporated into MTC Resolution 3606 Delivery Guidance.

- **RFA Submittal Deadline - Suspension**

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 November 1 of the fiscal year the funds are listed in the TIP.

Until the Bay Area partnership working group develops procedures to address timely obligations, the November 1 RFA submittal deadline is suspended, to allow submittals of RFAs to be more in alignment with when projects and can be awarded and funds encumbered, to allow for expenditures of eligible costs within 6 months of obligation.

- **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 timely 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 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.

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.

DRAFT

"DRAFT" MTC FFY 2020-21 Annual Obligation Plan																
Project List																
June 15, 2020																
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Obligation		Planned Award	Planned Oblig	Planned Oblig	Oblig/Alloc Deadline	Remaining Balance
										Latest Action Status	Latest Action Date					100%
County	Sponsor	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Planned Award	Planned Oblig	Planned Oblig	Deadline	Balance
Alameda	Alameda	ALA170049	6539	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	-5014()	PSE	Central Avenue Safety Improvements						31-Jan-2021	\$300,000
Alameda	Alameda	ALA170049	6539	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	-5014()	CON	Central Avenue Safety Improvements						31-Jan-2021	\$6,846,000
Alameda	Alameda	ALA170049	6539	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5014()	CON	Central Avenue Safety Improvements						31-Jan-2021	\$1,487,000
Alameda	Alameda	ALA170049	6539	STP-T5-OBAG2-CO	OBAG 2	STP	-5014()	CON	Central Avenue Safety Improvements						31-Jan-2021	\$2,000,000
Alameda	Alameda	ALA170073	6758	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5014()	CON	Clement Avenue Complete Streets						31-Jan-2021	\$2,451,000
Alameda	Alameda	ALA170073	6758	STP-T5-OBAG2-CO	OBAG 2	STP	-5014()	CON	Clement Avenue Complete Streets						31-Jan-2021	\$2,000,000
Alameda	Alameda	ALA170074	6760	STP-T5-OBAG2-CO	OBAG 2	STP	-5014()	CON	Alameda City-Wide Pavemnet Rehabilitation						31-Jan-2021	\$827,000
Alameda	Alameda County	ALA130018	5794	STP-T5-OBAG2-CO	OBAG 2	STP	-5933()	CON	Alameda Co-Various Streets and Roads Preservation						31-Jan-2021	\$2,171,000
Alameda	Alameda County	VAR170002	6989	H9-04-001	HSIP 9	HSIP	-5933()	CON	Alameda Co Unsignalized Intersection ImpsH9-04-001						31-Jan-2021	\$1,750,000
Alameda	Alameda County	VAR170002	6990	H9-04-002	HSIP 9	HSIP	-5933()	CON	Alameda Co-Signalized Intersection Imps H9-04-002						31-Jan-2021	\$2,293,900
Alameda	Alameda County	VAR170002	6988	H9-04-003	HSIP 9	HSIP	-5933()	CON	H9-04-003 Alameda County Rural Roads Safety Imp						31-Jan-2021	\$1,330,000
Alameda	Alameda County	VAR170002	6987	H9-04-004	HSIP 9	HSIP	-5933()	CON	H9-04-004 Tesla Road Safety Improvements						31-Jan-2021	\$384,300
Alameda	Alameda CTC	ALA170086	6844	EARMARK-T5-RE	Earmark	Earmark	-6480()	CON	7th Street Grade Separation West			8-Apr-2021			30-Sep-2020	\$20,975
Alameda	Alameda CTC	ALA050079	163	RIP-T5-18-FED-ALA	RTIP	RTIP-FED	-6480()	CON	I-80 Gilman Interchange Improvements						13-Nov-2020	\$8,979,000
Alameda	Alameda CTC	ALA050079	163	RIP-T5-18-FED-ALA	RTIP	RTIP-FED	-6480()	CON	I-80 Gilman Interchange Improvements						13-Nov-2020	\$14,360,000
Alameda	Alameda CTC	ALA050079	163	RIP-T5-20-FED-ALA	RTIP	RTIP-FED	-6480()	CON	I-80 Gilman Interchange Improvements						13-Nov-2020	\$15,445,000
Alameda	AC Transit		7129	RIP-T5-20-FED-ALA	RTIP	RTIP-FED	-6480()	CON	AC Transit Purchase buses for Transbay service						31-Jan-2021	\$13,125,000
Alameda	Albany	ALA170088	6743	STP-T5-OBAG2-CO	OBAG 2	STP	-5178()	CON	San Pablo Ave & Buchanan St Pedestrian Imps.						31-Jan-2021	\$340,000
Alameda	Berkeley	ALA170067	6738	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5057()	CON	Southside Complete Streets & Transit Improvement						31-Jan-2021	\$3,658,000
Alameda	Berkeley	ALA170067	6738	STP-T5-OBAG2-CO	OBAG 2	STP	-5057()	CON	Southside Complete Streets & Transit Improvement						31-Jan-2021	\$3,677,000
Alameda	Emeryville	ALA170072	6755	STP-T5-OBAG2-CO	OBAG 2	STP	-5106()	CON	Frontage Rd. 65th St and Powell St Pavement Maint						31-Jan-2021	\$225,000
Alameda	Fremont	ALA170076	6744	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5322()	CON	Complete Streets Upgrade of Relinquished SR84						31-Jan-2021	\$3,000,000
Alameda	Fremont	ALA170076	6744	STP-T5-OBAG2-CO	OBAG 2	STP	-5322()	CON	Complete Streets Upgrade of Relinquished SR84						31-Jan-2021	\$3,510,000
Alameda	Hayward	ALA170066	6737	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5050(047)	PE	Winton Ave Complete Street	RFA at CT-HQ	26-May-2020				30-Sep-2020	\$88,000
Alameda	Hayward	ALA170066	6737	STP-T5-OBAG2-CO	OBAG 2	STP	-5050()	CON	Winton Ave Complete Street						31-Jan-2021	\$1,662,000
Alameda	Hayward	ALA170065	6735	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5050()	CON	Hayward - Main Street Complete Street						31-Jan-2021	\$500,000
Alameda	Hayward	ALA170065	6735	STP-T5-OBAG2-CO	OBAG 2	STP	-5050()	CON	Hayward - Main Street Complete Street						31-Jan-2021	\$1,000,000
Alameda	MTC	ALA170057	6720	CMAQ-T5-OBAG2-REG-AOM	OBAG 2	CMAQ	-6084()	CON	I-880 Integrated Corridor Management - Central						31-Jan-2021	\$1,498,000
Alameda	Oakland	ALA170063	6725	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5012()	CON	Lakeside Family Streets						31-Jan-2021	\$2,446,000
Alameda	Oakland	ALA170063	6725	STP-T5-OBAG2-CO	OBAG 2	STP	-5012()	CON	Lakeside Family Streets						31-Jan-2021	\$1,946,000
Alameda	Oakland	VAR170002	6976	H9-04-021	HSIP 9	HSIP	-5012()	CON	Foothill Blvd & MacArthur Blvd Pedestrian Safety						31-Jan-2021	\$869,130
Alameda	Oakland	VAR170002	6977	H9-04-022	HSIP 9	HSIP	-5012()	CON	Oakland - Various Intersection Imprvmnts H9-04-022						31-Jan-2021	\$250,000
Alameda	Oakland	ALA150044	6277	ATP-ST-T4-2-FED	ATP-ST	ATP-FED	ATPL-5012(144)	CON	19th St BART to Lake Merritt Urban Greenway	RFA at CT-HQ	28-May-2020	17-Sep-2020			30-Jun-2020	\$3,883,000
Alameda	Oakland	ALA170043	6531	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	ATPL-5012(154)	PSE	14th Street: Safe Routes in the City			28-Feb-2020			30-Jun-2020	\$1,235,000
Alameda	Oakland	ALA170043	6531	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	ATPL-5012()	CON	14th Street: Safe Routes in the City			20-May-2022			31-Jan-2020	\$9,343,000
Alameda	San Leandro	ALA170075	6765	STP-T5-OBAG2-CO	OBAG 2	STP	-5041()	CON	San Leandro Washington Avenue Rehabilitation						31-Jan-2021	\$975,000
Alameda	San Leandro	VAR170002	7009	H9-04-028	HSIP 9	HSIP	-5041()	CON	Wicks Blvd / Manor Blvd Ingtersection Improvements						31-Jan-2021	\$286,560
Alameda	San Leandro	VAR170002	6495	HSIP-T5-8	HSIP 8	HSIP	HSIPL-5041(146)	CON	E. 14th St./Joaquin Ave. Signal Improvements	RFA at CT-HQ	11-Jun-2020	30-Sep-2020	1-Mar-2020		31-Dec-2019	\$275,400
Alameda	Union City	ALA170071	6750	STP-T5-OBAG2-CO	OBAG 2	STP	-5354()	CON	Union City-Dyer Street Pavement Rehabilitation			1-Feb-2020		31-Jan-2019	31-Jan-2020	\$872,000
																\$441,940,391

This page intentionally left blank

SPOC Certification June 15, 2020	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	9/22/2017	Yes	James	Chu	james@acpwa.org
Alameda	Alameda CTC	9/20/2017	Yes	Vivek	Bhat	vbhat@alamedactc.org
Alameda	Albany	7/19/2018	Yes	Robert	Gonzales	rgonzales@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	10/12/2017	Yes	Fred	Kelley	fred.kelley@hayward-ca.gov
Alameda	Livermore	10/5/2017	Yes	Roberto	Escobar	rjescoabar@cityoflivermore.net
Alameda	Newark	9/26/2017	Yes	Jayson	Imai	jayson.imai@newark.org
Alameda	Oakland	1/6/2020	Yes	Julieth	Ortiz	jortiz@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			Murray	Chang	murrayc@unioncity.org

This page intentionally left blank



DATE: July 2, 2020

TO: Alameda County Technical Advisory Committee

FROM: Cathleen Sullivan, Director of Planning
Kristen Villanueva, Senior Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Draft Recommendations and COVID-19 Strategies

Recommendation

Receive an overview of the draft 2020 Countywide Transportation Plan (CTP) recommendations, including the draft final countywide 10-year priority project list, draft final strategies, draft near-term priority actions, long-term projects, and programmatic investment types, as well as the approach to addressing COVID-19 in the CTP. This item is for information only.

Summary

The culmination of nearly a year and a half of engagement with partner agencies and Commissioners on the 2020 update to the Countywide Transportation Plan, this memo presents an overview of the CTP development process and the draft final recommendations of the CTP.

Although the CTP is a long-range plan, the 2020 update also seeks to articulate transportation priorities for the next 10 years. As such, two key focus areas for this CTP have been project/program priorities and strategies to advance in the next ten years; these two elements comprise the core recommendations of the Plan:

- 1. 10-Year Priority Projects and Programs.** This set of projects will be prioritized over the next 10 years to help address current transportation needs throughout Alameda County and work towards the vision and goals articulated in the CTP. This list also includes programs that represent long-standing agency commitments.
- 2. Strategies and Near-Term Actions.** A set of strategies based on guiding principles, industry best practices, and an analysis of gaps in the project list will complement the 10-Year Priority Projects/Programs; these can inform funding, advocacy, policy, planning, technical assistance, and project implementation. Near-Term Actions have been identified to implement strategies over the next four years, until the next update of the CTP.

These core recommendations will guide Alameda CTC decision-making and help achieve the ambitious transportation vision established by the Commission in coming years. The CTP will also include a summary of the needs assessment, outcomes of the Community-Based Transportation Plan, long-term projects, and programmatic investments.

The information presented here reflects significant input from ACTAC and Commissioners collected via roughly bimonthly Committee/Commission meetings over the past year and a half and smaller group planning area meetings in April and May. The July meeting is a critical milestone for final direction from the Commission as feedback received from ACTAC and Commissioners in July will be incorporated as staff initiates the final phase of public outreach on the CTP in late summer and early fall. CTP adoption is anticipated by late fall 2020.

Given the advent of the COVID-19 pandemic during recent months, the CTP will also seek to acknowledge the risks and opportunities posed by the major economic, health and transportation upheaval it has caused. The CTP will describe some currently known implications of COVID-19 and the Shelter in Place order, and some near-term actions the agency is taking to address them. However, there are major unknowns regarding how the situation will unfold over coming months and years. As such, staff is proposing that the COVID-19 discussion start with the CTP and then become a separate strategy that is updated periodically as necessary to respond to this highly dynamic situation. This memo begins to outline this approach.

Background

Every four years, Alameda CTC prepares and updates the CTP, which is a 30-year, long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. The 2020 CTP update CTP contains:

- **Needs Assessment.** An assessment of existing transportation needs in the county, based on recently completed countywide modal plans, countywide evaluations such as for Safe Routes to School, the biennial traffic level of service monitoring, and annual performance data, as well as discussions with local stakeholders.
- **Community-Based Transportation Plan.** An assessment of transportation needs in the county's low-income and minority communities with a focus on community input collected via public outreach activities.
- **Core Recommendations:**
 - **10-Year Priority Projects and Programs.** A set of projects to be prioritized over the next 10 years to help Alameda County address its existing transportation needs and work towards the vision and goals articulated in the CTP; also includes programs that represent long-standing agency commitments.
 - **Strategies and Near-Term Actions.** A set of strategies based on guiding principles, industry best practices, identified needs, and an analysis of gaps in the project list; strategies complement the 10-Year Priorities by informing funding, advocacy, policy, planning, technical assistance, and project

implementation. Near-Term Actions are identified to implement strategies over the next four years.

- **Long-Term Projects and Programmatic Investments.** The full range of projects and programs submitted to the CTP with a 30-year time horizon.

CTP Development Process

Development on the CTP has been underway since the beginning of 2019, with CTP items brought to ACTAC, PPLC, and the Commission through May 2020. The Commission approved the Vision and Goals for the CTP in September 2019. The Vision and goal statements are included in Attachment A. These goals established the four fundamental pillars of the plan, that the transportation system should seek to be:

- Accessible, Affordable and Equitable
- Safe, Healthy and Sustainable
- High Quality and Modern Infrastructure
- Economic Vitality

Based on these goals, a technical needs assessment was developed with accompanying high-level strategies. Part 1 of the needs assessment, covering Active Transportation and Freeways, was presented in January of this year. In March, needs assessment findings and strategies for Arterials, Transit, and Goods Movement were presented. Also based on these goals, a project screening was conducted to identify priority projects that best met the CTP goals and needs.

A key input into the CTP is the Community-Based Transportation Plan (CBTP), a parallel effort to the CTP. The CBTP was conducted as a countywide effort with the primary objective of understanding needs in the county's Communities of Concern (COCs)¹. The plan relied on direct engagement in COCs and detailed review of recent local planning and engagement efforts in those areas to identify needs. In fall 2019 and early winter 2019/2020, over 400 surveys were collected in COCs and have been summarized into high level findings that were [included in the May PPLC meeting packet](#). In addition, an online survey was administered in May 2019 that was designed to be representative of Alameda County's diverse population across planning areas, and included a significant sample from people in MTC's designated Communities of Concerns (CoC). CBTP findings have helped inform priority projects and strategies and will be integrated into the CTP document.

The major findings from the needs assessment and the CBTP effort were presented to partner agency staff and Commissioners over the last few months. A high level summary of countywide needs is included in Attachment B.

April 2020 marked the transition from technical plan development to detailed partner agency and Commission engagement around priority projects and strategies ensuring CTP

¹ Community of Concern refers to MTC's designation of communities that have a high concentration of both minority and low-income households or that have a high concentration of other factors including people with disabilities, seniors, and cost-burdened renters.

recommendations reflect county and local priorities and address the most pressing needs facing communities. In April and May, staff conducted eight virtual meetings with small groups of partner agency staff and Commissioners organized by planning area. Subsequent discussions and project refinements were conducted throughout June in advance of presentation of the draft final recommendations in July. A graphic illustrating all engagement conducted to date for the 2020 CTP as well as a draft engagement schedule through summer is included in Attachment C.

CTP Core Recommendations

Two focus areas for this CTP are project/program priorities and strategies. Although the CTP is a long-range plan, the 2020 update seeks to articulate Alameda County's transportation priorities for the next 10 years. To meet this goal, the core recommendations of the 2020 CTP are a list of 10-Year Priority Projects and Programs, and a set of Strategies and Near-Term Actions.

10-Year Priority Projects and Programs

The 10-Year Priority List was developed through an iterative process with partner agencies, starting with a technical project screening, analysis of gaps, and robust discussions with agencies and Commissioners on local priorities.

The full countywide 10-Year List is provided in Attachment D. A webmap presenting the list is under development for use in public engagement and will be shared with the Commission. Implementing the projects in the 10-year List will accomplish the following Commission priorities and advance the CTP goals:

- **Advance multimodal corridors throughout the county.** These projects improve multimodal options in corridors centered around major arterials by providing pedestrian safety enhancements, high-quality bicycle facilities, improved transit operations, and/or other complete streets and placemaking improvements. The multimodal corridor improvements are often closely tied with and supportive of land use and economic development throughout the county.
- **Expand the reach of greenways and trails.** These projects expand the County's network of multi-use paths and trails for safe travel using active modes.
- **Significantly improve rail safety and connectivity.** These projects improve safety of at-grade rail crossings and connect critical pieces of the rail network in Alameda County, supporting seamless transit options.
- **Expand rail and ferry capacity and construct station area and access improvements.** These projects improve rail transit and ferry service in the county by improving existing service, providing new services, and/or improving access to rail stations and ferry terminals.
- **Support transit facilities.** These projects provide essential maintenance and operations facilities for transit operators to support existing service and allow for future increases in service levels.

- **Modernize freeway interchanges and create safe, multimodal access through interchanges.** These projects modernize freeway interchanges, improve safety and operations on interchanges, improve multimodal connectivity through interchanges, and increase capacity for carpools, buses, and other high-occupancy vehicles.
- **Construct infrastructure and emission reduction projects to support goods movement, including at the Port of Oakland.** These projects modernize infrastructure at the Port of Oakland to improve goods movement operations and advance projects throughout the county to reduce impacts on communities.
- **Begin to adapt our infrastructure to sea level rise.** These projects improve resiliency to sea level rise at threatened coastal locations.

The 10-Year List includes improvements in all parts of the county with consideration made to balance investments among the four Planning Areas. The 10-Year List also supports our Communities of Concern (CoC) and Priority Development Areas as two key lenses on which projects were prioritized. Of the 90 projects in the 10-Year List, 59 (66%) are within CoCs and address needs identified in the CBTP and 69 (77%) of the projects are located in Priority Development Areas. Expanding this a little further, 69 (77%) of the projects are located in or provide access to CoCs and 81 (90%) are located in or provide access to Priority Development Areas, further emphasizing support for these areas and ensuring transportation and land use is closely coordinated and mutually supportive. Note these summaries do not include the five countywide programs in the priority list.

In addition to the set of projects identified through the iterative prioritization process, the 10-Year Priority List also includes programs that represent long-standing Alameda CTC commitments that are reinforced in the CTP. These include the Safe Routes to School Program, Student Transit Pass Program, Paratransit and Senior Mobility Program, and funding commitments for transit operations and bringing local streets and roads to a state of good repair.

All projects and programs submitted by local jurisdictions and agencies that are not designated 10-Year Priorities will still be included in the CTP as Long-Term Projects and Programmatic Investments. These are not prioritized for near-term investment, but they are included as projects planned for delivery in the 30-year time horizon of the CTP. Attachment E presents the 30-year list of projects and programmatic projects for the CTP.

Strategies and Near-Term Priority Actions

To complement the 10-Year Priority projects and programs and help move the county towards the CTP vision and goals, Alameda CTC has identified a series of Strategies. Strategies reflect guiding principles, industry best practices and a gaps analysis of areas that aren't fully covered by projects. Strategies can inform funding, advocacy, policy, technical assistance, and project implementation.

As with other core recommendations, the identification of strategies has been an iterative process that has incorporated input from Commissioners and partner agency staff since early 2020. Given the multimodal nature of many of the strategies and the redundancy created

by some of the cross-cutting strategies, strategies have been re-organized into five thematic groups shown below. The first two strategies, the Safe Systems Approach and the Complete Corridors Approach, were presented to the Multi-Modal Committee and Commission in June.

- **Safe Systems Approach.** These strategies support improving the safety of streets and facilities for all transportation users.
- **Complete Corridors Approach.** These strategies support planning, design, and implementation of multimodal travel corridors centered on major arterials.
- **Partnerships to Address Regional and Megaregional Issues.** These strategies support partnerships and coordination on issues that require regional or megaregional action.
- **Transit Accessibility & Transportation Demand Management (TDM).** These strategies support reducing the use of single-occupant vehicles by incentivizing use of other modes and making transit easy and affordable to use.
- **Automated and Electric Future and New Mobility.** These strategies support the transition to electric and automated vehicles, including electrification of goods movement operations, as well as strategies to address new mobility options.

Equity: Equity is a core goal of the CTP and a cross-cutting concern for all of these strategies as we strive to ensure equity is fully integrated into the CTP. An equity overlay has identified those strategies which most directly address equity issues across all strategies and respond to needs identified in the CBTP.

For each Strategy category, a series of Near-Term Actions have been developed that identify specific steps Alameda CTC can take to implement the strategies over the next four years until the next update of the CTP. These actions are designed to be achievable and specific and the list of actions is not intended to be static; it will continue to evolve in support of these strategies in coming years as opportunities emerge. A summary of Strategies and associated Near-Term Actions are shown in Table 1. Additional details on each Near-Term Action will be included in the CTP, such as key external partners, and specific milestones or metrics to track progress.

Table 1 Strategies and Near-Term Actions

Strategies	Near-Term Actions
<p>Equity (CBTP): Equity is a cross-cutting concern across all strategies. Strategies and Actions that address key findings from the CBTP are indicated by two red asterisks**.</p>	
<p>Safe Systems Approach</p>	
<ol style="list-style-type: none"> 1. ** Improve Safety on the High-Injury Network, with an eye towards community disparities. 2. ** Support Context-Appropriate Speed Limit Setting and Automated Speed Enforcement Policies. 3. Modernize Interchanges for Safer Multimodal Travel, including addressing pedestrian experience at underpasses. 4. ** Enhance Safety at At-Grade Rail Crossings. 	<ul style="list-style-type: none"> • ** Support projects that address the high-injury network, with a particular focus on projects that address the HIN in Communities of Concern. • ** Support legislation that enables automated speed enforcement. • ** Reform the speed limit setting process to align with a Safe Systems Approach to allow for context-appropriate speed limit setting. • Facilitate coordination with Caltrans to expedite multimodal treatments at interchanges. • Implement the Rail Safety Enhancement Program to improve safety of at-grade crossings countywide. • ** Support implementation of SR2S school site assessments, including exploration of potential for a mini-grant program. • ** Expand Access Safe Routes equity program within SR2S program.

Strategies	Near-Term Actions
Complete Corridors Approach	
<ol style="list-style-type: none"> 5. ** Improve Bus Service Frequency, Reliability, Quality and Travel Time. 6. ** Manage the Curb to Balance Needs of Multiple Users. 7. ** Build the Low-Stress Walking and Biking Network, including low-stress facilities on arterials and/or alternative routes. 8. ** Plan and Deliver Urban Greenways and Trails. 9. Coordinate with Caltrans for Faster Project Advancement and Innovation. 10. Support Modern Traffic Signals that Operate Seamlessly Across Jurisdictions and Deliver Robust Transit Signal Priority. 11. Address Navigation Apps Directing Regional Travelers to Local Streets. 12. Support Placemaking and Economic Development Through Street Design. 13. ** Manage Truck Parking and Congestion. 	<ul style="list-style-type: none"> • ** Support and lead multi-jurisdictional, multimodal corridor projects that address access, safety, and comfort for all modes; and incorporate creative curb management strategies and modern signals. Glean lessons learned to inform other corridor projects. • Facilitate coordination with Caltrans and other relevant stakeholders to expedite multimodal complete streets treatments in Caltrans right-of-way. • ** Support project development and delivery for interjurisdictional urban greenway and trail projects, many of which traverse COCs. • Seek to engage navigation app companies on policies to reduce cut-through traffic in communities, building off discussions cities or regional partners have had to date. • ** Develop model truck and private coach bus parking policies and programs.
Partner to Address Regional and Megaregional Issues	
<ol style="list-style-type: none"> 14. Enhance Interregional Rail Service. 15. ** Provide Seamless Transit Connections. 16. Create a Continuous Managed Lane Network. 17. Provide Express Bus Service and Bus Prioritization on Freeways and Approaches. 18. ** Improve Priority Freight Routes and Shift More Freight to Rail. 19. Proactively Plan for and Support Climate Resiliency Efforts. 	<ul style="list-style-type: none"> • Partner to advance megaprojects and megaregional projects that benefit Alameda County residents and businesses, e.g. interregional rail service, by serving as project partners and/or TAC members as appropriate. • ** Partner to improve transit fare integration, seamless transit connections. • Advance express lane projects in partnership with Caltrans and MTC, including I-680 gap closure, I-580 existing and new segments, I-80 DAA, and I-880 construction. Pair managed lanes with express bus prioritization projects and enhanced express bus services, including consideration of bus on shoulder. • ** Work with megaregional partners, the State and UPRR to improve rail infrastructure and capacity to encourage rail use and open up opportunities for improved passenger rail services.

Strategies	Near-Term Actions
Transit Accessibility and TDM	
<p>20. Incentivize Non-Single Occupant Vehicle Use and efforts to reduce vehicle miles traveled.</p> <p>21. ** Improve Fare Integration and Explore Affordable Fare Options.</p> <p>22. ** Expand First/Last-Mile Options and Improve Access to Major Transit Hubs.</p> <p>23. Explore Innovative, Agile Solutions to Supplement Transit, e.g. in low density settings or to serve older adults; consider potential impacts of innovative strategies.</p> <p>24. Support necessary transit O&M facilities</p>	<ul style="list-style-type: none"> • ** Continue to expand and enhance the Student Transit Pass Program. • ** Track the regional Clipper START program² for low-income transit riders and explore potential to expand to additional Alameda County operators with full consideration of financial and ridership implications for transit agency budgets.
Automated and Electric Future and New Mobility	
<p>25. ** Support advancing an Electrified Future for all modes, including Infrastructure for Near-Zero/Zero-Emission Truck Technology.</p> <p>26. Plan for an Automated Future (incl. addressing workforce issues, congestion impacts and vehicle miles traveled).</p> <p>27. Advance New Mobility Strategy.</p>	<ul style="list-style-type: none"> • Provide local assistance and support information exchange with technology trends in automated vehicles, connected infrastructure, and electrification. • Support policies and legislation that encourage shared AVs. • Implement high priority strategies and actions coming out of the New Mobility Strategy.
Implementing and Monitoring Progress on the CTP	
	<ul style="list-style-type: none"> • Track and report to Commission on progress towards CTP goals and addressing CBTP needs at periodic intervals.

² Webpage for Clipper START program: <https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program>

COVID-19 Risks and Opportunities

The COVID-19 pandemic occurred as the CTP moved into the final phase of developing the 10-Year Priority List and Strategies. Given the 30-year time horizon of the CTP and uncertainty concerning how the pandemic will change transportation over the near- and long-term, the 10-Year Priorities and Strategies described above remain relevant. Concurrently, Alameda CTC is also developing an approach to understanding and addressing potential changes stemming from the current crisis.

The pandemic and associated shelter-in-place policies have resulted in major shifts in behavior and economic conditions. However, the duration and depth of these shifts are unknown, and the consequences over the medium- to long-term are uncertain. Some shifts may persist and even grow, whereas others may quickly revert to pre-pandemic conditions. These uncertainties fall into the following overarching categories:

- **Economic Conditions.** Future economic conditions are unpredictable, from the speed of recovery in employment and economic activity, to the location of new office and housing development. This may have major impacts on transportation and land use, including considerations such as: the future of brick and mortar retail versus online shopping, congestion levels, the feasibility of mixed-use transit oriented development, the vitality of historic business districts and downtowns and international trade.
- **Agency Funding.** The funding outlook for public agencies depends on the length and depth of the reduction in economic activity, potential for federal economic stimulus funding, and potential for new regional funding measures.
- **Social Behavior.** Long-term changes to social behavior are uncertain, including the extent to which technology adoption permanently increases working from home and long-distance learning, potential effects on car ownership rates and aversion to shared spaces and public transit use, and the impact on discretionary travel and home deliveries.
- **State and Federal Transportation Policy.** State and federal transportation policies may shift in response to the pandemic, particularly in terms of the types of projects that receive stimulus or other matching funds.

These uncertainties present both risks and opportunities. For example, a persistent shift towards working from home may have economic repercussions for business districts, but it may also reduce peak-hour congestion and potentially allow for an increased focus on projects like trails and placemaking on local streets that directly improve residential communities. However, even if significant portions of the workforce continue to work from home, if those that do travel to work turn increasingly to driving alone, congestion in commercial areas and on major regional and interregional corridors could be severe.

Given the uncertainty on the lasting impact across these variety of fronts, staff will continue to monitor economic and transportation indicators that will inform an evolving strategy of how our agency responds to COVID-19. Alameda CTC already tracks trends related to economic conditions and the transportation system and MTC tracks several metrics as well.

Many of these metrics are also key indicators of the major uncertainties stemming from the pandemic. As changing conditions necessitate, staff will provide status reports to the Commission on metrics such as:

- Sales tax revenue
- Congestion levels
- Transit ridership
- Stimulus funding

This framework will allow Alameda CTC to assess the progression of the crisis and monitor how shifts may change or normalize and therefore require adjustments.

In addition to monitoring economic and transportation trends, Alameda CTC has a key strategic role to play in the very near-term, particularly in terms of supporting jurisdictions and transit agencies in weathering the immediate crisis and contributing to economic stabilization and recovery. Alameda CTC can both reduce downside risks and take advantage of new opportunities through near-term actions. Key interim strategies and actions that Alameda CTC has either initiated or already completed are shown in Table 2.

Table 2 Interim COVID-19 Strategies and Immediate/Near-Term Actions

Strategy	Immediate/Near-Term Action
Support Alameda County's economic recovery and capitalize on the need for safe space for walking and biking in neighborhoods	<ul style="list-style-type: none"> • Establish a \$1.125M COVID-19 Rapid Response Bicycle and Pedestrian Mini-Grant Program to fund quick-build capital transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses, while respecting transit service.
Support economic stabilization for local agencies	<ul style="list-style-type: none"> • Modify programming rules to support recipient constraints, e.g. adjust timely use of funds policy (per Commission's June action).
Support vulnerable populations uniquely threatened by COVID-19	<ul style="list-style-type: none"> • Changing Paratransit fund eligibility to include meal delivery (per Commission's June action). • Make modifications to our school programs, STPP and SR2S, to address evolving student and parent needs and changing school policies
Support transit recovery and make people feel safe again on transit	<ul style="list-style-type: none"> • Track discussions at and outcomes of MTC's Blue Ribbon Transit Recovery Task Force. • Support public education on public transit cleanliness/ sanitation protocols to boost rider confidence and encourage safe reentry into public transit. • Partner with transit agencies and local jurisdictions to identify transit priority projects that can be implemented quickly to support transit reliability and capacity constraints given COVID operating practices.

Strategy	Immediate/Near-Term Action
Stimulate the economy and create jobs	<ul style="list-style-type: none"> • Continue to advance major projects to stimulate the economy and create jobs. • Track stimulus bills, share information with Alameda County agencies, and catalog local "shovel ready" projects.

The CTP will capture the beginning of COVID-19 discussions and actions, but this will not be the end of the discussion. Alameda CTC will continue to listen to the needs of local agencies, evaluate the changing landscape for delivering our own projects and programs, and continue to respond and act as necessary. Our COVID-19 response strategy will become an independent effort that lasts beyond adoption of the CTP and will be updated on a regular basis as conditions necessitate.

Next Steps

Feedback received in July will be incorporated as we initiate the final phase of public engagement on the CTP. This phase of public engagement will occur in August and September 2020 and will focus on sharing information about the identified transportation needs and strategies contained in the draft CTP, and solicit feedback on strategies, including which strategies participants would like to see prioritized in the CTP.

The public outreach will be primarily conducted through establishing a "virtual open house" through our website, reaching out to organizations that have been engaged and solicit feedback, and conducting focus groups to the extent that groups are available remotely while Shelter in Place orders are in effect. More information on the virtual open house will be emailed to Commissioners for sharing via Social Media.

In the fall, staff will return to the Commissioners to share what we heard during the final phase of outreach and present the final CTP for adoption.

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

Attachments:

- A. 2020 CTP Vision, Goals and Goal Statements
- B. Needs Assessment Major Findings
- C. 2020 CTP Engagement Summary
- D. 10-Year Priority Projects and Programs
- E. 30-Year Projects and Programmatic Projects

Attachment A

2020 CTP Vision and Goals Statements

- 1 Accessible, Affordable and Equitable**

Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
- 2 Safe, Healthy and Sustainable**

Create safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions.
- 3 High Quality and Modern Infrastructure**

Deliver a transportation system that is of a high quality, well-maintained, resilient, and maximizes the benefits of new technologies for the public.
- 4 Economic Vitality**

Support the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal local, regional and interregional travel.

This page intentionally left blank

Attachment B

Needs Assessment Major Findings

Development of the 2020 CTP is grounded in a thorough assessment of needs throughout the county, covering multiple modes and specific needs of Communities of Concern as defined by MTC. As presented to partner agencies and Commissioners in April and May, the Needs Assessment identified the following major transportation needs in Alameda County:

- **Safe Transportation Facilities.** There is a need for safety improvements across all modes and users with an emphasis on the High-Injury Network.
- **Better Transit Access and Connectivity.** There is a need for improved access to transit stops and stations, including connectivity between transit services.
- **Greater Travel Time Reliability.** There is a need for improved travel time reliability, especially on major corridors and for high-frequency transit.
- **Increased Transit Capacity on Critical Routes.** There is a need for greater transit capacity on critical commuting routes.
- **More Options for Interregional Commuters.** There is a need for competitive non-single occupant vehicle options for interregional commuters traveling through the county.
- **Enhanced Placemaking.** There is a need for enhanced placemaking and complete streets in downtowns and along commercial corridors.
- **Improved Operations at the Port.** There is a need for goods movement operational improvements at the Port of Oakland, including reducing impacts to communities.

Needs specific to low-income and minority communities were identified through the Community-Based Transportation Plan (CBTP) process, which involved outreach to Communities of Concern (CoCs) throughout the county. Community engagement consisted of an online poll and intercept surveys at community pop-up events at locations including farmers' markets and transit stations. Alameda CTC also interviewed four community-based organizations to provide focused reflections on the information received from the pop-up workshop surveys.

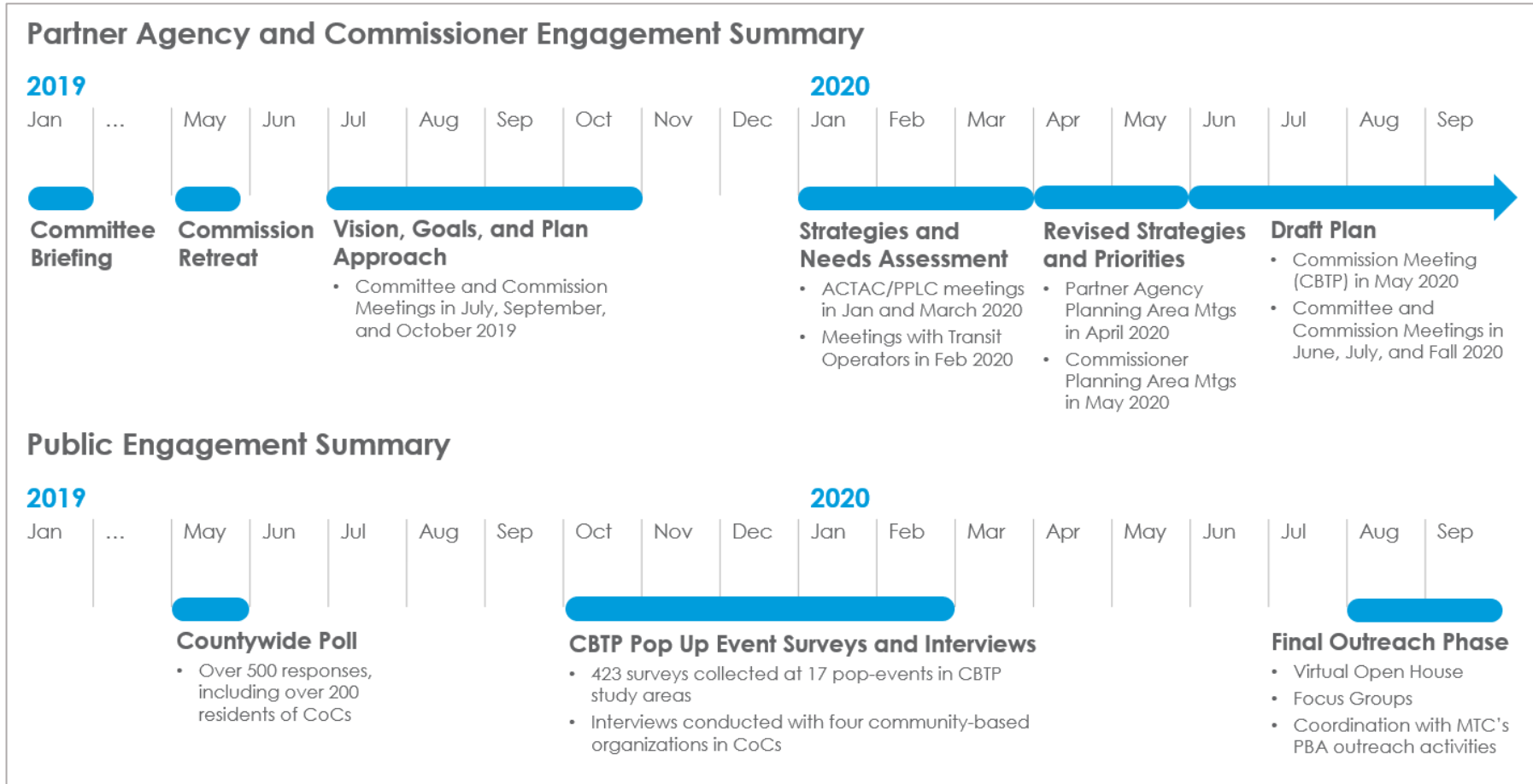
The CBTP identified the following overarching transportation needs in low-income and minority communities in Alameda County:

- **Safe Biking and Walking.** There is a need for safer walking and biking facilities. Concern has been raised about safely crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks.
- **Pedestrian Quality and Safety.** There is a need for improved pedestrian infrastructure and amenities, including completion of sidewalks and more street lighting to deter crime and improve personal safety at night while walking.
- **Affordable Transit Fares.** Introducing affordable transportation options is noted as a key concern for residents in CoCs. Additional needs include safer access to transit stops and stations. Outside of the North planning area, improved access to reliable and frequent transit has been raised as a significant need. The major high frequent bus lines and rail stations are concentrated in North County, leaving potential transit dependent populations with limited options elsewhere in the county.

- **Better Access to Transit.** There is a need to expand the frequent transit network to provide options for off-peak commuters and increase the frequency of transit in CoCs. Additional needs include safer access to transit stops and stations. .
- **Pavement Quality in CBTP Study Areas.** There is a need to improve pavement condition in CBTP study areas.

Attachment C

2020 CTP Engagement Summary



This page intentionally left blank

Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

10-Year Priority List - Multi-Jurisdiction/Multi-Agency				
ID	Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹
1	Alameda Point Transit Network Improvements	AC Transit	Alameda	\$150
2	Division 4 Replacement (Design, Outreach and Environmental)	AC Transit	N/A	\$30
3	Fruitvale Ave Corridor Short Term Improvements	AC Transit	Oakland	\$61
4	Shattuck Ave/Martin Luther King Jr Way Corridor Project	AC Transit	Berkeley and Oakland	\$57
5	West Grand Ave Corridor - Project Bundle	AC Transit/ Oakland	Oakland	\$93
5A	Grand Avenue Corridor Bus Lanes	AC Transit	Oakland	\$83
5B	West Grand Ave Road Diet	Oakland	Oakland	\$10
6	Niles Canyon Trail (Phase 1)	Alameda County	Fremont	\$30
7	San Pablo Avenue Corridor - Project Bundle	Alameda CTC	North County	\$312
7A	San Pablo Avenue Complete Streets Corridor	Berkeley	Berkeley	\$7
7B	San Pablo Complete Streets	Albany	Albany	\$5
8	East 14th/Mission and Fremont Blvd Corridor - Project Bundle	Alameda CTC	Central and South County	\$280
8A	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Fremont	Fremont	\$24
8B	Mission Blvd. / East 14th Phase III	Alameda County	Uninc. Central County	\$45
8C	Mission Blvd Phase 3 Improvements	Hayward	Hayward	\$18
8D	Mission Blvd (SR 238) "Complete Street" Project	Union City	Union City	\$20
8E	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	Fremont	Fremont	\$3
9	East Bay Greenway (Phase 1) - Project Bundle ²	Alameda CTC	Multi-Area	\$254
9A	East Bay Greenway	Alameda CTC	North and Central County	\$190
9B	East Bay Greenway (Reach 6): Innovation District to Bay Trail w/ New I-880 Bridge	Fremont	Fremont	\$62
9C	East Bay Greenway: Irvington BART Station Area	Fremont	Fremont	\$2
10	7th Street Grade Separation West	Alameda CTC	Port of Oakland	\$312
11	Rail Safety and Connectivity - Project Bundle	Alameda CTC	Multi-Area	\$155
11A	Railroad Quiet Zone Multimodal Safety Project	Berkeley	Berkeley	\$11
11B	Railroad At-Grade Corridor Safety Project through Jack London District	Oakland	Oakland	\$18
11C	Railroad Crossing Upgrades - Near Term Safety Enhancements	San Leandro	San Leandro	\$3
11D	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Fremont	Fremont	\$4
12	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation)	Alameda CTC	Fremont	\$350
13	Oakland/Alameda Access Project	Alameda CTC	Alameda and Oakland	\$114
14	I-680 Express Lanes: SR-84 to Alcosta Phase 1 (Southbound)	Alameda CTC	Dublin and Pleasanton	\$260
15	I-680/SR-84 Interchange and SR-84 Expressway	Alameda CTC	Unincorporated East County	\$244
16	I-580/I-680 Interchange (Phase 1)	Alameda CTC	Dublin and Pleasanton	\$300
17	I-80/Ashby Avenue Interchange Modernization	Alameda CTC	Berkeley and Emeryville	\$100
18	I-80/Gilman Street Interchange Modernization	Alameda CTC	Berkeley	\$62
19	I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC	Hayward	\$114
20	I-880/Whipple Rd/Industrial Pkwy SW Interchange Modernizations	Alameda CTC	Hayward and Union City	\$220
21	Mobility for Seniors and People with Disabilities - Paratransit	Alameda CTC	Multi-Area	N/A
22	Safe Routes to School	Alameda CTC	Multi-Area	N/A
23	State of Good Repair (Local Streets and Roads)	Alameda CTC	Multi-Area	N/A
24	Student Transit Pass Program	Alameda CTC	N/A	N/A
25	Transit Operations	Alameda CTC	N/A	N/A
26	19th Street Bike Station Plaza	BART	Oakland	\$6
27	19th Street/Oakland BART Station Street Elevator	BART	Oakland	\$12

Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

ID	Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹
28	Dublin/Pleasanton BART Station Active Access Improvements	BART	Dublin/Pleasanton	\$16
29	North Berkeley BART Station Active Access Improvements	BART	Berkeley	\$13
30	Irvington BART Station	BART/Fremont	Fremont	\$180
31	Lake Merritt BART Station Area Improvements	BART/Oakland	Oakland	\$60
32	BART Core Capacity	BART	N/A	\$1,587
33	Bay Fair Connection	BART	N/A	\$234
34	Hayward Maintenance Complex (HMC) Phase 1	BART	N/A	\$209
35	BART Next Generation Fare Gates in Alameda County	BART	Multi-Area	\$35
36	Transit Operations Facility (TOF)	BART	N/A	\$60
37	South Bay Connect	CCJPA	Central and South County	\$264
38	Iron Horse Trail - Project Bundle		East County	\$48
38A	<i>Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard</i>	<i>Dublin</i>	<i>Dublin</i>	<i>\$10</i>
38B	<i>Livermore Iron Horse Trail</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$20</i>
38C	<i>Iron Horse Trail Improvements</i>	<i>Pleasanton</i>	<i>Pleasanton</i>	<i>\$18</i>
39	Decoto Road Complete Streets Corridor - Project Bundle	Fremont and Union City	Fremont and Union City	\$50
39A	<i>Decoto Road Complete Street: I-880 to Paseo Padre Parkway</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$20</i>
39B	<i>I-880/Decoto Road Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
39C	<i>Decoto Road Complete Streets Project</i>	<i>Union City</i>	<i>Union City</i>	<i>\$20</i>
40	San Francisco Bay Trail and Bay Trail Connectors (Phase 1)	MTC/ABAG	Multi-Area	TBD
41	Bay Bridge Forward - Project Bundle	MTC/Alameda CTC	North County	TBD
41A	<i>The Link - Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge</i>	<i>MTC/ABAG</i>	<i>Oakland</i>	<i>\$63</i>
41B	<i>Powell Transbay Bus I-80 Ramp/Bus Stop</i>	<i>Emeryville</i>	<i>Emeryville</i>	<i>\$4</i>
42	I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1)	MTC/Alameda CTC	Central and South County	\$128
43	Oakland Army Base Infrastructure Improvements (Remainder of Project)	Oakland	Oakland/Port of Oakland	\$34
44	Near and Mid-Term Port Operations and Emission Reductions - Project Bundle	Port of Oakland	Port of Oakland	TBD
44A	<i>Roundhouse EV Charging Facility</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$12</i>
44B	<i>Seaport Near Dock Rail Enhancements</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$8</i>
44C	<i>Port Operational Efficiency Enhancements</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>\$25</i>
44D	<i>Port Wide Electrification</i>	<i>Port of Oakland</i>	<i>Port of Oakland</i>	<i>TBD</i>
45	Dumbarton Corridor - Project Bundle	SAMTRANS/Newark	South County	TBD
45A	<i>Bayside TOD PDA Transit Station and Pedestrian Overcrossing</i>	<i>Newark</i>	<i>Newark</i>	<i>\$12</i>
46	ACE Medium-Term Service Increases	SJRR	East County and South County	TBD
47	Valley Link - Project Bundle		East County	\$1,631
47A	<i>Valley Link (Bay Area Portion)</i>	<i>TVSJVRRRA</i>	<i>East County</i>	<i>\$1,530</i>
47B	<i>Greenville /Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$40</i>
47C	<i>Isabel/Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$23</i>
47D	<i>S. Front/Valley Link Multimodal Improvements</i>	<i>Livermore</i>	<i>Livermore</i>	<i>\$39</i>
48	Berkeley-San Francisco Ferry	WETA	Berkeley	\$60
49	Redwood City-San Francisco-Oakland Ferry	WETA	Alameda and Oakland	\$60
50	Seaplane Lagoon-San Francisco Ferry	WETA	Alameda	\$42

Notes

1. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window. Costs indicated as TBD are pending further coordination with project sponsor.

2. ROW costs are not included.

10-Year Priority List - Local Projects				
Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹	
51	Lincoln Avenue/Marshall Way Safety Improvements	Alameda	Alameda	\$5
52	Shoreline Overtopping Near Webster and Posey Tubes	Alameda	Alameda	\$30
53	Willie Stargell Bus Priority and Multimodal Safety Corridor	Alameda	Alameda	\$6
54	East Lewelling Boulevard Complete Streets - Phase II	Alameda County	Unincorporated Central County	\$10
55	Hesperian Boulevard Phase II	Alameda County	Unincorporated Central County	\$15
56	Tesla Rd Safety Improvements Phase 1	Alameda County	Unincorporated East County	\$15
57	Solano Avenue Complete Streets	Albany	Albany	\$12
58	Adeline Street Corridor Transportation Improvements	Berkeley	Berkeley	\$11
59	Martin Luther King Jr Way Complete Streets Corridor	Berkeley	Berkeley	\$10
60	Telegraph Avenue Multimodal Corridor	Berkeley	Berkeley	\$9
61	Dublin Blvd. - North Canyons Pkwy Extension	Dublin	Dublin	\$164
62	I-580/Fallon/El Charro Interchange Modernization, Phase 2	Dublin	Dublin and Pleasanton	\$32
63	40th Street Transit-Only Lanes and Multimodal Enhancements	Emeryville	Emeryville	\$16
64	Greenway and Mandela Connector	Emeryville	Emeryville	\$3
65	Quiet Zone Safety Engineering Measures	Emeryville	Emeryville	\$7
66	Dumbarton to Quarry Lakes Trail	Fremont	Fremont	\$25
67	I-680 Interchange Modernizations at Washington and Mission - Project Bundle	Fremont	Fremont	\$20
66A	<i>I-680/Mission Boulevard (North) Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
66B	<i>I-680/Washington Boulevard Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
68	Sabercat Trail: Irvington BART to Ohlone College w/ new I-680 Bridge and Blacow Undercrossing	Fremont	Fremont	\$56
69	Downtown Hayward PDA Multimodal Complete Streets Project	Hayward	Hayward	\$35
70	Main Street Complete Street Project	Hayward	Hayward	\$5
71	Rt 92/Clawiter/Whitesell Interchange Modernization	Hayward	Hayward	\$40
72	Tennyson Rd. Corridor PDA Complete Streets Project	Hayward	Hayward	\$5
73	Atlantis O&M Facility	LAVTA	East County	\$33
74	I-580 First Street Interchange Modernization	Livermore	Livermore	\$62
75	I-580 Vasco Road Interchange Modernization	Livermore	Livermore	\$81
76	Central Avenue Overpass	Newark	Newark	\$35
77	Thornton Avenue Complete Streets Corridor Project	Newark	Newark	\$26
78	42nd Ave & High St I-880 Access Improvements	Oakland	Oakland	\$18
79	Bancroft Avenue Greenway	Oakland	Oakland	\$18
80	Broadway Transit Corridor	Oakland	Oakland	\$22
81	Downtown Oakland East-West Safe Streets - Project Bundle	Oakland	Oakland	\$20
81A	<i>14th Street Safe Routes in the City</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$14</i>
81B	<i>19th Street BART to Lake Merritt Urban Greenway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$6</i>
82	East Bay BRT Corridor Active Transportation Safety Improvements - Project Bundle	Oakland	Oakland	\$34
82A	<i>East Bay BRT Corridor Pedestrian Safety Improvements</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$20</i>
82B	<i>East 12th St Bikeway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$14</i>
83	East Oakland Neighborhood Bikeways	Oakland	Oakland	\$11
84	Telegraph Avenue Complete Streets	Oakland	Oakland	\$11
85	MacArthur Smart City Corridor Project	Oakland	Oakland	\$13
86	West Oakland Industrial Streets (Phase 1) - Project Bundle	Oakland	Oakland	TBD
86A	<i>West Oakland Industrial Streets (Phase 1)</i>	<i>Oakland</i>	<i>Oakland</i>	<i>TBD</i>
86B	<i>7th Street Bikeway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$10</i>
87	I-680 Sunol Interchange Modernization	Pleasanton	Pleasanton	\$45

	Project	Sponsor Agency	Location	Total Cost (\$ Millions) ¹
88	West Las Positas Bike Corridor Improvements	Pleasanton	Pleasanton	\$13
89	Doolittle Drive Resiliency	Port of Oakland	Port/Alameda	\$50
90	Oakland International Airport Perimeter Dike	Port of Oakland	Port/Alameda	\$53
91	San Leandro BART Station Area Safety Improvements	San Leandro	San Leandro	\$5
92	Downtown San Leandro Streetscapes	San Leandro	San Leandro	\$6
93	San Leandro Creek Trail	San Leandro	San Leandro	\$33
94	Union Landing Transit Center Modifications	UC Transit	Union City	\$5
95	Quarry Lakes Parkway (formerly East West Connector)	Union City	Union City	\$286

Notes

1. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window. Costs indicated as TBD are pending further coordination with project sponsor.

Draft Final Fully Funded Project List for the 2020 CTP

Fully Funded Projects			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
96	Central Avenue Safety Improvements	Alameda	\$15
97	New Alameda Point Ferry Terminal	Alameda	\$22
98	Ralph Appezzato Memorial Parkway Dedicated Bus Lanes or Bus Queue Jump Lanes	Alameda	\$9
99	Meekland Avenue Corridor Improvements	Alameda County	\$9
100	7th Street Grade Separation East	Alameda CTC	\$317
101	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	Alameda CTC	\$236
102	19th Street/Oakland BART Station Modernization	BART	\$50
103	Milvia Bikeway Project	Berkeley	\$3
104	Shattuck Complete Streets and De-Couplet	Berkeley	\$10
105	Southside Complete Streets & Transit Improvement	Berkeley	\$9
106	Dougherty Road Widening	Dublin	\$23
107	Dublin Boulevard widening	Dublin	\$7
108	Fremont Boulevard & Thornton Avenue Complete Streets in Centerville PDA, (Part of former SR 84)	Fremont	\$9
109	Fremont Boulevard Safe and Smart Corridor	Fremont	\$11
110	Relinquished State Route 84: State of Good Repair Improvements	Fremont	\$18
	<i>Funded through Local Area Transportation Improvement Plan subject to sale of surplus State ROW</i>		
111	Warm Springs BART West Access Bridge and Plaza	Fremont	\$41
112	Mission Blvd Phase 2 Improvements	Hayward	\$33
113	Fruitvale Alive Gap Closure Streetscape Project	Oakland	\$9
114	14th Avenue Streetscape Project	Oakland	\$7
115	Union City Intermodal Station, Phase 3	Union City	\$75

Draft Final 30-Year Project List for the 2020 CTP

30-Year List of Projects			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
116	Foothill Blvd Corridor Short Term Improvements	AC Transit	\$50
117	Clement Ave and Tilden Way Complete Streets	Alameda	\$15
118	West End Bike/Ped Crossing	Alameda	\$150
119	Castro Valley Boulevard Streetscape Improvement Phase II	Alameda County	\$25
120	Crow Canyon Road Safety Improvements	Alameda County	\$10
121	East 14th Phase I (Retrofit to add Class IV)	Alameda County	\$20
122	Estuary Bridges Maintenance and Repairs	Alameda County	\$15
123	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Alameda County	\$63
124	Niles Canyon Trail (Remainder of Project)	Alameda County	\$120
125	Patterson Pass Road Safety Improvements	Alameda County	\$15
126	San Lorenzo Creek Trail Project	Alameda County	\$34
127	Strobridge Avenue IC Modifications / Ramp Improvements	Alameda County	\$20
128	Tesla Road Safety Improvements Phase II	Alameda County	\$11
129	Vasco Road Safety Improvement Phase II	Alameda County	\$22
130	East Bay Greenway (Remainder of Project)	Alameda CTC	TBD
131	I-580/I-680 Interchange (Remainder of Project)	Alameda CTC	\$1,200
132	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	Alameda CTC	\$130
133	I-680 Express Lanes: SR-84 to Alcosta Phase 2 (northbound)	Alameda CTC	\$228
134	I-680 Express Bus to Silicon Valley	Alameda CTC	\$50
135	SR-262 Mission Boulevard Cross Connector Improvements (Remainder of Project)	Alameda CTC	\$562
136	West Oakland TOD	BART	\$30
137	Ashby Avenue Complete Streets Corridor	Berkeley	\$3
138	Berkeley Marina Bay Trail Extension and University Avenue Reconstruction	Berkeley	\$88
139	Center Street Plaza Project	Berkeley	\$3
140	College Avenue Complete Streets Corridor	Berkeley	\$3
141	Dwight & Channing Complete Streets Corridor	Berkeley	\$4
142	Gilman Street Complete Streets Corridor	Berkeley	\$8
143	Gilman Street Multimodal Railroad Grade Separation Project	Berkeley	\$78
144	Ohlone Greenway and Intersection Improvement Project	Berkeley	\$7
145	Sacramento Complete Streets Corridor	Berkeley	\$3
146	Shattuck Avenue Complete Streets Corridor	Berkeley	\$15
147	University Avenue Complete Streets Corridor	Berkeley	\$4
148	I-580 Interchange Imps at Hacienda	Dublin	\$36
149	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Dublin	\$23
150	Powell Street Bridge Widening	Emeryville	\$9
151	Auto Mall Parkway Improvements Near I-680	Fremont	\$50
152	Fremont Boulevard Complete Streets in Warm Springs PDA	Fremont	\$5
153	Grimmer Greenway Trail: Central Park to Fremont Boulevard	Fremont	\$6
154	Grimmer to Pacific Commons Trail w/ new I-880 Bridge	Fremont	\$51
155	Kato Road Complete Street	Fremont	\$7
156	Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	Fremont	\$4
157	Mowry Ave Complete Streets w/ new Bike/Ped Tunnel at UPRR Undercrossing (Part of former SR 84)	Fremont	\$10
158	Peralta Ave Complete Streets (Part of former SR 84)	Fremont	\$14
159	Shinn Trail Connection to Niles w/ new Alameda Creek Bridge	Fremont	\$10
160	UPRR Quiet Zones: Other Fremont Locations	Fremont	\$4

ID	Project	Sponsor Agency	Total Cost (\$ millions)
161	Vargas Road Safety Improvements	Fremont	\$5
162	Fremont BART Station Modernization	Fremont/BART	\$5
163	Hayward Blvd Multi-modal Project	Hayward	\$3
164	Mission Blvd. Linear Park	Hayward	\$5
165	First Street Bike Improvements	Livermore	\$3
166	I-580 Greenville Road Interchange Improvements	Livermore	\$68
167	I-580 SR-84/Isabel Interchange Improvements Phase 2	Livermore	\$43
168	San Francisco Bay Trail and Bay Trail Connectors (Remainder of Project)	MTC/ABAG	TBD
169	I-580 Design Alternatives Assessments (DAAs) Implementation (Remainder of Project)	MTC/Alameda CTC	\$272
170	27th Street Complete Streets Corridor	Oakland	\$4
171	Coliseum City Transit Hub/Coliseum City infrastructure	Oakland	\$200
172	East Oakland Industrial Streets (Central Estuary Plan)	Oakland	\$65
173	Gondola Project Phase 1 Washington Street	Oakland	\$350
174	Gondola Project Phase 2 Alameda Connection Segment	Oakland	\$569
175	Howard Terminal Railroad Grade Separation Project for Vehicles and for Pedestrians/Bikes	Oakland	\$298
176	Lakeside Family Streets	Oakland	\$5
177	Park Boulevard Path	Oakland	\$5
178	West Oakland Industrial Streets (Remainder of Project)	Oakland	TBD
179	Downtown Parking Garage	Pleasanton	\$68
180	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	Pleasanton	\$137
181	Foothill Road Complete Streets	Pleasanton	\$0
182	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Pleasanton	\$44
183	Santa Rita Road I-580 Overcrossing Widening	Pleasanton	\$49
184	Airport Drive Rehabilitation	Port of Oakland	\$9
185	Inner Harbor Turning Basin	Port of Oakland	\$350
186	Outer Harbor Turning Basin Expansion	Port of Oakland	\$80
187	Cross Town Class IV Corridors and Williams St. Pedestrian Improvements	San Leandro	\$4
188	Doolittle Drive Streetscape	San Leandro	\$12
189	MacArthur Blvd Roundabout, Streetscape, and Park & Ride	San Leandro	\$4
190	Marina Boulevard Streetscape	San Leandro	\$10
191	Railroad Crossing Upgrades - Long Term Grade Separations	San Leandro	\$61
192	ACE Long-Term Service Increases and Capital Improvements	SJRRRC	\$883
193	Altamont Corridor Vision Phase 1 (within Bay Area)	SJRRRC/TVSJVRRRA	\$2,510
194	I-880/Alvarado-Niles Interchange "Complete Streets" Modifications	Union City	\$20
195	Station District Pedestrian Bridge	Union City	\$15
196	Union City Boulevard Widening (Whipple to City Limit)	Union City	\$17
197	Whipple Road Widening Project	Union City	\$25

Draft Final Programmatic Projects for the 2020 CTP

Programmatic Elements			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
Bike/Ped Plan Implementation			
198	Bicycle Master Plan Build-out	Alameda	\$41
199	Pedestrian Master Plan Build-out	Alameda	\$40
200	Vision Zero Action Plan and Safe Routes to School Build-out	Alameda	\$25
201	Active Transportation Program	Albany	\$21
202	Citywide Bicycle Parking	Berkeley	\$4
203	Citywide Bike Boulevard/Major Street Intersections Project	Berkeley	\$8
204	Complete Streets & Transit Corridor Studies and Implementation	Berkeley	\$20
205	West Berkeley Areawide Pedestrian & Bicycle Improvements	Berkeley	\$10
206	SR2S Improvements	Dublin	\$7
207	Bicycle and Pedestrian Plan Implementation	Emeryville	\$59
208	Village Greens and Greenways	Emeryville	\$5
209	Citywide ADA Sidewalk and Intersection Improvements	Fremont	\$95
210	Citywide Bike Master Plan Implementation	Fremont	\$164
211	Citywide Pedestrian Master Plan Implementation	Fremont	\$80
212	Citywide Safe Routes to Schools Improvements	Fremont	\$25
213	Citywide Trails Plan Implementation	Fremont	\$50
214	Bicycle and Pedestrian Master Plan	Hayward	\$25
215	Safe Routes to Schools	Hayward	\$2
216	Livermore Bicycle, Pedestrian & Active Transportation Plan	Livermore	\$183
217	Citywide Bicycle Master Plan Implementation	Newark	\$28
218	Citywide Pedestrian Master Plan implementation	Newark	\$47
219	ADA 30-Year Curb Ramp Transition Plan	Oakland	\$66
220	Bike Plan Short-Term Priority Corridors	Oakland	\$17
221	City-Wide Bay Trail Network	Oakland	\$8
222	City-Wide Bike Plan Implementation Program	Oakland	\$76
223	Citywide Sidewalk Repairs	Oakland	\$30
224	Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects	Oakland	\$60
225	East Oakland Community Based Transportation Plan Area Projects	Oakland	\$25
226	Implementation Program for Citywide Safe Routes to Schools	Oakland	\$23
227	Oakland Complete Streets Program	Oakland	\$199
228	Pedestrian Plan Implementation Program	Oakland	\$109
229	West Oakland Community Based Transportation Plan Area Projects	Oakland	\$25
230	Piedmont Pedestrian and Bike Master Plan	Piedmont	\$9
231	City of Pleasanton Bicycle and Pedestrian Master Plan	Pleasanton	\$38
232	City of Pleasanton Trails Master Plan	Pleasanton	\$64
233	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	San Leandro	\$14
Roadway Improvement Programs			
234	Citywide Smart Signal Program	Alameda	\$5
235	New Technologies and Innovations	Alameda	\$10
236	Webster/Posey Tubes Lifeline Replacement or New Transit/Bike/Pedestrian Lifeline Tube	Alameda	\$10
237	Roadway Multimodal Safety Improvements in Unincorporated Alameda County	Alameda County	\$19
238	Sidewalk Improvements in Unincorporated Alameda County	Alameda County	\$210
239	I-580 Integrated Corridor Mobility (ICM)	Alameda CTC	\$146
240	West Berkeley Area Intersection Project	Berkeley	\$4

ID	Project	Sponsor Agency	Total Cost (\$ millions)
241	Multimodal Corridor Signal Interconnect & Transit Signal Priority Wayside Upgrade	Berkeley	\$12
242	Vision Zero Action Plan Implementation	Berkeley	\$8
243	Downtown Dublin Streetscape Plan Implementation	Dublin	\$40
244	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	Dublin	\$20
245	Powell Street Traffic Safety Improvements	Emeryville	\$10
246	Traffic Signal Modernization Program	Emeryville	\$5
247	Citywide Pavement Rehabilitation	Fremont	\$90
248	Citywide Traffic Signal Modernization	Fremont	\$20
249	Citywide Vision Zero Traffic Safety Improvements	Fremont	\$10
250	Freeway Interchange Safety Improvements and Modernization Identified in Caltrans D4 Bike Plan	Fremont	\$10
251	Fremont Citywide Transit Signal Priority	Fremont	\$5
252	Annual Pavement Maintenance	Livermore	\$103
253	Citywide Bridge Preventive Maintenance Program	Oakland	\$21
254	City-Wide Intelligent Transportation System Program	Oakland	\$240
255	City-Wide Parking Management & Mobility Program	Oakland	\$21
256	City-Wide Paving Program	Oakland	\$1,410
257	City-Wide Traffic Signal System Management	Oakland	\$60
258	Downtown Oakland Specific Plan (DOSPP) - Mobility Implementation Action	Oakland	\$8
259	Intersection Safety Improvements Program	Oakland	\$20
260	Underpass Improvement Program	Oakland	\$20
261	West Oakland, Howard Terminal, Jack London District, Downtown Oakland Connectivity Project	Oakland	\$175
262	City of Pleasanton Automated Traffic Signal Performance Expansion	Pleasanton	\$0
263	Seaport Pavement Management/Paving Program	Port of Oakland	\$150
264	2035 General Plan Traffic Circulation Improvements	San Leandro	\$24
265	Local Street Rehabilitation and Complete Streets Implementation	San Leandro	\$165
266	San Leandro Street Circulation and Capacity Improvements	San Leandro	\$17
267	Traffic Signal Modernization	San Leandro	\$4
Transit Fare Programs			
267	Means-Based Fare Discount Program	BART	\$55
268	LAVTA Integrated Mobility App Development and Implementation	LAVTA	\$2
Transit Planning and Operations			
269	All Door Boarding Pilot Program	AC Transit	TBD
270	Delay Hotspot Correction Program	AC Transit	\$10
271	Fremont and Newark Service Improvements	AC Transit	TBD
272	Infrastructure Analysis and Upgrade Planning	AC Transit	\$1
273	Intra East Bay Express Bus Service	AC Transit	\$6
274	Alameda Shuttle (assumes that the Alameda Shuttle #1, Crosstown Bus #22 and Regional Transit Hub #28 are combined)	Alameda	\$6
275	Bus Service (AC Transit) - Increased Frequencies: Alameda Point Bus Rapid Transit Service (TCP #19), Local Bus Routes (TCP #24), Transbay Bus Routes (TCP #25), Faster Line 51A Bus Service (TCP #33)	Alameda	\$16
276	Water Shuttle Operations	Alameda	\$40
277	LAVTA Individualized Marketing Programs	LAVTA	\$1
278	LAVTA On-Demand First-Mile/Last-Mile Microtransit Program	LAVTA	\$16
279	LAVTA Shared Autonomous Vehicle Demonstration and Deployment	LAVTA	\$50
280	LAVTA Short Range Transit Planning	LAVTA	\$0
281	Para-Taxi Operations	LAVTA	\$2
282	New San Francisco-Oakland Transbay Rail Crossing (advanced planning)	MTC/ABAG	TBD

ID	Project	Sponsor Agency	Total Cost (\$ millions)
283	2nd Transbay Crossing-I-980 Multimodal Boulevard Study	Oakland	\$2
284	Broadway Shuttle Operations and Improvements	Oakland	\$68
285	BART Metro Infill Station Study	Oakland/BART	\$1
286	Alameda/Oakland Ferry Frequency Increase	WETA	\$44
287	Harbor Bay Ferry Frequency Increase	WETA	\$83
288	South San Francisco Frequency Increase	WETA	\$130
Transit Capital Programs			
289	Service Critical Infrastructure Program	AC Transit	\$78
290	Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	Alameda	\$18
291	BART Station Modernization Program	BART	\$2,273
292	Secure Bike Parking Program	BART	\$6
293	Security Program	BART	\$112
294	Station Access Program	BART	\$234
295	System Reinvestment and Capacity Improvement Program	BART	\$5,237
296	System Support Program	BART	\$78
297	Downtown Berkeley Transit Center & Transit Corridor Improvements	Berkeley	\$6
298	Citywide Bus Shelter Improvements	Fremont	\$10
299	AVL System Upgrade	LAVTA	\$1
300	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	LAVTA	\$3
301	Transit Capital Program (with AC)	Oakland	\$100
302	Replacement Fleet Program	UC Transit	\$18
Adaptation and Resilience Programs			
303	Sea Level Rise Resiliency - Doolittle Drive (State Route 61) and Webster/Posey Tubes area (State Route 260) and Critical High Use Roads (City lead)	Alameda	\$20
304	Climate Adaptation/Resiliency and Sustainability Program	BART	\$162
305	Seismic Retrofit Program	BART	\$820
306	Climate Action Plan Implementation	Emeryville	\$25
307	Green Infrastructure Projects Program	Emeryville	\$10
308	Lindsay Tract Green Infrastructure and Storm Drain Improvements	Newark	\$4
309	Green Stormwater Infrastructure in Transportation Program	Oakland	\$45
310	"Big Ship Ready" Marine Terminal Modernization	Port of Oakland	\$74
311	Port Wide Electrification	Port of Oakland	\$218
312	Seaport Infrastructure Resiliency- Emergency Power System	Port of Oakland	\$20
Transportation Demand Management Programs			
313	Carpool Projects: Casual Carpool Pick-up Spots (TCP #14) and Constitution Way Carpool Lane (TCP #15)	Alameda	\$4
314	Comprehensive Congestion Pricing	Alameda	\$2
315	Transportation Awareness Campaign	Alameda	\$0
316	Transportation Demand Management: EasyPass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	Alameda	\$6