



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, April 28, 2022, 2:00 PM

Pursuant to AB 361 and the resolution adopted by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will meet via teleconference on a fully remote or hybrid in-person / remote basis, and will not provide a physical location for members of the public to participate in the teleconference meeting. The purpose of holding Commission and Committee meetings as described above is to provide the safest environment for Commissioners and Committee members, Alameda CTC staff, and the public, while allowing for robust public participation pursuant to Government Code Section 54953(e)(2).

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

Chair: John J Bauters
Vice Chair: Elsa Ortiz

Executive Director: Tess Lengyel
Clerk of the Commission: Vanessa Lee

Location Information:

Virtual Meeting Information:

<https://us06web.zoom.us/j/85422397994?pwd=MG9nR2hlMzk3WWhjVVZneVh1SnZldz09>

Webinar ID: 854 2239 7994

Password: 978819

For Public Access

Dial-in Information: 1 (669) 900 6833

Webinar ID: 854 2239 7994

Password: 978819

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

Executive Director Report - April 2022

[5_Executive_Director_Report_APRIL2022_20220428.pdf](#)

6. Recognition of Safe Routes to Schools Golden Sneaker and Platinum Award Recipient

61. Alameda County Safe Routes to Schools Program: Recognition of Golden Sneaker Contest Winner

Information

[6.1_COMM_SR2S_Golden Sneaker Contest_20220428.pdf](#)

[6.1_COMM_Golden Sneaker Contest Presentation 20220428.pdf](#)

7. Consent Calendar

71. Approve March 24, 2022 Commission Meeting Minutes

Approve

[7.1_COMM_Commission_Meeting_Minutes_20220324.pdf](#)

72. Approve March 30, 2022 Commission Summary Notes

Approve

[7.2_COMM_Commission_Retreat_Summary_Notes_20220330.pdf](#)

73. Approve Actions Necessary to Facilitate Project Advancement into the Construction Phase for Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project

Approve

[7.3_COMM_7SGSE_ConstructionAllocation_20220428.pdf](#)

74. Approve the 2022 Comprehensive Investment Plan Update

Approve

[7.4_COMM_2022_CIP_Update_20220428.pdf](#)

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

Information

[7.5_COMM_EnvironmentalDocReview_20220428.pdf](#)

- 76. Federal, state, regional, and local legislative activities update
Approve/Information
[7.6_COMM_April LegislativeUpdate_20220411.pdf](#)
- 77. Consider and Adopt Resolution Pursuant to Government Code Section 54953(e) (AB 361) to Allow Hybrid and/or Remote Commission and Committee Meetings
Approve
[7.7_COMM_Adoption_of_AB361_Resolution_Allowing_Hybrid_Meetings_20220411.pdf](#)
- 78. Community Advisory Appointments
Approve
[7.8_COMM_Community_Advisory_Appointments_20220428.pdf](#)

8. Community Advisory Committee Reports Information

- 81. Bicycle and Pedestrian Advisory Committee
Information
- 82. Independent Watchdog Committee
Information
[8.2_COMM_Independent_Watchdog_Committee_20220428.pdf](#)
- 83. Paratransit Advisory and Planning Committee
Information

9. Regular Matters

- 91. Approve Amended and Restated Agreements with the California Department of Tax and Fee Administration for State Administration of District Transactions and Use Taxes for Measure BB and adopt related resolutions
Approve
[9.1_COMM_CDTFA_Sales_Tax_Amended_and_Restated_Agreements_2022_20220411.pdf](#)
- 92. 2024 Comprehensive Investment Plan and One Bay Area Grant Cycle 3 Programming Guidelines
Approve
[9.2_Commission_2024CIP_OBAG3_rev_20220412.pdf](#)
[9.2_COMM_2024_CIP_OBAG3_Presentation_20220428.pdf](#)

10. Adjournment

Next Meetings:
May 26, 2022
June 23, 2022
July 28, 2022

Notes:

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

APRIL 2022

Keeping Our Promises

Alameda CTC is keeping our promises of delivering projects and programs while supporting jobs and the economy. I am ensuring that the agency continues to perform strategic planning, develop projects and implement programs, move projects into construction, and support our cities, the County, transit agencies and business partners during this pandemic. Our work is an important part of supporting local communities and the economy.

Thank you,

Tess

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 - Policy News
 - Programming Updates
- 3 Finance Updates
- 4 Agency Activities
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Project Updates

State Route 262 (Mission Boulevard) Cross Connector

The [State Route 262 \(Mission Boulevard\) Cross Connector](#) is a heavily traveled east-west corridor located in the City of Fremont. The scoping phase of this project is now complete and project development activities have begun in the environmental phase. In cooperation with the City of Fremont and the California Department of Transportation (Caltrans), activities in the environmental phase include public outreach, scoping meeting, air quality conformity review, release of an environmental document and project approval with Caltrans. During this phase, initial alternatives will be presented and subsequently, a recommended alternative will be documented to move forward into the final design phase. The alternatives aim to improve operations and safety, address cut-through traffic, and provide multimodal facilities.

Notifications regarding public outreach and opportunities to be involved in project development will be posted on the [project webpage](#).



Westbound commute on State Route 262.

Interstate 880 Interchange Improvements (Winton Avenue and A Street)



Southbound Interstate 880 at Winton Avenue.

The [Interstate 880 \(I-880\) Interchange Improvements \(Winton Avenue and A Street\)](#) project proposes to provide operational improvements at the Winton Avenue and A Street interchanges, as well as the I-880 mainline by constructing auxiliary lanes between the two interchanges. Improvements are needed at both interchanges to address current and future congestion and to improve pedestrian and bicycle safety and access to major destinations.

The project is currently in the project approval and environmental document phase.

Alameda CTC is working closely with the City of Hayward and Caltrans in anticipation of releasing the draft environmental document for public review and a virtual public meeting in spring 2022. Final environmental clearances are anticipated in fall 2022.

For more information on this and other projects, visit Alameda CTC's [Projects webpage](#).

Planning and Program Updates

Golden Sneaker Contest



Oliveira Elementary School in Fremont takes part in this year's Golden Sneaker contest.

Over 75 schools participated in the Alameda County Safe Routes to Schools' annual [Golden Sneaker Contest](#) held in March 2022. That's a 20 percent increase in registration from last year, with nine schools joining for the first time.

School communities were encouraged to get active and walk, roll, bike, carpool or take transit to school and chart their progress for two weeks. This year, multiple classrooms had over 90 percent of their students using active travel modes to get to school for the contest.

Congratulations to all of this year's Golden Sneaker winners! One classroom in each participating school with the highest percentage of students actively commuting to school received a Golden Sneaker trophy. One Platinum award-winning school will be announced and awarded a plaque during an Alameda County Transportation Commission meeting this spring!

Bike Month

May 2022 kicks off National Bike Month. This year Alameda County Safe Routes to Schools (SR2S) is hosting the second annual Bike to the Moon Week from May 9-13. Students, families and school staff across the County will track their miles/minutes of physical activity—including, but not limited to riding a bike—

in an effort to collectively "ride" 286,900 miles all the way to the moon.



Bike to the Moon Week is one of many events around the Bay Area during National Bike Month and coincides with Bike to Work Day, also traditionally held in May.



Policy News

Legislative update

On April 21, 2022, Alameda CTC staff visited State legislators and their staffs in Sacramento to share updates on the agency's transportation projects and funding priorities. Alameda CTC's goal is to ensure that Alameda County continues to be a national leader with regard to innovative transportation solutions and sustainability policy.

Meetings included:

- Senator Lena Gonzalez (SD 33), Chair - Senate Transportation Committee
- Senator Steve Glazer (SD 7)
- Senator Bob Wieckowski (SD 10)
- Assemblymember Laura Friedman (AD 43), Chair – Assembly Transportation Committee
- Assemblymember Mia Bonta (AD 18)
- Assemblymember Rebecca Bauer-Kahan (AD 16)
- Assemblymember Alex Lee (AD 25)
- Assemblymember Bill Quirk (AD 20)
- Assemblymember Buffy Wicks (AD 15)
- Undersecretary Elissa Konove, California State Transportation Agency (CalSTA)

Federal legislative visits are scheduled for May 2022.

The 2022 legislative session is the second year of a two-year session. Alameda CTC staff continue to review and monitor bills and recommend positions to the Commission on bills related to the agency's adopted 2022 Legislative Program.



Programming Updates

2022 CIP updates

This month, Alameda CTC's 2022 Comprehensive Investment Plan (CIP) is being updated to incorporate new programming recommendations and programming actions previously approved by the Commission that have occurred since the last July 2022 CIP approval.

The CIP was developed to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multimodal plans and voter-approved transportation expenditure plans. New programming is to go toward named capital projects in the 2014 Measure BB Transportation Expenditure Plan, including [East Bay Greenway](#), [San Pablo Multimodal Corridor Project](#) and [Oakland Alameda Access Project](#).

The 2022 CIP Update now includes \$219 million in programming over fiscal year 2021-22 through 2025-26, with \$198 million in allocations during the first two years.

Development of the 2024 CIP by Alameda CTC staff will begin over the summer, in coordination with the region's One Bay Area Grant Program Cycle 3 (OBAG 3). A combined call for project nominations is scheduled for release in May 2022.

Measure BB: City of Pleasanton Interstate 580 (I-580) Stoneridge Interchange

Measure BB continues to support transportation improvements in Alameda County. Funded in part with \$5.2 million in Measure BB funds, the City of Pleasanton is initiating a contract award for the construction of the I-580/Stoneridge Interchange Improvement Project in spring 2022. This project will make modifications to the Stoneridge Drive Interchange to allow four westbound through lanes. This project will also modify the northbound Interstate 680 on-ramp and include improvements to Stoneridge Drive and safety improvements for the pedestrian and bicycle crossing. This project is expected to go into construction in summer 2022 and is anticipated to be completed in 2023.

Finance Updates

Budget development

In March, the Commission approved several finance items. Some of the more prominent items include: the investment and financial reports for the quarter ended December 31, 2021, a mid-year update to the FY 2021-22 budget, and a declaration of intent to reimburse Measure BB expenditures from proceeds of a bond sale. The Commission also received an update on the selection process to bring on a financing team for the debt issuance. Alameda CTC staff continues to work with the bond financing team to establish bond documents for the upcoming Measure BB bond issuance scheduled to go to the Commission for approval in May.

In addition, finance staff coordinated with all departments to develop the FY 2022-23 budgets for Alameda CTC and the Sunol Joint Powers Authority. The FY 2022-23 budget is scheduled to go to the Commission for approval in May.

Contracting Opportunities

Alameda CTC anticipates upcoming solicitation of bids and/or proposals for the following:

Professional Services contracts

- I-680 Express Lanes Toll System Integration
- East Bay Greenway (Lake Merritt BART to South Hayward BART)
- Municipal Advisory and Support Services

Construction contracts

- 7th Street Grade Separation East

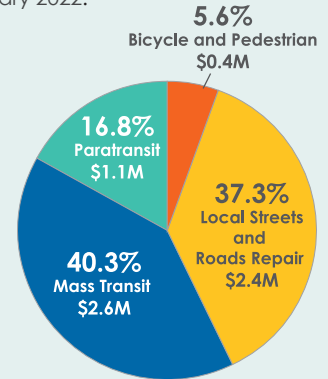
For more information, visit Alameda CTC's [Contracting Opportunities webpage](#).



Transportation Investments

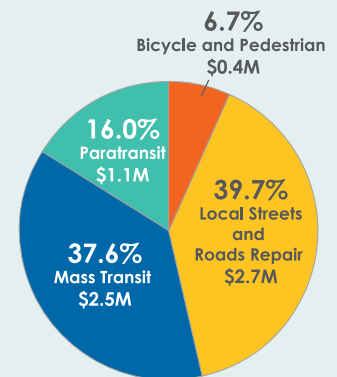
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$539.4 million; over \$6.5 million was distributed in January 2022.



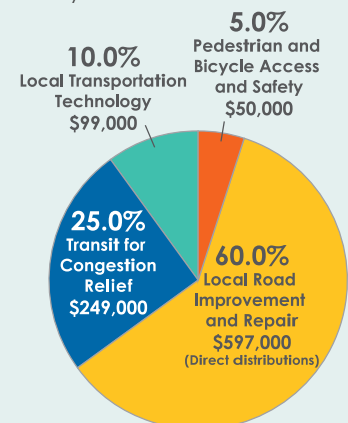
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.3 billion since 2002. In January 2022, over \$6.7 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$77.4 million for local road repair; over \$995,000 was collected in January 2022.



Agency Activities

In April 2022, the following events were either hosted, sponsored or participated in by Alameda CTC:

- April 21-22 – virtual State legislative visits
- East Bay Greenway, Phase 1 (East 14th Street/Mission Boulevard segment) popups. See the [project Facebook page](#) for additional outreach information.
 - April 6 – Popup at Downtown Farmers Market, San Leandro
 - April 16 – Popup at San Leandro High School, San Leandro
 - April 18 – Focus group for bicyclists, pedestrians and transit users
 - April 21 – Focus group for business owners
- Bike Mobile events
 - April 1 – Alvarado Elementary and Itliong-Vera Cruz Middle, Union City; Tennyson High, Hayward
 - April 2 – Farmers' Market, Hayward
 - April 5 – The Academy of Alameda Elementary, Alameda
 - April 6 – Joseph Azeveda Elementary, Fremont
 - April 12 – Greenleaf Elementary, Oakland
 - April 13 – Longfellow Arts and Technology Middle, Berkeley
 - April 14 – Fairlands Elementary, Pleasanton
 - April 15 – Crocker Highlands Elementary, Oakland
 - April 16 – Sequoia Elementary, Oakland
 - April 21 – Lincoln Middle, Alameda; Tom Kitayama Elementary, Union City
 - April 22 – Lincoln Middle, Alameda; LIFE Academy, Oakland; Guy Emanuele, Jr. Elementary, Union City
 - April 24 – Montclair Elementary, Oakland
 - April 26 – E. M. Grimmer Elementary, Fremont; East Avenue Middle, Livermore
 - April 29 – Guy Emanuele, Jr. Elementary, Union City
 - April 30 – Castro Valley Library, Castro Valley

Other News

On March 30th, Alameda CTC held its hybrid in person/virtual 2022 Commission Retreat to discuss agency efforts to advance safety, equity and climate. The day began with Chair Bauters unveiling his 2022 priorities to:

- **Expand multimodal infrastructure** that prioritizes the safety of all users and advances Vision Zero policies and strategies
- **Invest in active transportation**, with a focus on eliminating the high injury network across the County and reducing speeds to protect communities
- **Improve multimodal transportation** options for historically underserved communities to increase access to goods, services, jobs, and education and result in a more equitable transportation system
- **Advance implementation of zero emission technologies** to reduce greenhouse gas emissions and protect our climate
- **Provide support for integrating transportation and land use planning and investments** to encourage sustainable development and support communities

After introductory remarks by Chair Bauters, Vice Chair Ortiz and Executive Director Tess Lengyel, guest speakers began presenting:

Setting the Stage: State and Regional Perspectives

- Tony Dang, Deputy Director of Sustainability, California Department of Transportation
- Therese Watkins McMillan, Executive Director, Metropolitan Transportation Commission/Association of Bay Area Governments

Equity and Safety in Alameda County

- Charles T. Brown provided a keynote address on equity, safety and public health and engaged in a discussion with the Commission.
- Alameda CTC staff introduced the internal Culture and Engagement Committee, presenting research on advancing equity through all elements of the Commission's work.

Clean and Green Future

- Suzanne Smith, Executive Director, Sonoma County Transportation Authority (SCTA) and the Regional Climate Protection Authority (RPCA)
- Jessie Denver, Senior Distributed Energy Resources Manager, East Bay Community Energy
- Salvador Llamas, Chief Operating Officer, AC Transit

Also, during the retreat, Chair Bauters initiated Alameda CTC's newest ad-hoc committee—the Justice, Equity, Diversity and Inclusion (JEDI) Committee. The JEDI Committee is tasked to ensure all Commission initiatives are developed through the lens of justice, equity, diversity and inclusion. Its committee members include Chair John J. Bauters (Emeryville Mayor); Vice Chair Elsa Ortiz (AC Transit Board President); Commissioner Rigel Robinson (Berkeley Councilmember); Commissioner Sheng Thao (Oakland Councilmember) and; Commissioner Richard Valle (Alameda County Supervisor, District 2)

Committee Activities

April advisory committee activities

In April, the following committees met. Highlights for these [meetings](#) include:

- April 7 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) received updates on the 2021 Multimodal Performance Report, One Bay Area Grant Cycle 3, the 2024 Comprehensive Investment Plan, the Metropolitan Transportation Commissions' 2023 Transportation Improvement Program Development Update and the Countywide Bikeways Network.
- April 28 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) received an update on the San Pablo Avenue Multimodal Corridor project and the City of Dublin's Bicycle and Pedestrian Master Plan. The committee also received information on Countywide and Regional Active Transportation Planning and Complete Streets. The committee also reviewed their member roster and received member reports. **8**



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 21, 2022

TO: Alameda County Transportation Commission

FROM: Denise Turner, Associate Program Analyst/Program Manager

SUBJECT: Alameda County Safe Routes to Schools Program: Recognition of Golden Sneaker Contest Winner

Recommendation

This item provides an update to the Commission regarding the Safe Routes to Schools (SR2S) Program's Golden Sneaker Contest. The winner will be officially announced and recognized at the Commission's April meeting and an award will be presented to the winning school by the Commission Chair. This item is for information only.

Summary

The Safe Routes to Schools (SR2S) Golden Sneaker Contest was held February 28 through March 11, 2022. This year, well over 15,000 students from 80 schools in Alameda County participated in the annual Golden Sneaker Contest. This two week-long event encouraged students to track their activity, and the classroom with the most activity was selected as a winner from each participating school. School tallies were also calculated for the highly coveted title of Platinum Sneaker winner, which is awarded to the top-ranking school county-wide. Teachers supported their students by facilitating time each school day to tally activities including walking, biking, skateboarding, and public transit ridership. The event was an exciting way to encourage students to stay active, and to try different modes of travel, to enhance connections between teachers and students all while celebrating the mission of SR2S.

The County-wide Platinum Sneaker-winning school, EnCompass Academy, is located in East Oakland and part of the Oakland Unified School District (OUSD). It will receive a commemorative sneaker shaped plaque bestowed virtually by the Commission Chair during the April Commission meeting. Representative(s) of the winning school and the top two platinum classrooms who tied for first place this year will be sharing EnCompass Academy's Golden Sneaker trophy. Separately, students from the winning classrooms at each school site across the county will have the honor of displaying their schools' Golden

Sneaker Trophy for the next year. We will acknowledge this year's winners in a press release following the April Commission meeting, on social media, and in the SR2S digital May newsletter to share the exciting news with our partners such as School Districts, Schools and all friends of SR2S. Additional information about the event can be found on the [Golden Sneaker Contest event webpage](#).

Program Background

The SR2S Program was established in 2006 through a local grant-funded pilot program. The following year, the Alameda County Transportation Improvement Authority (ACTIA) authorized \$1.3 million in Measure B funds to continue the program. The program is now administered and managed by the Alameda CTC and is funded through a combination of federal, state and local funds.

The SR2S Program promotes safe, active, and shared transportation choices as fun and easy options for parents and students to travel to and from school. The program offers direct support and various program elements to public elementary, middle, and high schools in Alameda County, and it fosters partnerships and collaborates with school communities across the county to promote active (walking and rolling) and shared (carpooling and transit) transportation options while emphasizing and teaching safety.

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Recognition of Golden Sneaker Contest Winner

Alameda County Safe Routes to Schools



A presentation to the Alameda County Transportation Commission

April 28, 2022

Goldie Visits!



Storytime with Goldie at Eastin Elementary School



Goldie and Ollie kickoff the Golden Sneaker Contest at Oliveira Elementary



Alameda County Safe Routes to Schools: Golden Sneaker Contest

Encouragement Event Outcomes

- Over **80** schools participated in the golden sneaker contest
- Nearly **25%** increase in # of schools participating this year
- **664** classrooms tallied trips and well over **15,000** students participated countywide

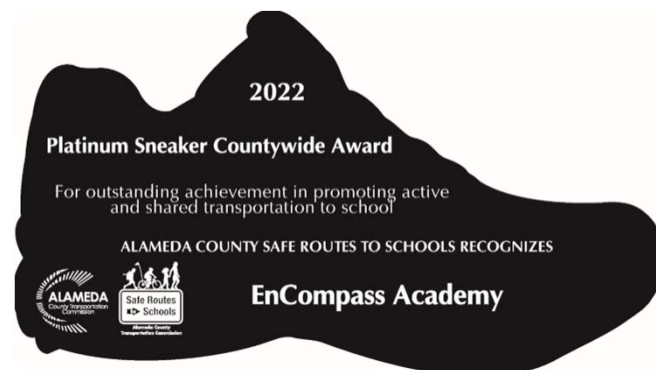


Alameda County Safe Routes to Schools: Golden Sneaker Contest

3

Congratulations, EnCompass Academy! You're the Alameda County-wide Winner!

- An average of **92%** of students took an active or shared transportation option to school
- **14** classrooms and **314** students participated
- Two winning classrooms:
 - Ms. Coffield's Kindergarten
 - Ms. Sokol's 3rd Grade



2022 Countywide Platinum Sneaker Award Plaque



Alameda County Safe Routes to Schools: Golden Sneaker Contest

4

Over 80 School Classroom Winners this Year!

One classroom at each of the participating schools is the schools contest winner!



*EnCompass Academy Elementary Classroom
Winner:
Ms. Sokol's 3rd grade class*



*EnCompass Academy Elementary Classroom
Winner:
Ms. Coffield's Kindergarten class*



Alameda County Safe Routes to Schools: Golden Sneaker Contest

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Alameda County Transportation Commission

Commission Meeting Minutes

Thursday, March 24, 2022, 2 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Call to Order

2. Roll Call

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

Commissioner Cox attended as an alternate for Commissioner Brown.

Commissioner Knox White attended as an alternate for Commissioner Ezzy Ashcraft.

Commissioner Márquez attended as an alternate for Commissioner Halliday.

Commissioner Salwan attended as an alternate for Commissioner Mei.

Commissioner Woerner attended as an alternate for Commissioner Bonanno.

Subsequent to the roll call:

Commissioner Salwan arrived during item 7.

Commissioner Miley arrived during item 8.1.

Commissioner King left during item 8.1 and returned during item 8.3.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Chair Bauters reaffirmed his priorities for the upcoming year, including focusing on equity in transportation, sustainability and Vision Zero advancements.

Vice Chair Ortiz provided instructions to the Commission regarding technology procedures, including administering public comments during the meeting.

5. Executive Director Report

Tess Lengyel informed the Committee that on March 1, 2022, a final payment of \$26 million for the 2000 Measure B financing was made. Ms. Lengyel noted that March 2022 also marks the end of the 2000 Measure B sales tax collection. The complete Executive Director's Report is available on the Alameda CTC website.

6. Consent Calendar

6.1. Approve February 24, 2022 Commission Meeting Minutes

6.2. FY2021-22 Second Quarter Report of Claims Acted Upon Under the Government Claims Act

6.3. Approve the Alameda CTC FY2021-22 Second Quarter Investment Report

6.4. Approve the Alameda CTC FY2021-22 Second Quarter Consolidated Financial Report

- 6.5.** Approve Commissioners Travel to Sacramento and Washington D.C. for Legislative Related Activities, Travel for the California Association of Councils of Governments and the Self-Help Counties Coalition Focus on the Future Conference, to New York and Other East Coast Locations for Measure BB Bond Financing Related Activities, and Travel to Attend Caltrans Tour
- 6.6.** Approve the FY2021-22 Mid-Year Budget Update
- 6.7.** Approve an amendment to the Alameda CTC Administrative Code
- 6.8.** Approve an Update to the Commissioner Travel and Expenditure Policy
- 6.9.** Approve and authorize the Executive Director to execute Amendment No. 1 to Agreement A22-0002 with Electronic Transaction Consultants, LLC (ETC)
- 6.10.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.11.** Approve an update to the Independent Watchdog Committee Bylaws
- 6.12.** Approve an update to the Paratransit Advisory and Planning Committee Bylaws
- 6.13.** 2021 Multimodal Performance Report Update

*Commissioner Cutter moved to approve all items on the consent calendar.
Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call vote:*

Yes: Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Freitas, Haubert, Hernandez, Kaplan, King, Knox White, Márquez, Nason, Ortiz, Robinson, Saltzman, Woerner

No: None

Abstain: None

Absent: Brown, Mei, Miley, Thao, Valle

7. Community Advisory Committees

7.1. Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee Report was included in the packet.

7.2. Independent Watchdog Committee

There was no one present from the Independent Watchdog Committee.

7.3. Paratransit Advisory and Planning Committee

There was no one present from Paratransit Advisory and Planning Committee.

8. Regular Matters

8.1. Approve the San Pablo Avenue Multimodal Corridor Project Concept for Further Project Development

Cathleen Sullivan presented this item for the San Pablo Avenue Multimodal Corridor Project (San Pablo Project). Ms. Sullivan recommended that the Commission approve the near-term project concept to advance into subsequent project development phases and for which staff will pursue grants for construction funding. Ms. Sullivan noted that during the design process for the Oakland, Emeryville, and South Berkeley portion of the project, the team will seek to maximize safety for

bicyclists and maximize safety and performance for buses within the near-term project design constraints of this corridor. For the North Berkeley section of this project, targeted pedestrian safety enhancements on San Pablo Avenue and targeted improvements to parallel bicycle routes and crossings of San Pablo Avenue will be prioritized.

The Clerk received seven written public comments before the meeting noting their opposition to the proposed San Pablo Project. The full text of all comments received for this item is available on the Alameda CTC website.

Three additional public comments were made during the meeting. Dave Campbell, Advocacy Director of Bike East Bay, Derek Sagehorn, East Bay Transit Riders Union, and Matt Turner expressed support for the item. Mr. Campbell and Mr. Turner both encouraged further improvements to the proposed plan.

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

Yes: Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Freitas, Haubert, Hernandez, Kaplan, Knox White, Márquez, Nason, Ortiz, Robinson, Saltzman, Salwan, Woerner

No: None

Abstain: Miley

Absent: Brown, King, Thao, Valle

8.2. Selection Process for Bond Counsel, Disclosure Counsel, and Underwriter Services and Declaration of Official Intent to Reimburse Certain Measure BB Expenditures from Proceeds of Indebtedness Update

Tess Lengyel provided an update to the Commission on the selection process for bond counsel, disclosure counsel, and underwriter services for the upcoming bond issuance and recommended approval of a resolution declaring the Commission's official intent to reimburse certain Measure BB expenditures from the proceeds of indebtedness.

Commissioner Ortiz moved to approve this item. Commissioner Woerner seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Freitas, Haubert, Hernandez, Kaplan, Knox White, Márquez, Miley, Nason, Ortiz, Robinson, Saltzman, Salwan, Woerner

No: None

Abstain: None

Absent: Brown, King, Thao, Valle

8.3. Federal, state, regional, and local legislative activities update

Tess Lengyel recommended that the Commission approve a support position for bill AB 1944 and provide support and seek an amendment position for AB 2336.

Commissioner Robinson moved to approve support of AB 1944 and support of AB 2336 with an amendment. Commissioner Salwan seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Freitas, Haubert,
Hernandez, Kaplan, King, Knox White, Márquez, Miley, Nason, Ortiz,
Robinson, Saltzman, Salwan, Woerner

No: None

Abstain: None

Absent: Brown, Thao, Valle

8.4. Approve Measure B, Measure BB and Vehicle Registration Fee Programs and Policies Updates

Tess Lengyel introduced this item and recommended that the Commission approve the Measure B, Measure BB, and Vehicle Registration Fee Programs and Policies Updates.

Commissioner Kaplan moved to approve this item. Commissioner King seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Freitas, Haubert,
Hernandez, Kaplan, King, Knox White, Márquez, Miley, Nason, Ortiz,
Robinson, Saltzman, Salwan, Woerner

No: None

Abstain: None

Absent: Brown, Thao, Valle

8.5. Consider and Adopt Resolution Pursuant to Government Code Section 54953(e) (AB 361) to Allow Hybrid and/or Remote Commission and Committee Meetings

Commissioner Ortiz moved to approve the recommended action as noted in the staff report. Commissioner Robinson seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Freitas, Haubert,
Hernandez, Kaplan, King, Knox White, Márquez, Miley, Nason, Ortiz,
Robinson, Saltzman, Salwan, Woerner

No: None

Abstain: None

Absent: Brown, Thao, Valle

9. Commission Member Reports

There were no member reports.

10. Adjournment

The next meeting is Thursday, April 28, 2022, at 2:00 p.m.

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Alameda County Transportation Commission Commission Retreat Summary Notes Thursday, March 30, 2022, 10 a.m.

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Brown, Freitas, Haubert, Kaplan, King, and Valle.

Commissioner Cox attended as an alternate for Commissioner Brown.

Commissioner McQuaid attended as an alternate for Commissioner Carson.

Commissioner Knox White attended as an alternate for Commissioner Ezzy Ashcraft.

Commissioner Salwan attended as an alternate for Commissioner Mei.

3. Public Comment

There were no public comments.

4. Welcome and Retreat Overview

See Attachment A for the details.

5. Session One: State and Regional Perspectives

See Attachment A for the details.

6. Keynote: Equitable Cities

See Attachment A for the details.

7. Session Two: Advancing Equity and Safety; Clean and Green Future

See Attachment A for the details.

8. Closing Remarks and 2022 Priorities

9. Adjournment

The next meeting is Thursday, April 28, 2022, at 2:00 p.m.

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March 30, 2022 Commission Retreat Summary Notes

The Alameda CTC Commission held a retreat on March 30, 2022. The hybrid retreat featured a series of panels and a keynote address from industry leaders, as well as staff presentations, focused on the themes of safety, equity, climate and partnerships.

Commission Chair John J. Bauters and Vice Chair Elsa Ortiz kicked off the retreat by highlighting goals for the year:

- **Expansion of multimodal** infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.
- **Investing in active transportation**, with a focus on eliminating the High-Injury Network across the County and reducing speeds to protect communities.
- Improving multimodal transportation options for **historically underserved communities** to increase access to goods, services, jobs and education that result in a more equitable transportation system.
- Advancing implementation of **zero emission technologies** to reduce greenhouse gas emissions and to protect our climate.
- Support for integrating transportation and land use planning and investments to encourage **sustainable development** in support of our communities.

Executive Director Tess Lengyel celebrated the March 2022 sunset of Measure B, providing an overview of the transportation projects and programs delivered using Measure B funding. See Attachment 7.2B for the available Commission Retreat presentations.

Panel: Setting the Stage: State and Regional Perspectives

State and regional panel members discussed the policy priorities of the state agencies, including Caltrans, CalSTA and CTC, and the regional policy priorities and implementation processes for Plan Bay Area 2050. The following speakers were on the panel:

- Tony Dang, Deputy Director of Sustainability, California Department of Transportation
- Therese Watkins McMillan, Executive Director, Metropolitan Transportation Commission/Association of Bay Area Governments

Equity and Safety in Alameda County

- Charles T. Brown provided a keynote address on equity, safety and public health and engaged in a discussion with the Commission.
- Alameda CTC staff introduced the internal Culture and Engagement Committee and presented background research on advancing equity through all elements of the Commission's work.

Clean and Green Future

The following speakers provided information on each of their respective agencies regarding the interrelationship between transportation projects, zero emissions fueling, and opportunities for partnering:

- Suzanne Smith, Executive Director, Sonoma County Transportation Authority (SCTA) and the Regional Climate Protection Authority (RPCA)
- Jessie Denver, Senior Distributed Energy Resources Manager, East Bay Community Energy
- Salvador Llamas, Chief Operating Officer, AC Transit

Following the panel presentations, the Commission discussed key outcomes of the retreat and articulated specific actions to pursue over the year. Chair Bauters summarize the key outcomes in three areas:

1. Equity:
 - a. Create a new Ad Hoc Committee for Justice, Equity, Diversity and Inclusion (JEDI)
 - b. Develop an agency-wide Racial Equity Action Plan
 - c. Establish Outreach protocols for equitable engagement
2. Safety:
 - a. Adopt a Bikeways Network by May 2022
 - b. Create Best Practices Design Guidelines
 - c. Ensure specific points for safety evaluation criteria in project selection for funding
3. Climate and Transportation:
 - a. Develop an agency Climate and Transportation Action Plan
 - b. Host a Hydrogen/Clean Fuels Roundtable/Event in fall 2022
 - c. Advance partnerships with agencies and advocate for clean transportation funding



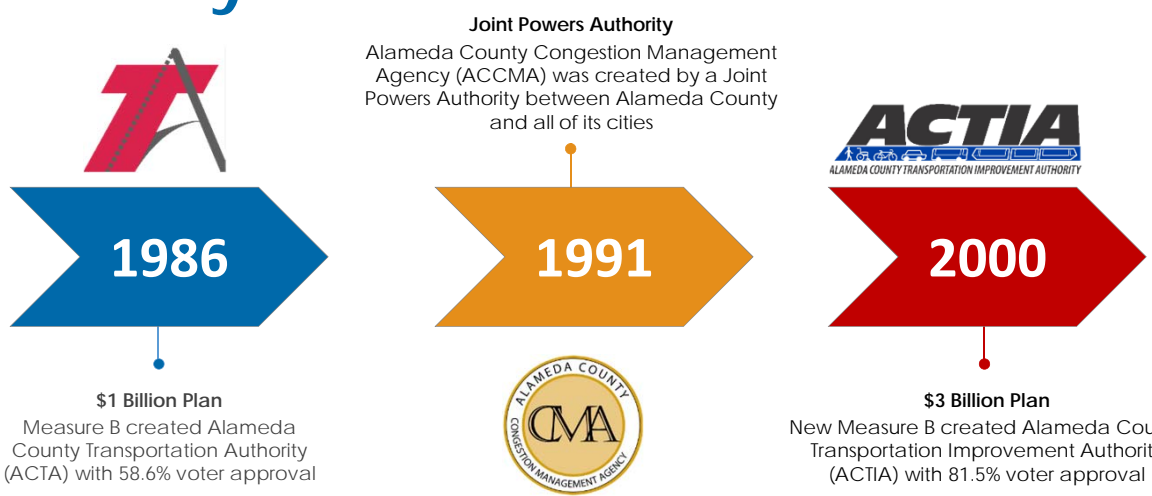
ALAMEDA COUNTY TRANSPORTATION COMMISSION

Measure B Sunsets



A presentation to the Commission
Tess Lengyel, Alameda CTC Executive Director
March 30, 2022



Measure B History



1986
\$1 Billion Plan
Measure B created Alameda County Transportation Authority (ACTA) with 58.6% voter approval

1991
Joint Powers Authority
Alameda County Congestion Management Agency (ACCMA) was created by a Joint Powers Authority between Alameda County and all of its cities

2000
\$3 Billion Plan
New Measure B created Alameda County Transportation Improvement Authority (ACTIA) with 81.5% voter approval

ALAMEDA COUNTY TRANSPORTATION COMMISSION

MEASURE B SUNSETS

2

Measure B Regional Priorities



Expand Special Transportation
for Seniors and People with Disabilities



Expand Mass Transit



Improve
Highway Infrastructure



Improve Bicycle
and Pedestrian Safety



Improve
Local Streets and Roads

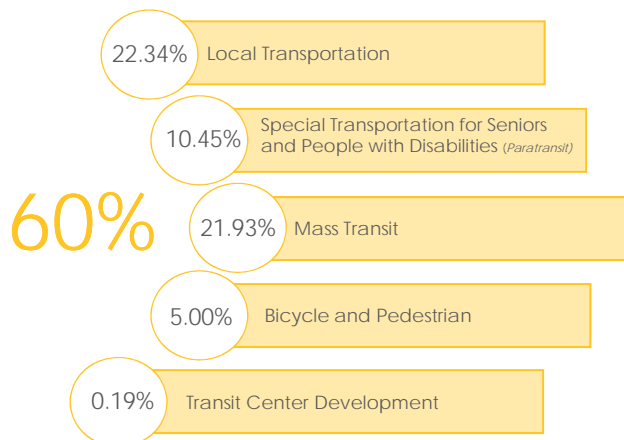


MEASURE B SUNSETS

3

Measure B Sales Tax Revenue Distributions

Programs



Capital Projects

40%

4

Measure B

Grants & Programs



Bicycle and Pedestrian Grants



Transit Oriented Development



Paratransit Gap



Safe Routes to Schools Program



Express Bus Service

Measure B

Express Bus Projects



AC Transit East Bay Bus Rapid Transit



Ardenwood Express Bus Park and Ride Improvements



LAVTA Bus Rapid Transit



MEASURE B SUNSETS

6



Measure B TOD Grants

Transit-Oriented Development Projects

Rendering of Downtown Dublin Streetscape

Alameda Point Station Area:
Seaplane Lagoon Ferry Terminal



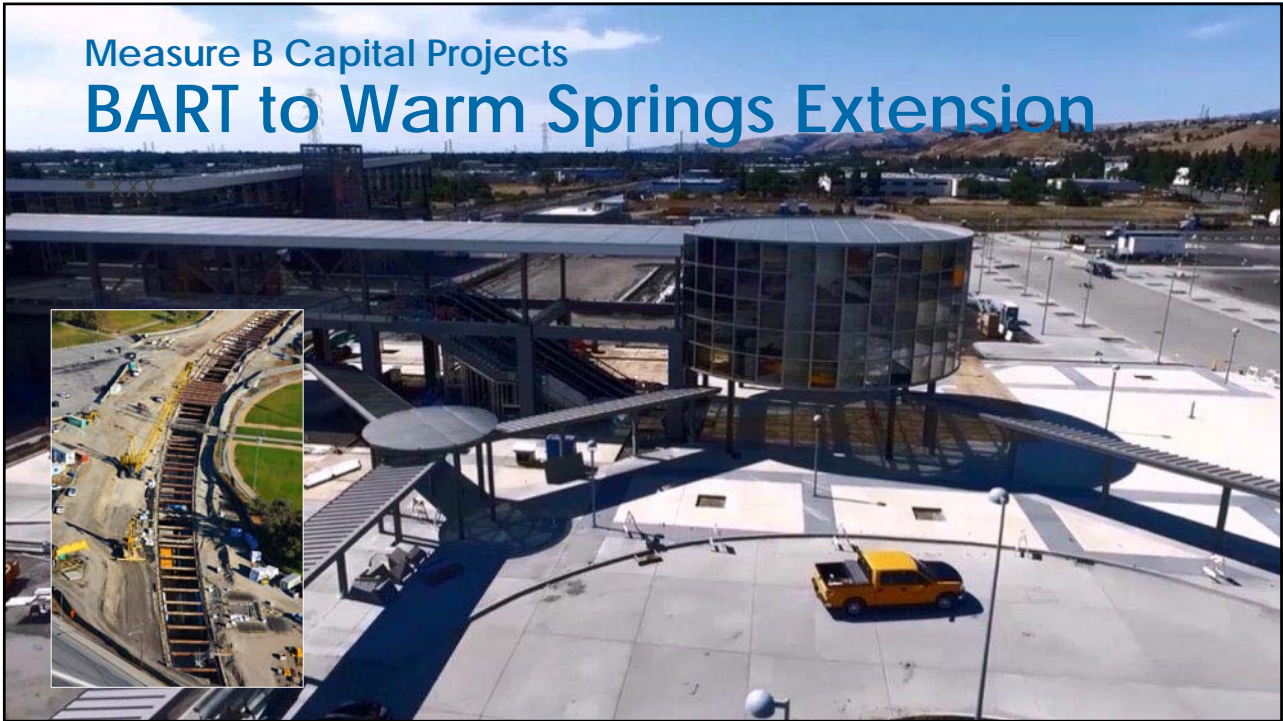
Measure B Capital Projects

Fruitvale BART Station



Measure B Capital Projects

BART to Warm Springs Extension



Measure B Capital Projects

BART Oakland Airport Connector



Measure B Capital Projects

Union City Intermodal Station



MEASURE B SUNSETS

13

Measure B Capital Projects HOV/Express Lanes



I-680 Express Lane

I-880 Southbound HOV Lane :
Hegenberger Road to Marina Boulevard

I-580 HOV Express Lanes



Measure B

Accountability

- Open and transparent public process in fund allocation
 - Annual independent audits
 - Annual compliance reports
- The Independent Watchdog Committee reviews independent audits and reports directly to voters
- 100% clean audits ensuring that Measure B tax dollars are being spent in accordance with their intent
- Excellence in financial management
 - Throughout the life of the measure, issuance of 2014 MB Limited Tax Bonds have always received a AAA rating



FitchRatings
STANDARD
& POOR'S



MEASURE B SUNSETS

17

Measure B Sunsets



- Last payment on bond funds March 1
- 2000 Measure B Sunsets on March 31, 2022



Thank You

For more information, visit

www.AlamedaCTC.org

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400

Setting the Stage Presentation



Moving California Towards A More Sustainable Transportation Future

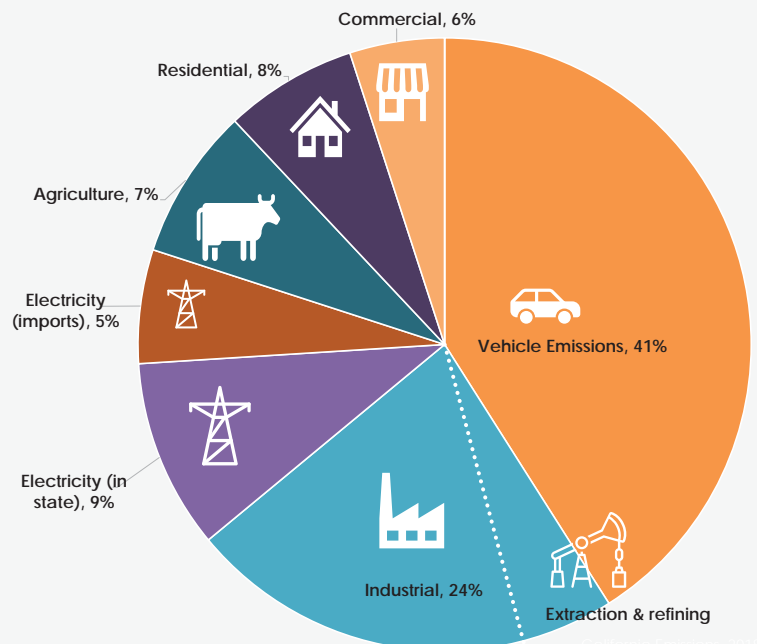
Alameda County CTC
Board Retreat

Presented By
Tony Dang, AICP
Deputy Director for
Sustainability
Caltrans

March 30, 2022



We can no longer afford to do business as usual....



California State Emissions, CARB, 2021



Key Shifts

Across the board

- ✓ People-focused
- ✓ Equity-driven
- ✓ Safety first
- ✓ Climate action
- ✓ Multimodal accessibility

Federal Context

Infrastructure and Investment Jobs Act (IIJA)

- \$12 trillion over 5 years
- CA is guaranteed over \$40B in formula funding
- More than \$100 billion in discretionary grant funding programs



FHWA Priorities



Fix-It First and
State of Good Repair

Local System Investments

Movement of People and Goods Over
General-Purpose Capacity Expansion

Improving Safety, Particularly
for Vulnerable Road Users

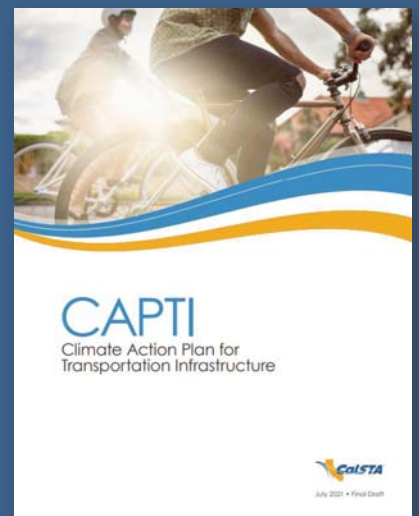
Climate Resilient and Future
Proofed Infrastructure

State Context



Governor's 2022-23 FY
Transportation Budget

Climate Action Plan for
Transportation Infrastructure



Caltrans' work aligns with federal and state investments & initiatives



Complete Streets

New Director's Policy centers complete streets facilities as the default in all Caltrans-funded transportation projects



Safe Systems Approach

New Director's Policy adopting a Safe Systems Approach s to eliminate fatal and serious injuries for all road users through a holistic view of the road system.



Integrating and Modernizing Transit

Increasing investments, enhancing support of transit operations, and leveraging technology to streamline the transit user experience.

Do You Have any Questions?

Contact us!

Tony Dang, AICP
Deputy Director for Sustainability
Caltrans

tony.dang@dot.ca.gov

www.dot.ca.gov/programs/sustainability

Alameda CTC Staff Presentations



ALAMEDA COUNTY TRANSPORTATION COMMISSION

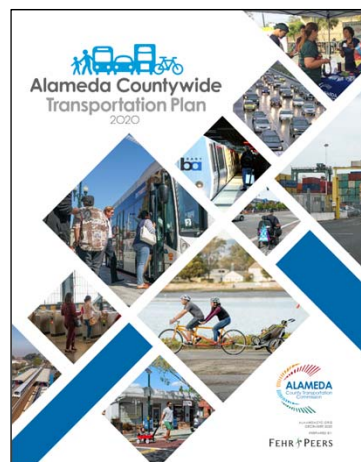
Equity Initiative Agency Efforts and Research



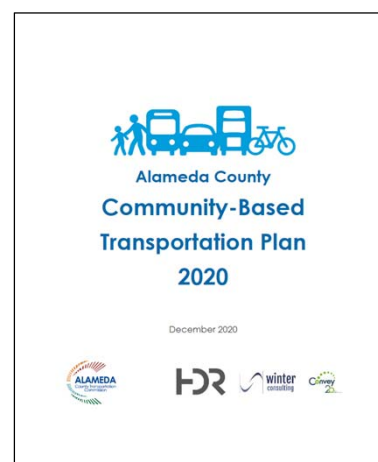
March 30, 2021

Ongoing and Recent Equity Planning Work

Countywide Transportation Plan



Community Based Transportation Plan



ALAMEDA COUNTY TRANSPORTATION COMMISSION 2

Equity in Alameda CTC Programs



Paratransit



Affordable Student Transit Pass Program



Safe Routes To Schools

Alameda CTC Equity Efforts and Coordination

Equity Focus Area:	Internal Equity Efforts	Legal Equity Obligations	Equity in Planning, Project & Program Implementation	Equity in Funding Decisions
Lead Dept/ Group:	Culture & Engagement Committee (CEC) <i>Cross Departmental</i>	Policy, Communications	Planning	Programming
Tasks:	<ul style="list-style-type: none"> • DE&I Statement • Hiring Practices and Policies • Staff Training • Culture Building • Staff Engagement 	<ul style="list-style-type: none"> • Title VI • Agency Language Assistance Plan (LAP) 	<ul style="list-style-type: none"> • Equitable Engagement • Equity Initiative • Community-based Transportation Plans • Equity Considerations in CTP 	<ul style="list-style-type: none"> • Programming Equity Analysis • Integrating equity into programming actions



Opportunities to Elevate Equity at Alameda CTC

Moral obligation to acknowledge past and current inequities in transportation

Federal, state and regional policies and funding applications require robust consideration of equity

Opportunity to rethink our approach to planning and projects, especially working with communities

ALAMEDA COUNTY TRANSPORTATION COMMISSION 5



Key Research Findings

1. Agencies have institutionalized equity
2. Agencies participate in equity processes
3. Agencies have equity statements, policy-level commitments
4. Agencies exploring deeper ways of partnering with communities
5. Agencies specifically defined equity

ALAMEDA COUNTY TRANSPORTATION COMMISSION 6

1. Agencies have institutionalized Equity

Agency	GARE?	Institutionalized?	Dedicated Equity Staff	Internal Working Groups
MTC	x	Equity Platform (2019) and PBA 2050		Equity integrated across staff and efforts
SFCTA	x	City of San Francisco Office of Racial Equity (2019)		Racial Equity Working Group – 25% of staff, 2 Deputy Directors
MnDOT	x	Advancing Transportation Equity Initiative (2017)		Six total working groups across the agency, half are employees from MnDOT and half community members
LA Metro	x	Within office of the Director	3+	Each department has an equity liaison
City of San Jose	x	City Office of Racial Equity (2020)	5	Several, including Community Engagement Working Group
City of Oakland	x	Department of Race and Equity (2016)	4+	Department-specific Racial Equity teams, has sub committees including Community Engagement

ALAMEDA COUNTY TRANSPORTATION COMMISSION 7

2. Agencies participate in equity processes

- Equity training and initiatives are multi-year efforts
- Several agencies have Racial Equity Action Plans
- California State transportation agencies implement equity through cross departmental coordination:
 - Capitol Collaborative on Race & Equity (CCORE): Strategic Growth Council, Caltrans, CalSTA, and CTC
 - Each State agency has released an individual equity statement
 - On-going CTC Equity Roundtable and upcoming listening sessions

ALAMEDA COUNTY TRANSPORTATION COMMISSION 8

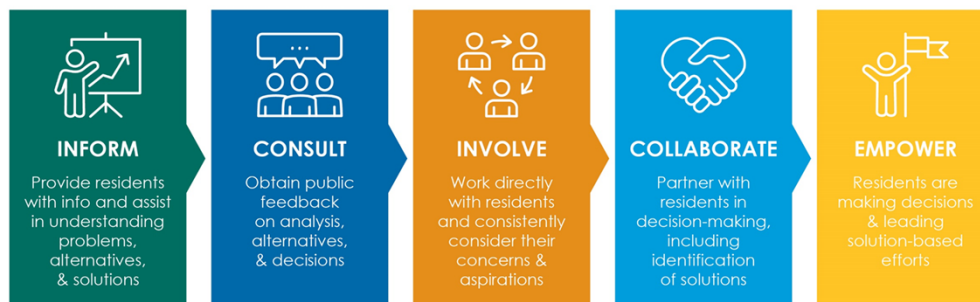
3. Equity statements, policy-level commitments

- All agencies interviewed have an **approved** or **working** definition of equity
- **Draft definition from MnDOT:**
 - Transportation equity ensures the benefits and burdens of transportation spending, services, and systems are fair, which historically have not been fair, and people (especially black, indigenous, and people of color) are empowered in transportation decision making.
- **Caltrans Equity Statement of Commitment (released December 2020):**
 - We will achieve equity when everyone has access to what they need to thrive — starting with our most vulnerable — no matter their race, socioeconomic status, identity, where they live, or how they travel. To create a brighter future for all Californians, Caltrans will implement concrete actions as outlined in our Race & Equity Action Plan, regularly update our Action Plan, and establish clear metrics for accountability.

ALAMEDA COUNTY TRANSPORTATION COMMISSION 9

4. Deeper ways to partner with communities

- Pursuing deeper levels of engagement (from San Jose Bike Plan)



- Determining how to slow the engagement process down with deep listening and more story telling

ALAMEDA COUNTY TRANSPORTATION COMMISSION 10

4. Deeper ways to partner with communities

- Using outreach methods that **remove barriers** to participation
 - Pop-up events
 - Intercept surveys
 - Onsite childcare
 - Food for participants
- Creating **opportunities** for collaboration (e.g. co-creation workshops)
- **Partnering** with community groups on engagement strategy, execution
- **Compensating** community groups and participants for their expertise

Examples:

- SFCTA Congestion Pricing study and Link 21 program development
- Alameda CTC San Pablo Corridor project

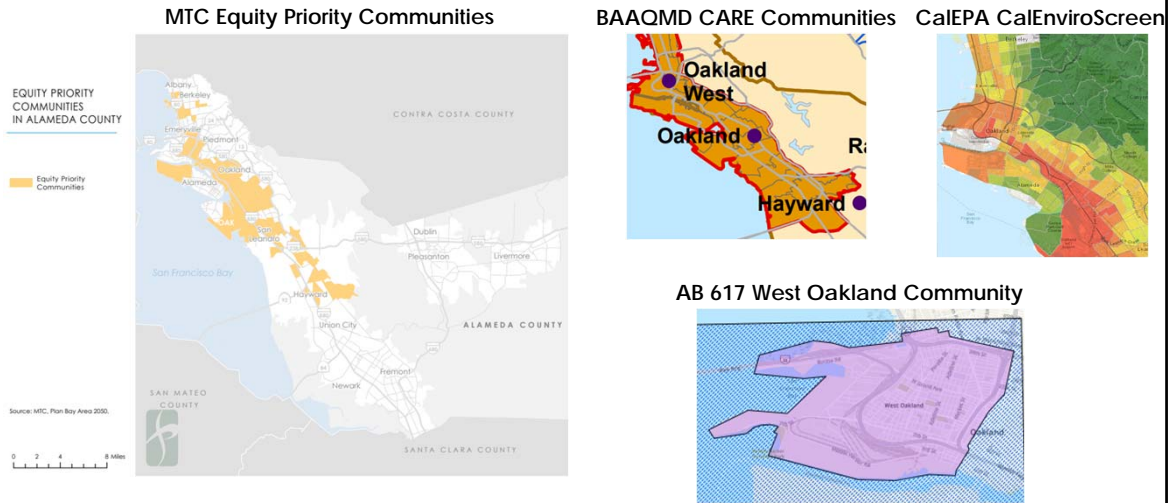
ALAMEDA COUNTY TRANSPORTATION COMMISSION 11

5. Defining Equity

- Mapping of different disadvantage factors helps define the “**who**” and “**where**” of **equity communities**
- Agencies use different **demographic** indicators to define marginalized populations in their communities
- Common indicators: **low-income, rent-burdened, minority, linguistic isolation and educational attainment.**
- Agencies are using **health** indicators such as **pollution burden (i.e. traffic impacts and PM2.5 concentrations)** to determine where vulnerable populations reside

ALAMEDA COUNTY TRANSPORTATION COMMISSION 12

5. Defining Equity



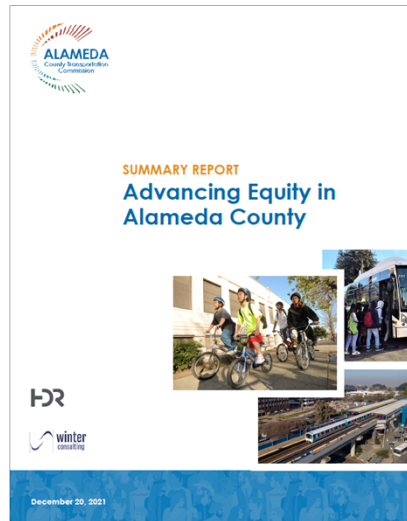
ALAMEDA COUNTY TRANSPORTATION COMMISSION 13

Key Research Implementation Recommendations

- Continue to advance deliverables of Culture & Engagement Committee (CEC)
- Develop & implement a Racial Equity Action Plan (REAP)
- Develop & implement Agency-wide Inclusive Engagement Guide
 - Partner with CBOs on outreach
- Refine technical definition of equity

ALAMEDA COUNTY TRANSPORTATION COMMISSION 14

Final Report and Next Steps



ALAMEDA COUNTY TRANSPORTATION COMMISSION 15

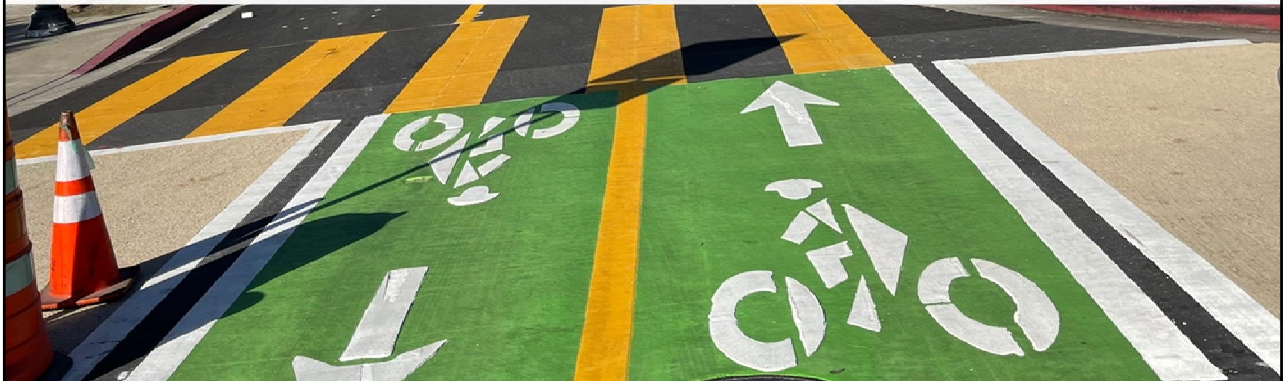
Thank you!

ALAMEDA COUNTY TRANSPORTATION COMMISSION 16



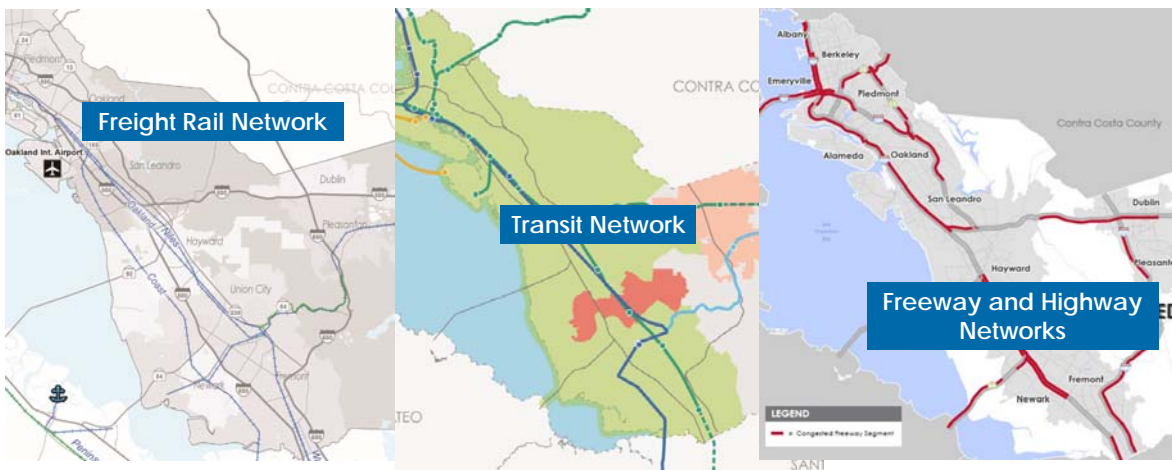
ALAMEDA COUNTY TRANSPORTATION COMMISSION

Countywide Bikeway Network



Commission Retreat
March 30, 2022

Complete Multimodal Network

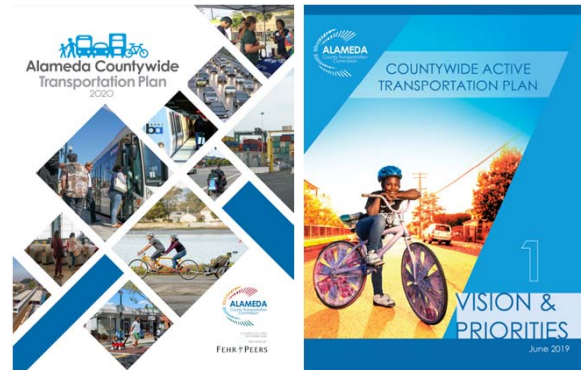


Countywide Bikeway Network

2

Background and Need

- 2020 Countywide Transportation Plan (Goals, programs, projects)
 - Community Based Transp. Plans (Equity Framework)
- 2019 Countywide Active Transportation Plan
- TEP programmatic elements
- Growing regional, state, and federal focus on safety (safe systems)



Definition and Purpose

Definition

Countywide Bikeways Network builds off priorities already identified in the Countywide Active Transportation Plan and Countywide Transportation Plan to form a **cohesive network** of **safe** and **comfortable** bike routes of **countywide importance**.

Purpose

- Prioritize Resources (staffing, funding, and advocacy).
- Phase Delivery
 - **Near-term:** Advance most impactful and feasible projects.
 - **Long-term:** Support more transformative and visionary projects.
- Connect with regional active transportation planning work.



Principles

Countywide Transportation Plan Goals

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

Countywide Active Transp. Plan Goals

- Safety
- Multimodal Connectivity
- Impactful Investment
- Encouragement

- 1 Safe and Comfortable
- 2 Equitable
- 3 Continuous and Connected
- 4 High Quality
- 5 Visionary



Inclusion Criteria

CTP 10-year
Project List

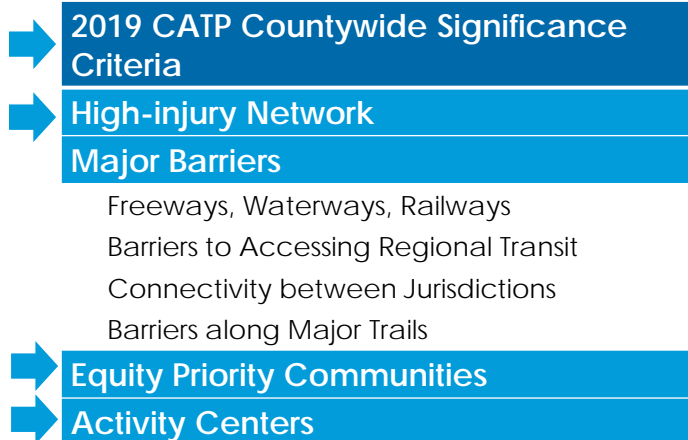
TEP
Major Trails

Corridors of
Countywide Significance

- Local Plan Priority Projects



Countywide Significance



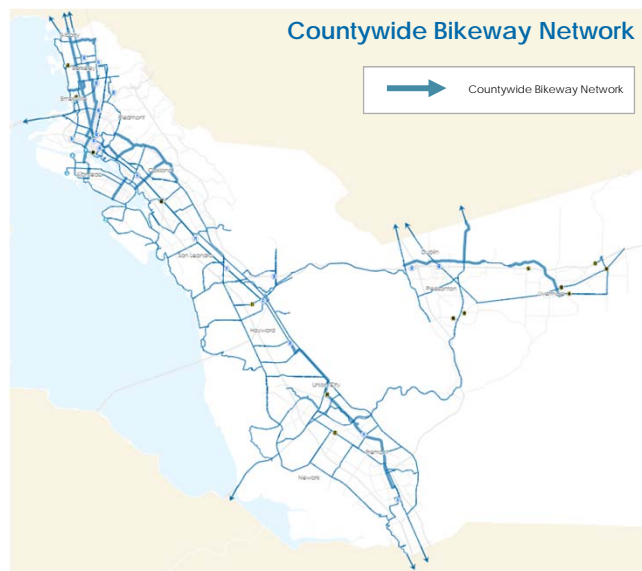
Countywide Bikeway Network

7

Draft Network Overview

Map for illustrative purposes only.

Map currently under review by jurisdictions.



Countywide Bikeway Network

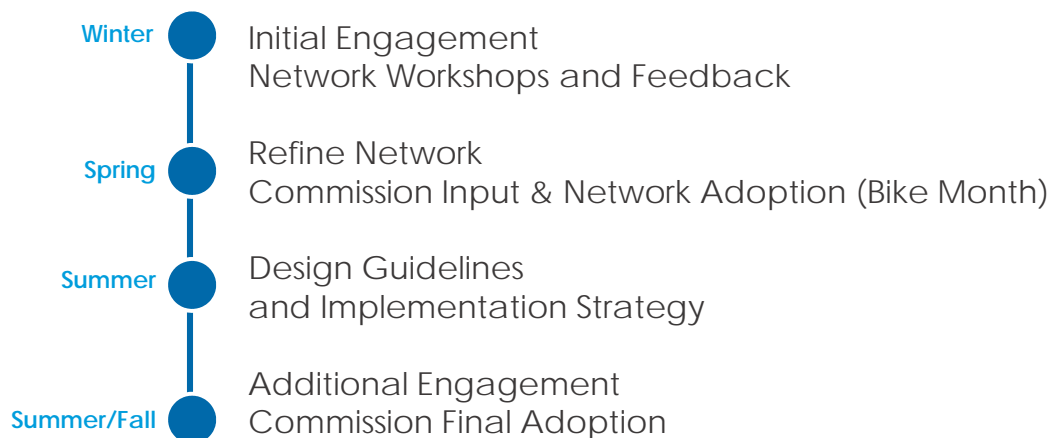
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Draft Network Performance

- | | |
|--------------------|--|
| 1 Safety | 75% of top 20 HIN corridors on or parallel to network |
| 2 Connectivity | 100% of major transit hubs within 5-minute ride of network |
| 3 Equity | 86% of EPCs 5-minute ride of network |
| 4 Barriers | 100% of major freeways, waterways, and railways crossed by network |
| 5 Activity Centers | 72% of jobs within 5-minute ride of network |



Schedule



Thank You!





Sonoma County Regional Climate Protection Authority – An Overview

Suzanne Smith, Executive Director
March 30, 2022

rcpa.ca.gov



1



2

Mission

RCPA leads a local government coalition to mobilize regional climate action in Sonoma County.

Vision

Sonoma County is united in taking bold action to fight the climate crisis.

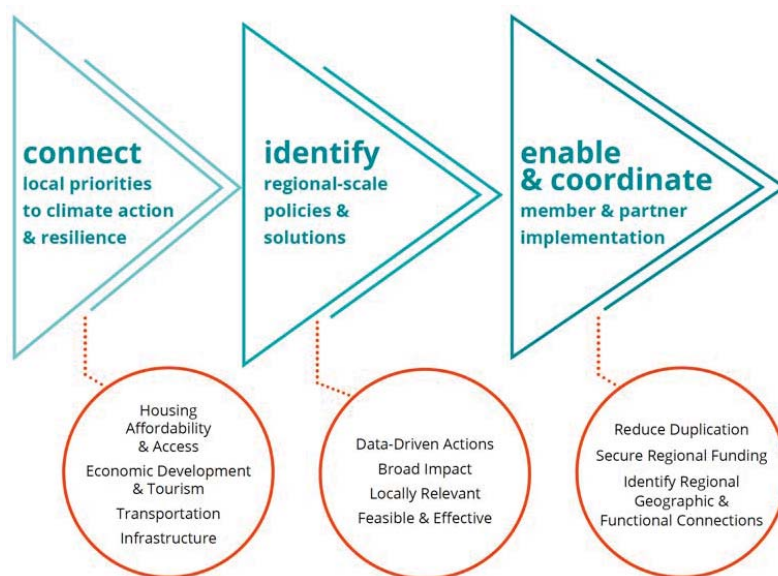
“An alliance for combined action”

rcpa.ca.gov



3

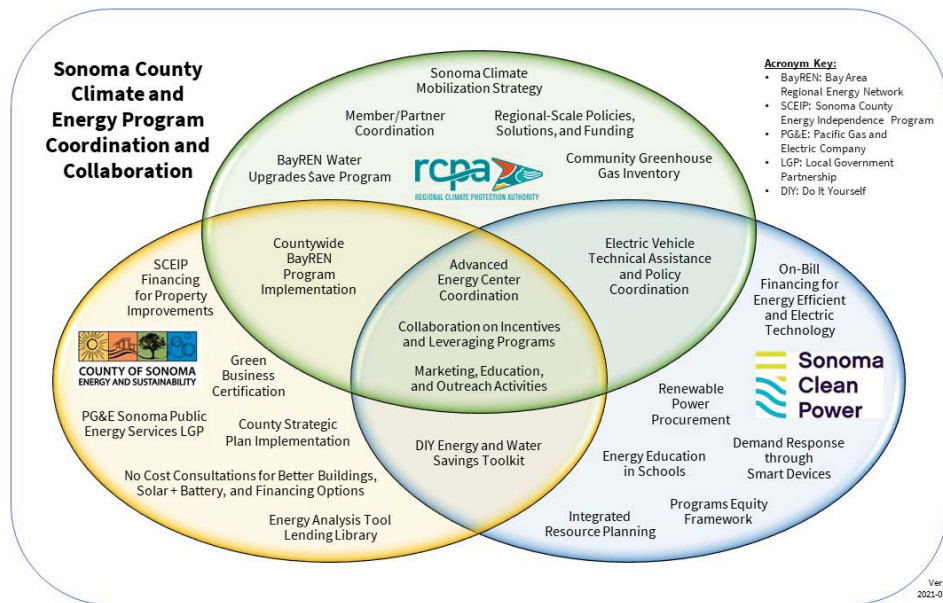
RCPA'S Role



rcpa.ca.gov

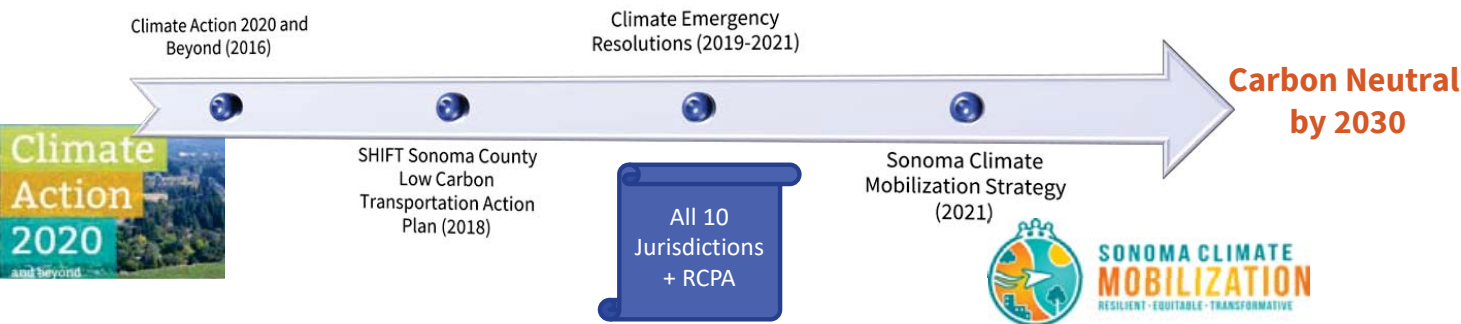


4



FY21/22 RCPA Priorities

- BayREN Water Upgrades \$ave
- Sonoma Climate Mobilization Strategy
 - Existing building electrification strategy
 - EV access for all, low stress bike/ped network
 - Urban sequestration
 - Drive Less Campaign
 - Transit integration
 - Updated active transportation plan
 - Local and regional fund programming
- 2020 GHG inventory update
- Climate program funding options



INITIATIVES		STRATEGIES	
A1)	Decarbonization - Building Energy	1)	All-Electric Buildings Campaign
		2)	Carbon-Free Electricity
A2)	Decarbonization - Transportation	3)	Drive Less Campaign
		4)	EV Access for All Partnership
		5)	Vehicle Miles Traveled Mitigation Bank
A3)	Decarbonization - Solid Waste	6)	Zero Waste by 2030
B)	Carbon Sequestration and Ecosystem Services	7)	Protect Existing Carbon Stocks
		8)	Increase Carbon Stocks
		9)	Scale Up Infrastructure for Sequestration
C)	Resilience and Adaptation	10)	Energy Grid for the Future
		11)	Climate Resilient Sonoma County
D)	Equity and Community Engagement	12)	Engage, Educate, Empower for Equitable Climate Action
		13)	Equity and Climate in All Policies

More information on the Sonoma Climate Mobilization: rcpa.ca.gov/projects/sonoma-climate-mobilization/

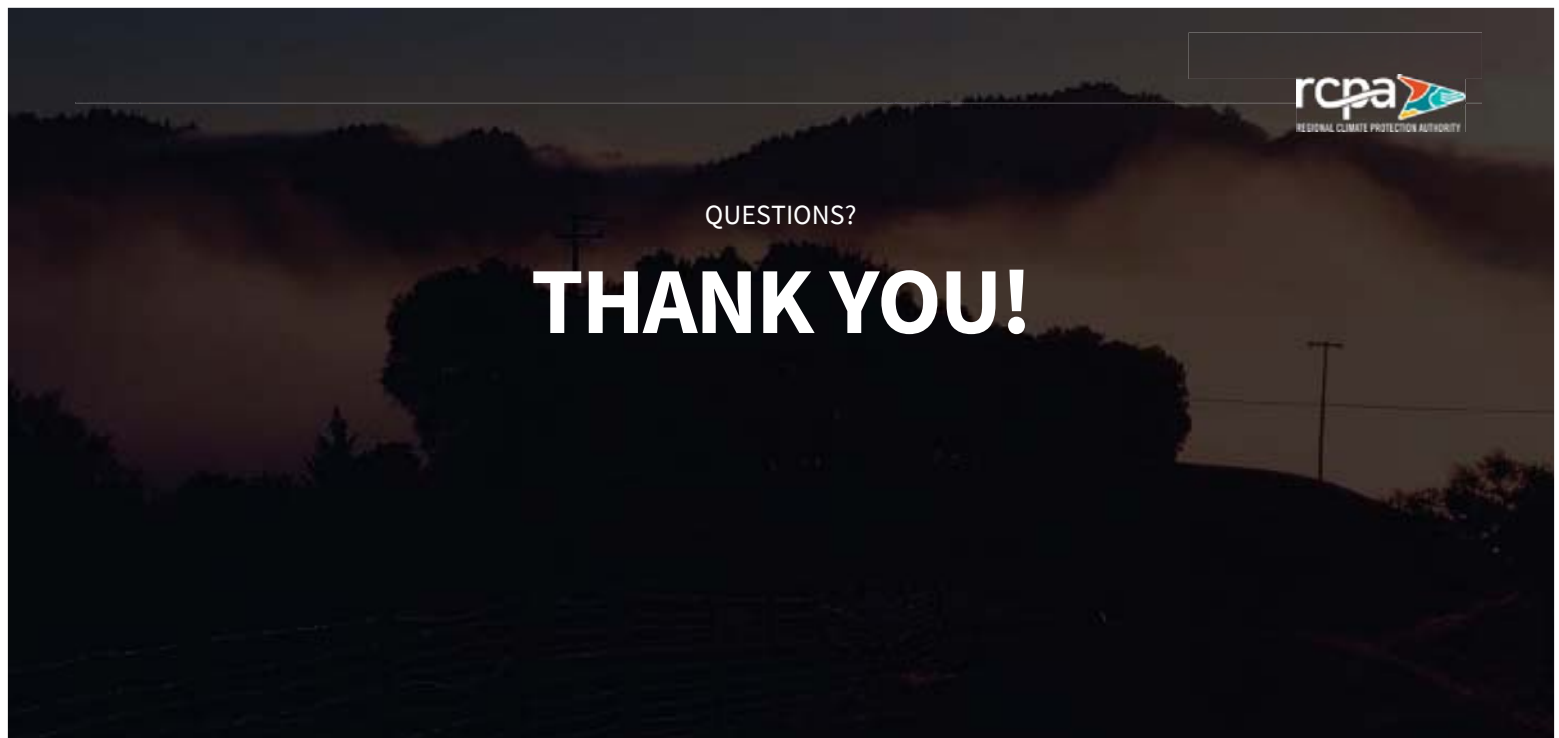
Sonoma Climate Mobilization Priority Objectives

INITIATIVES	PRIORITY OBJECTIVES
A1) Decarbonization - Building Energy	1) All-Electric Buildings Campaign
	* 1.1) Convert all existing homes, businesses, and government buildings to energy efficient, all-electric.
	* 1.2) Require new buildings to be all-electric through CA Energy Code updates and natural gas bans.
	* 1.3) Require equity impact assessments for all electrification policies and ensure funding for building electrification investments in frontline communities.
A2) Decarbonization - Transportation	3) Drive Less Campaign
	* 3.3) Develop a “next generation” transit system for Sonoma County.
	4) EV Access for All Partnership
	* 4.1) Develop over 10,000 public and workplace charging stations in Sonoma County.
	* 4.3) Support the use of electric bicycles and other lightweight electric utility vehicles.
B) Carbon Sequestration and Ecosystem Services	8) Increase Carbon Stocks
	* 8.1) Support local agricultural producers to plan, implement, and scale sequestration.
D) Equity and Community Engagement	12) Engage, Educate, Empower for Equitable Climate Action
	* 12.1) Ensure that the evaluation process for CAAC includes a specific focus on equity.
	* 12.2) Develop a campaign to listen to needs of frontline communities and stakeholders.
	* 12.3) Partner with community-based organizations to support engagement campaign.
	13) Equity and Climate in All Policies
	* 13.1) Research national models of equity impact assessments.
	* 13.2) Develop and implement an equity impact assessment process and evaluation.
	* 13.3) Develop a checklist for staff reports to consider each policy and planning decision.

rcpa.ca.gov

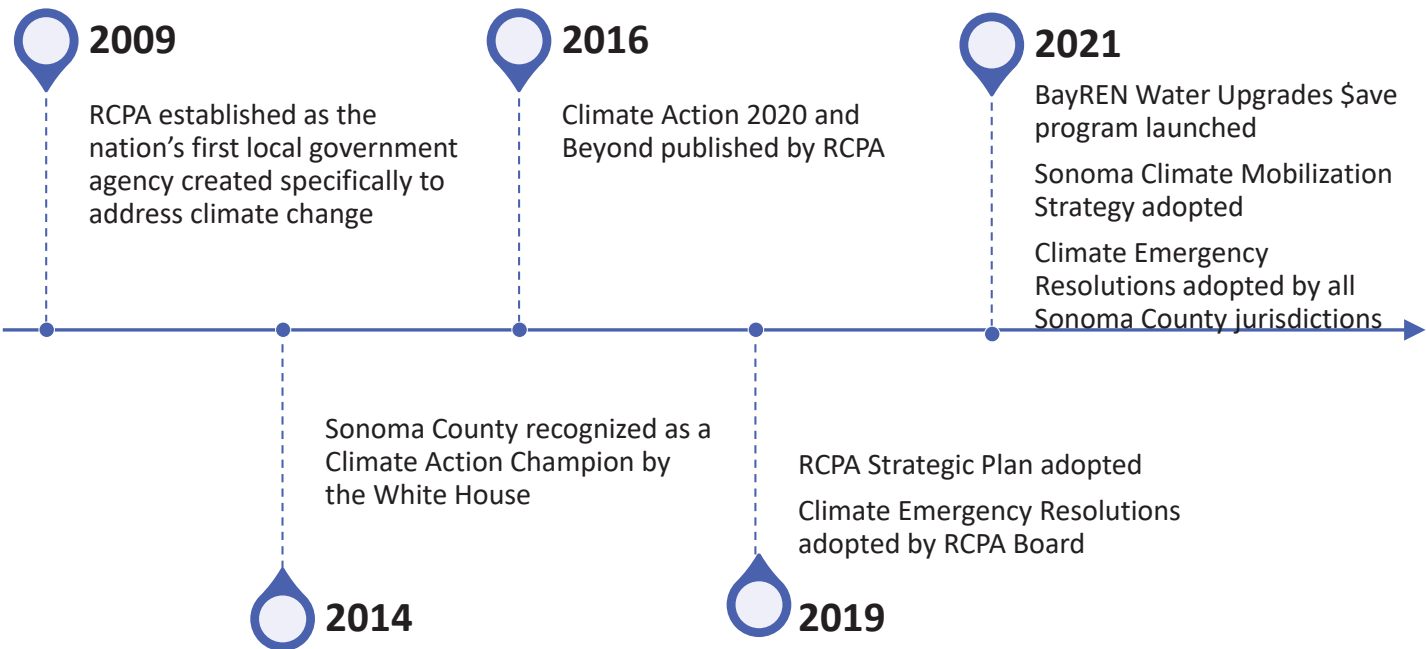


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rcpa.ca.gov

10





Transportation Electrification Program

PRESENTED BY: Jessie Denver

DATE: March 30, 2022

How it Works



EBCE buys clean power

EBCE buys from, and is building, clean power plants. EBCE sells the power to customers at low rates.



PG&E DELIVERS THE POWER

EBCE's power is delivered to customers by PG&E. Customers pay PG&E for power delivery as they always have.



POWER + ALL THE BENEFITS

Customers benefit from clean energy, low rates, local governance, and innovative programs like transportation electrification.

EBCE's Strategic TE Priorities

Areas of Focus

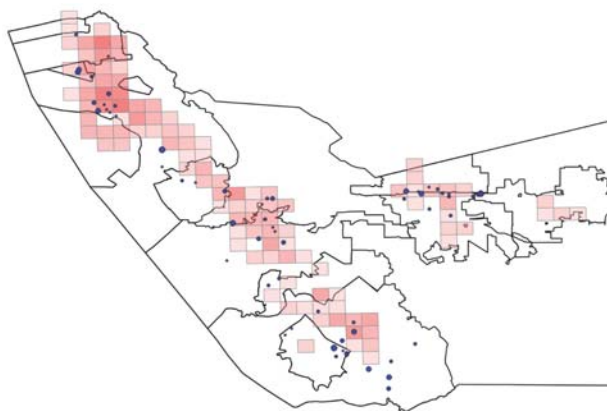
1. **Incentives** for publicly available EV charging (CALeVIP)
2. **DC Fast Charge Network** developed and owned by EBCE
3. **Municipal Fleet Electrification** Technical Assistance + EBCE Charging-as-a-Service
4. **Establish Service Area as 1st Mover Market** for zero-emission Medium and Heavy-Duty Goods Movement

Why? Light-Duty:

- 47% of residents are renters in multifamily housing
- 90% of multifamily buildings 50+ yrs old
- Little adoption of EVs by renters
- Significant gaps in access
- Help cities lead by example (public charging & fleet)

Why? M/HD:

- EBCE service area among most strategic trade locations in U.S.
- EBCE serves all commercial / industrial load



EBCE Multi-family Hotspots + existing DCFC infrastructure (e.g., significant gaps in access)



Charging Infrastructure Incentives

EBCE partnered with the CEC to develop and co-fund the **Alameda County Incentive Project**

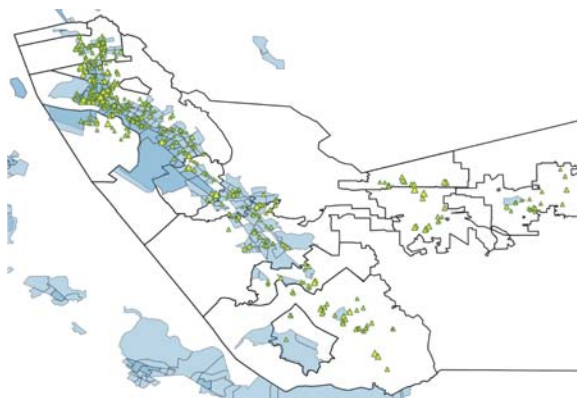
- Publicly accessible Level 2 and DC Fast Charging
- \$14.5M: CEC investment (Level 2 and DC Fast incentives)
- \$14.5M EBCE investment match
 - \$3M: Level 2 incentives
 - \$11.5M: EBCE owned DC Fast Charging network (next slide)

Equity Lens / Priority Requirements

- 50% of total budget (\$17.3M) for projects in DAC/LICs
- 50% of DC Fast Charging budget (\$8.5M) for projects in EBCE's multifamily hotspots
- Incentive adder for *all* affordable multifamily properties
 - + free EBCE technical assistance (~ 50 properties)

Program launch: 12/1/21

- DCFC incentives oversubscribed in 4 minutes (in excess of ~\$28M); \$3M remaining for Level 2 incentives



Affordable housing overlap with DAC/LICs; a lot of properties outside of boundaries



EBCE DC Fast Charge Hubs

Scope

- EBCE operating 40-50 hubs by 2030
- Standard design: min. 10 dual port DCFC
- Site priorities: multifamily hotspots & adjacent to driver amenities

Funding

Scaling: Public-Public partnership with EBCE JPA members

- Developing charging hubs at City lots and garages
- EBCE will provide discounted customer charging
- EBCE to recover revenue via electricity sales + LCFS Reinvest to build additional hubs



1. Project design example
2. San Leandro Main Library overlap with MUD Hotspot and nearby amenities



Municipal Fleets

EBCE developing Fleet Electrification Plans for JPA members

- Contracted consultant support

All work to be complete by 3/2023:

1. Assess city fleet inventory
2. Determine vehicle energy requirements + charging needs
3. Conduct financial cost/benefit analysis
 - Purchase/operating expenses of vehicles
 - Charging infrastructure
 - GHG reductions
4. Fleet transition plan over 10-year period

EBCE will further support fleet transition by offering Charging-as-a-Service to cities so they can focus budgets on vehicle procurement

Albany	Completed
Alameda County	Completed
Berkeley	Completed
Dublin	Completed
Emeryville	Q2 2022
Fremont	Completed*
Hayward	Completed
Livermore	Q3/4 2022
Newark	Q3/4 2022
Oakland	Completed
Piedmont	Q3/4 2022
Pleasanton	Q3/4 2022
San Leandro	Q2 2022
Tracy	TBD
Union City	Q2 2022



ZE M/HD Goods Movement

Goal: ZE Class 3-6 x 2030 and Class 7-8 x 2045

- ex. first/last mile delivery, regional delivery, drayage, long-haul

Develop ZE M/HD Goods Movement Blueprint (10/2021-10/2023)

- CEC grant + EBCE BoD Match (staff time)
- Strategic partner: CALSTART
- Data analysis informing development of actions/strategies

M/HD Technical Assistance Pilot (2021-2023)

- Strategic partner: CALSTART
- Fleet electrification assessments + concierge service
- Prep pipeline for new M/HD incentive programs

EBCE Fast Charging Hub Development

- US EPA brownfields assessment grant: potential site identification
- Determine organizational strategy re: financing, O&M, partnerships, etc.

Vehicle Grid Integration

- PG&E's Commercial V2G Pilot Partner



THANK YOU


Jessie Denver

Senior Manager, Transportation Electrification

jdenver@ebce.org

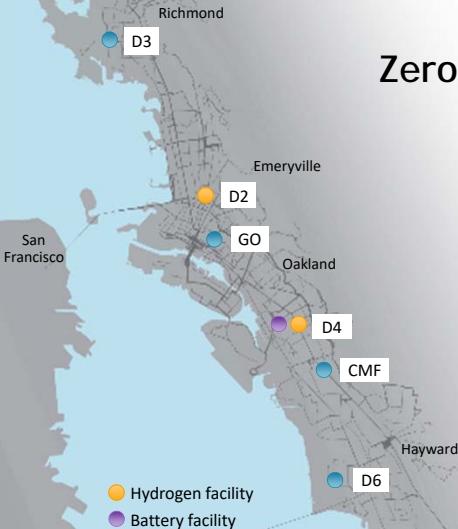


Leading the Way to a Zero Emission Future



AC Transit Zero Emission Bus Programs

Salvador Llamas
Chief Operating Officer




- 1.5 million people
- 364 square mile
- 640 buses
- 7 facilities
- 2,200+ employees
- 100K weekday riders
- 45 school service routes
- **HIRING, HIRING, HIRING!**

History of Leadership

1


Hydrogen Fueling Stations EMERYVILLE & OAKLAND



ZEB Fleet

- Current
 - 26 (19 FCEB & 7 BEB)
- On order
 - 21 BEBs & 20 FCEBs
- Future
 - 25 FCEBs

ZEB Facilities



Hydrogen Stations

- D2 & D4 – 78 FCEBs

Chargers

- D4 – 6 BEBs


Future

- D2 & D4 – 76 BEBs
- D4 & D6 – 260 FCEBs

Total = 82 BEBs & 325 FCEBs

Battery Bus Chargers

OAKLAND



2

Opportunities

- ✓ Continue transition to a 100% ZEB fleet
- ✓ ZEB Study
- ✓ Clean Corridors Plan
- ✓ Allow technology to mature
- ✓ Mixed ZEB fleet
- ✓ Resiliency

Challenges

- ZEB procurement & infrastructure timing
- Utilities – PSPS, project delivery
- H2 fuel & maint. cost
- Evolving technology
- Workforce development
- ZEBU - \$15M
- Funding gap - \$1.8B

3



Memorandum

7.3

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: April 21, 2022

TO: Alameda County Transportation Commission

FROM: Gary Huisingsh, Deputy Executive Director of Projects
Vivek Bhat, Director of Programming and Project Controls
Wajahat Nyaz, Project Delivery Manager

SUBJECT: Approve Actions Necessary to Facilitate Project Advancement into the Construction Phase for Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project

Recommendation

It is recommended that the Commission approve the following actions related to the Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East (7SGSE) Project (Project):

1. Authorize the Executive Director to execute Contract Amendment No. 4 to Professional Services Agreement No. A17-0004 with Jacobs Engineering Group, Inc. for a reduced contract amount of \$8.75 million in Measure BB Countywide Freight Corridors (TEP-27) funds, for a total not-to-exceed amount of \$22.25 million;
2. Approve reallocation of \$10 million of Measure BB funds from the Plans Specifications and Estimates (PS&E) phase for the 7th Street Grade Separation West Project to the construction phase of the 7SGSE Project. Action includes deprogramming \$10 million of Measure BB Countywide Freight Corridor funds (TEP-27; CIP ID 00155) and programming and allocating \$10 million of Measure BB Railroad Corridor Right of Way Preservation and Track Improvements funds (TEP-23).
3. Approve allocation of \$2 million of Measure BB funds previously programmed to Goods Movement Emission Reduction (CIP ID 209) towards the Wall Greening scope of the Project. Action includes deprogramming \$2 million of Measure BB Countywide Freight Corridors funds (TEP-27) and programming and allocating \$2 million of Freight and Economic Development funds (TEP-41);
4. Allocate \$15.5 million of Measure BB funds from the Railroad Corridor Right of Way Preservation and Track Improvements funds (TEP-23) to the construction phase of the Project;

5. Allocate \$22.5 million of Measure BB funds from the Countywide Freight Corridors (TEP-27), as risk contingency funds, subject to future approvals by the Commission, for the construction phase of the Project; and
6. Authorize Executive Director or Designee to execute any project related agreements.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Program, which includes a program of projects to improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. The GoPort Program consists of three primary project components: Freight Intelligent Transportation System (FITS), 7SGSE, and 7SGSW. These capital improvement projects will substantially increase the efficiency and reliability of goods movement operations, improve the competitiveness of the Port, enhance the safety and incident response capabilities, and improve truck throughput within and near the Port.

The 7SGSE Project proposes to realign the 7th Street and multi-use path, and reconstruct the existing aged-substandard railroad underpass between Interstate 880 (I-880) and Maritime Street to meet the current geometric and seismic standards, including increasing the vertical and horizontal clearances for trucks. Additional project details are provided in Attachment A (Project Fact Sheet).

Currently the total estimated cost for the 7SGSE Project is \$364.5 million, which includes traditional construction contingencies; however, this excludes project risk contingencies. This project has been through several challenges in the project development phases for the past few years and this has resulted in cost increases as a result of time delay and unit cost increases, right of way negotiations, construction cost adjustments as a result of a constructability review and community requested greening on the project described in more detail below.. The primary reason for the construction cost increase is the dramatic increase in cost of construction raw materials that the industry continues to experience. Right of Way (R/W) negotiations with Union Pacific Railroad (UPRR) reached an impasse on July 29, 2020, which resulted in a two-year delay in the construction contract advertisement. Alameda CTC and UPRR have finalized negotiations and have been working closely on closing out the final design and R/W agreement requirements for the Project. In summary, the cost increases are specifically due to the cost escalation (a two-year delay in advertising the project), increased UPRR's required operational mitigation costs, community feedback (e.g. the greening of the walls along the bicycle and pedestrian path), and revised construction costs based on increased thickness of the mud slab/roadway excavation during the constructability review.

Measure BB investments in the early phases of the project have helped leverage \$253 million of external funding from state and regional sources (approximately 70%), which is a noteworthy accomplishment. The project funding plan comprises of \$178.2 million State Senate Bill 1 funds including \$175 million Trade Corridor Enhancement Program (TCEP) funds, \$55 million of Regional Measure 3 (RM3) Goods Movement funds and \$20 million

of state funds which the Port of Oakland has secured from the California State Transportation Agency (CalSTA).

In order to allocate the state TCEP funds and advance the Project into the construction phase, Alameda CTC will need to comply with the California Transportation Commission's (CTC) requirements including CTC's timely use of funds mandates, completion of a Ready to List (RTL) package that includes the completion of R/W certification, final design approval, and a fully funded project financial plan.

The Plans, Specifications & Estimate (PS&E) is currently at 95% completion with R/W certification and RTL anticipated in Spring 2022. To fulfill the commitment of a fully funded project financial plan, Alameda CTC staff has been working closely with its funding partners. Currently the Project funding plan has secured approximately \$337 million including \$83.8 million in local Measure BB funds, \$178.2 million SB-1 funds, \$55 million RM3 and \$20 million of CalSTA funds provided by the Port.

Staff recommends the actions in this staff report to obtain external (state) funding and to allow the project to be ready for the construction contract advertisement.

Background

The Alameda CTC is the project sponsor and implementing agency for the GoPort Program, which is an approximately \$720 million program of projects to improve truck and rail access to the Port of Oakland (Port). The 7SGSE Project, is one of the three projects included in the GoPort program that is being implemented by Alameda CTC in partnership with the Port and the City of Oakland (City). 7th Street serves as the primary of three gateways to access the Port, carrying over 40% of all truck traffic to the Port. The project will reconstruct a 90-year old and a 50-year old structurally inadequate underpass structure (UPRR rail tracks are located on top of the structure) located along 7th Street between I-880 and Maritime Street to meet current geometric and seismic standards. The improvements will increase both vertical and horizontal clearances for trucks as well as widen and upgrade the realigned roadway and add a shared pedestrian/bicycle pathway to meet current geometric design and the American with Disabilities Act (ADA) standards. In addition, the project will also install ITS elements such as changeable message signs, smart signals and radio frequency identification devices. Collectively, these improvements will improve safety, reduce truck traffic, congestion and idling in and near the Port, and provide multi-modal improvements by providing connectivity to the Bay Trail, Shoreline Park and the Port.

The 7SGSE project was included in the 2002 Oakland Army Base Redevelopment Environmental Impact Report (EIR) and the 2012 Oakland Army Base EIR Addendum. Both state-level California Environmental Quality Act documents were approved by the City of Oakland as the Lead Agency and the Port of Oakland as the Responsible Agency. Alameda CTC has worked collaboratively with Caltrans and the Port of Oakland to secure

federal-level National Environmental Policy Act clearance through a Categorical Exclusion in October 2018.

The Project is currently in the final design phase (95% PS&E complete) with R/W certification and RTL (for advertisement and eventual construction) anticipated in Spring 2022. Alameda CTC has been working closely with project stakeholders, including the Port, the City of Oakland and UPRR, on the final design and R/W requirements for the project. Agreements with project partners, such as the Port, City, UPRR and third-party utility owners are nearing completion to obtain access rights and clear the R/W ahead of commencement of project construction activities.

Observing recent spikes in construction cost escalations, including the price increases of steel, concrete, concrete pipe items and fuel, etc., staff requested the design team to update the engineer's estimate for construction. In addition to accounting for the cost escalation of individual bid items, the estimators also evaluated the costs incurred due to the 2-year construction delay due to prolonged negotiations with UPRR, quantity increases resulting from constructability/City reviews, and the scope addition for implementing Wall Greening to support the request from the West Oakland Community. Staff also completed an independent cost estimation to validate the engineer's estimate. The revised 7SGSE Project costs, including the engineer's estimate for construction is now currently estimated at \$364.5 million and includes a 5% construction contingency in accordance with industry standards. In addition, the Project also needs to account for a risk contingency of an additional \$22.5 million.

Measure BB investments in the early phases of the project have helped leverage \$253 million of external funding from state and regional sources (approximately 70%), which is a noteworthy accomplishment. The project funding plan comprises of \$178.2 million State Senate Bill 1 funds including \$175 million TCEP funds, \$55 million of RM3 Goods Movement funds and \$20 million of state funds which the Port of Oakland has secured from the Cal STA.

In accordance with the CTC Baseline Agreement and schedule, Alameda CTC intends to request a TCEP funding allocation by summer 2022. In order to allocate the state TCEP funds and advance the Project into the construction phase, Alameda CTC needs to comply with specific CTC requirements including CTC's timely use of funds mandates, completion of an RTL package that includes the completion of R/W certification, final design approval, and a fully funded project financial plan. These requirements are due to Caltrans Local Assistance minimum of 60 days in advance of the CTC meeting.

To fulfill the commitment of a fully funded project financial plan, Alameda CTC staff has been working closely with its funding partners. Currently the Project funding plan has secured approximately \$337 million including \$83.8 million in local Measure BB funds, \$178.2 million SB-1 funds, \$55 million RM3 and \$20 million of Cal STA funds provided by the Port. The Project has a current funding shortfall of \$27.5 million. In addition, the project also needs to consider a risk contingency of \$22.5 million.

Funding Strategy to address \$27.5 million shortfall:

Staff has devised a strategy to address the funding shortfall required to fulfil the financial plan commitment in order to comply with CTC allocation requirements.

Actions 1 and 2: Reallocate \$10 million previously allocated Measure BB funds from 7SGSW design phase funds to the 7SGSE construction phase.

The 7SGSW design work is currently in its preliminary stage. The Port is currently working with stakeholders on completing the Seaport Planning and has requested a pause on the design efforts on the 7SGSW project. Based on the outcome of these coordination efforts with the Port, staff recommends repurposing \$10 million MBB funds from the design phase of 7SGSW to the construction phase of the 7SGSE Project.

Action 3: Allocation of \$2 million previously programmed Goods Movement Emission Reduction funds

Staff recommends these funds be used towards Wall Greening scope of the Project. This scope of work was included based on requests from the West Oakland Community.

Action 4: Allocate \$15.5 million of Measure BB funds from the Railroad Corridor Right of Way Preservation and Track Improvements funds (TEP-23)

The 7SGSE includes several Rail and Track improvements that can be funded with TEP-23 funds. Staff recommends allocation of \$15.5 million to close the funding shortfall to complete the financial plan.

Risk Contingencies (\$22.5 million):

7SGSE Project construction will involve constructing portions of the roadway and the underpass structure below sea water level that requires the construction of temporary cutoff walls to keep the water out of the project construction area. In addition, a large portion of the construction work will occur within UPRR's R/W and is subject to UPRR's requirements and schedule. Staff conducted risk assessment workshops and identified the following high risks during construction:

1. The realigned roadway and underpass construction will require deep excavation near the San Francisco Bay where the water table is near the surface and subject to tidal fluctuation. The project will construct deep cutoff walls and dewatering wells to allow excavating in dry and stable conditions, but groundwater control in such large and deep excavations is inherently risky due to unforeseen changes in soil conditions. The differing site conditions can trigger a change of construction method and/or redesign of the shoring/dewatering systems which could trigger change orders during construction.
2. The Project involves extensive excavations in Port of Oakland property which may have live and abandoned utilities and buried man-made objects. Although significant effort has been made to identify live and abandoned utilities, there is still a risk of encountering

unforeseen utilities in excavations which can be very expensive to remedy and cause significant delays.

3. The Project involves a significant amount of work within UPRR's R/W, and some of this work will be done by UPRR forces. This work will be subject to UPRR's requirements and schedule and coordination with UPRR. There is a risk of delays due to unforeseen requirements, or interpretation of requirements by UPRR, during construction.

The risk assessment estimates a potential-probable risk of \$22.5 million. The requested action is not required to RTL the project but it is recommended to provide funds up to \$22.5 million as risk contingency funds once the project is in construction. Future actions associated with this amount will be brought back to the Commission.

Staff recommends the following actions necessary to obtain external (state) funding and allow the project to be construction ready:

1. Authorize the Executive Director to execute Contract Amendment No. 4 to Professional Services Agreement No. A17-0004 with Jacobs Engineering Group, Inc. for a reduced contract amount of \$8.75 million in Measure BB Countywide Freight Corridors (TEP-27) funds, for a total not-to-exceed amount of \$22.25 million;
2. Approve reallocation of \$10 million of Measure BB funds from the PS&E phase for the 7th Street Grade Separation West Project to the construction phase of the 7SGSE Project. Action includes deprogramming \$10 million of Measure BB Countywide Freight Corridor funds (TEP-27; CIP ID 00155) and programming and allocating \$10 million of Measure BB Railroad Corridor Right of Way Preservation and Track Improvements funds (TEP-23).
3. Approve allocation of \$2 million of Measure BB funds previously programmed to Goods Movement Emission Reduction (CIP ID 209) towards the Wall Greening scope of the Project. Action includes deprogramming \$2 million of Measure BB Countywide Freight Corridors funds (TEP-27) and programming and allocating \$2 million of Freight and Economic Development funds (TEP-41);
4. Allocate \$15.5 million of Measure BB funds from the Railroad Corridor Right of Way Preservation and Track Improvements funds (TEP-23) to the construction phase of the Project;
5. Allocate \$22.5 million of Measure BB funds from the Countywide Freight Corridors (TEP-27), as risk contingency funds, subject to future approvals by the Commission, for the construction phase of the Project; and
6. Authorize Executive Director or Designee to execute any project related agreements.

Fiscal Impact: Approval of the recommended actions will allocate \$22.5 million of Measure BB Countywide Freight Corridors (TEP-27) funds, \$2 million of Measure BB Freight and Economic Development funds (TEP-41) and \$25.5 million of Measure BB funds Railroad Corridor Right of Way Preservation and Track Improvements funds (TEP-23). Upon

approval, these allocations will be subsequently included in Alameda CTC's annual budget update for FY 2022-23.

Attachment:

- A. 7th Street Grade Separation East Project Fact Sheet

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7th Street Grade Separation East Project

7.3A

MARCH 2022

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Minimize likelihood of freight infrastructure failure.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.



PROJECT BENEFITS

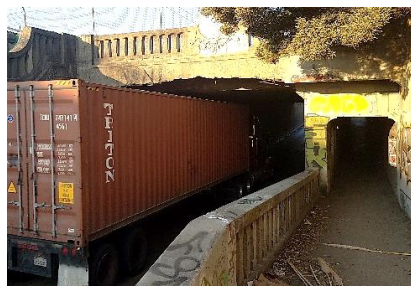
- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities



7th Street, approaching Union Pacific Railroad bridge from the east.



Truck stuck at the 7th Street underpass.



Existing multi-use path and damage to the 7th Street underpass.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on October 25, 2018.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Department of Transportation, Union Pacific Railroad, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$5,400
Final Design (PS&E)	\$21,080
Right-of-Way	\$73,708
Construction	\$264,312
Total Expenditures	\$364,500¹

¹ Excludes project risk contingencies beyond the traditional construction contingencies.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$83,820
State (SB 1 LPP) ²	\$3,180
State (SB 1 TCEP) ³	\$175,000
Regional (RM 3 LONP) ⁴	\$55,000
Port of Oakland	\$20,000
TBD	\$27,500
Total Revenues	\$364,500

² Senate Bill 1 Local Partnership Program (LPP).

³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

⁴ Regional Measure 3 Letter of No Prejudice (LONP).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Spring 2022
Right-of-Way	Fall 2018	Spring 2022
Construction	Early 2023	Late 2025

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



Memorandum

7.4

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: April 21, 2022

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the 2022 Comprehensive Investment Plan Update

Recommendation

It is recommended the Commission approve the following actions:

1. Approve the 2022 Comprehensive Investment Plan (CIP) Update, which includes incorporating:
 - a. \$20.2M in previously approved programming actions occurring after the current 2022 CIP was approved (July 22, 2021)
 - b. \$59.0M in new programming and allocation recommendations
 - c. Technical adjustments to previously programmed and allocated funds
 - d. Updated CIP policies to include previously approved Alameda CTC's Debt Policy (September 23, 2021)
2. Authorize Executive Director or designee to execute Project Funding Agreements related to CIP allocation recommendations.

Summary

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC (such as Measure B, Measure BB, Vehicle Registration Fee, Transportation Fund for Clean Air, federal One Bay Area Grant Program) are programmed, allocated, and documented. The CIP is updated annually to document programming and allocations that occurred since its last approval, to capture additional programming and technical adjustments, and to update CIP programming guidelines, policies and procedures.

On July 22, 2021, the Commission approved the 2022 CIP which included approximately \$142M programmed from fiscal years (FYs) 2021-22 through 2025-26, and \$108M allocated over the first two years.

The 2022 CIP Update incorporates changes to the programming and allocations of the current approved 2022 CIP five-year programming window, and includes these key changes:

- a. \$20.2M in previously approved programming actions occurring after the current 2022 CIP was approved (July 22, 2021)
- b. \$59.0M in new programming and allocation recommendations
- c. Technical adjustments to previously programmed and allocated funds

The resultant 2022 CIP Update recommended for approval includes an updated five-year programming total of approximately \$220M, with \$199M allocated over the first two fiscal years. The 2022 CIP Update also contains updated CIP policies to include previously approved Alameda CTC's Debt Policy (September 23, 2021).

Background

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle.

The CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans. On July 22, 2021, the current 2022 CIP was approved by the Commission and included a five-year programming horizon from fiscal years (FYs) 2021-22 through 2025-26, with a two-year allocation plan for the first two fiscal years of the CIP. The current 2022 CIP reflected approximately \$142M in programming, and \$108M in allocations.

Alameda CTC updates the CIP annually to incorporate (as needed) new programming recommendations, programming actions previously approved by the Commission that have occurred since the prior CIP's approval, adjustments to prior programming and allocations, and CIP policies and procedural updates.

The 2022 CIP Update recommended in this item includes changes falling within the programming themes below.

1. Previously Approved Programming - \$20.2M

The 2022 CIP Update memorializes the separate Commission actions taken since the approval of the current 2022 CIP (approved July 22, 2021). A total of \$20.2M was programmed and allocated to projects such as the East Bay Greenway Lake Merritt to

South Hayward, I-80/Gilman Interchange, and San Pablo Corridor Multi-modal projects.

These previously approved programming actions are included in Table 1: Previously Approved Programming of Attachment A: Summary of Programming Adjustments.

2. New Programming and Allocation Recommendations - \$59.0M

The 2022 CIP Update includes \$59.0M new programming and allocation recommendations. These include new programming and allocations to Named Capital Projects in the 2014 Transportation Expenditure Plans, and existing CIP projects such as Alameda CTC's Safe Routes to School Program, San Pablo Ave Multi-Modal Corridor Projects, E.14th and Mission Blvd Corridor Project, Eastbay Greenway: Lake Merritt to South Hayward, and 7th Street Grade Separation and Port Arterial Improvements Project.

The recommended programming and allocation will advance project development and design to position these projects for competitive external funding opportunities in the future.

These new programming and allocation recommendations are included in Table 2: New Programming Recommendations of Attachment A: Summary of Programming Adjustments.

3. Technical adjustments

The 2022 CIP updates includes technical changes to the existing programming and allocations to reflect changes such as phase allocation shifts, fund source changes, reprogramming funds to an outer programming year. These adjustments do not change the previously approved funding amounts to the projects.

The detail itemization of all updates to the previously approved 2022 CIP is shown in Attachment B: 2022 CIP Update - Changes to Current Programming.

The 2022 CIP Update now includes \$220M in programming over FY 2021-22 through 2025-26, with \$199M in allocations. The formal record for the 2022 CIP Update is shown in Attachment A: 2022 CIP Update Programming and Allocations.

CIP Policy Update – Debt Policy

The 2022 CIP Update includes incorporating Alameda CTC's Debt Policy that was previously approved by the Commission at its September 23, 2021 meeting. The CIP is used in combination with Alameda CTC's Debt Policy to ensure proper allocation and financing of Alameda CTC sponsored projects. This CIP sets priorities and strategies for allocating Alameda CTC administered funds under its guiding principles, while the Debt Policy provides policy direction and limitations for proposed financing. Debt issuances for

capital projects are considered and included in the CIP and presented to the Commission for review and approval as part of the CIP planning process. The policy can be reviewed here: https://www.alamedactc.org/wp-content/uploads/2021/11/AlamedaCTC_Debt_Policy_2021.pdf

Next Steps

In May 2022, Alameda CTC is scheduled to release a call for project nominations for the next CIP cycle, the 2024 CIP. As part the 2024 CIP, Alameda CTC will shift the programming window to include FYs 2023-24 through 2027-28. Alameda CTC's local discretionary program funds will be coordinated with the programming of Metropolitan Transportation Commission's (MTC) federal One Bay Area Grant Cycle 3 (OBAG 3) program.

A 2024 CIP and OBAG 3 combined call for project nominations is scheduled for release in May 2022. The 2024 CIP and OBAG 3 program recommendations is scheduled for Commission consideration in the Fall 2022 and Spring 2023.

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

Attachments:

- A. Summary of Programming Adjustments
- B. 2022 CIP Update - Changes to Current Programming
- C. 2022 CIP Update Programming and Allocations

2022 Comprehensive Investment Plan Update
Summary of Changes

\$ x 1,000

Table 1: Previously Approved Programming - Actions occurring after the 2022 CIP approval (July 22, 2021)

No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount	Approval Date
1	00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	Final Design (PS&E)	\$ 1,350	12/2/2021
2	00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	Final Design (PS&E)	\$ 10,650	12/2/2021
3	00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-26	ROW	\$ 3,500	1/27/2022
4	00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-26	CON	\$ 1,183	1/27/2022
5	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	\$ 700	1/27/2022
6	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	PE/Env	\$ 1,400	1/27/2022
7	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Final Design (PS&E)	\$ 1,400	1/27/2022
TOTAL							\$ 20,183	

Table 2: New Programming Recommendations for the 2022 CIP Update

No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	PE/Env	\$ 650
2	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Final Design (PS&E)	\$ 2,200
3	00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	2014 MBB	TEP-26	Planning/ Scoping	\$ 500
4	00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	O&M	\$ 81
5	00208	Alameda CTC	Alameda County Safe Routes to School Program	STP/CMAQ	STP/CMAQ	O&M	\$ 620
6	00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	PE/Env	\$ 1,000
7	00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	Final Design (PS&E)	\$ 1,750
8	00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Final Design (PS&E)	\$ 5,400
9	00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	2014 MBB	TEP-23	PE/Env	\$ 900
10	00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	CON	\$ 22,500
11	00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-23	CON	\$ 15,500
12	00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-41	CON	\$ 2,000
13	00287	Alameda CTC	Oakland Alameda Access Project	2014 MBB	TEP-37	Final Design (PS&E)	\$ 2,000
14	00411	Emeryville	Citywide Transportation Investments	2014 MBB	TEP-45	Planning/ Scoping	\$ 225
15	00306	Fremont	I-880/Decoto Interchange Modernization	2014 MBB	TEP-21	PE/Env	\$ 2,000
16	00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	CON	\$ 1,662
TOTAL							\$ 58,988

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Alameda CTC Comprehensive Investment Plan Changes to Current Programming Programming And Allocation Adjustments to previously approved 2022 CIP								Programming and Allocations (\$ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	1,182	1,182						1,182	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	600	600						600	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841		841					841	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	(2,047)	(2,047)						(2,047)	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	5,300	1,800	3,500					5,300	Previously approved allocation on 1/27/22.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	(15)	(15)						(15)	Previously approved administrative phase allocation shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	(1,458)	(1,800)	342					(1,800)	Previously approved allocation (\$1.183M) on 1/27/22, of which \$841k was phase allocation shifted to design.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265	Previously approved administrative phase allocation shift.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	(88)	(88)						(88)	Previously approved administrative phase allocation shift.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	1,838	1,838						1,838	Previously approved administrative phase allocation shift.
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	3,650	(1,750)		5,400				250	Previously approved administrative phase allocation shift. New programming and allocation in FY 22/23.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	(2,269)	(2,269)						(2,269)	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	(7,176)	(7,176)						(7,176)	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	315	315						315	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	9,130	9,130						9,130	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546	Previously approved administrative phase allocation shift.
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	(546)	(5,346)						(5,346)	Previously approved administrative phase allocation shift.
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	(10,000)	(10,000)							Reprogrammed MBB from CIPID075 SR-84 Expressway Widening to CIPID00412 SR84 Landscaping..
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	ROW	1,230	1,230						1,230	Previously approved administrative phase allocation shift.
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	(2,208)	(2,208)						(2,208)	Previously approved administrative phase allocation shift.
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	(13,233)	(13,233)						(13,233)	Previously approved administrative phase allocation shift.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	(825)	(825)						(825)	Previously approved administrative phase allocation shift.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	(4,475)	(4,475)						(4,475)	Previously approved administrative phase allocation shift.
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	5,300	5,300						5,300	Previously approved administrative phase allocation shift.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	871	(1,479)	1,350	1,000				871	Previously approved administrative phase allocation shift, previously approved allocation on 12/2/21, and new programming of \$1.0M.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	400		10,650	1,750	(12,000)			12,400	Previously approved allocation on 12/2/21, and new programming of \$1.750M
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479	Previously approved administrative phase allocation shift.

Alameda CTC Comprehensive Investment Plan Changes to Current Programming Programming And Allocation Adjustments to previously approved 2022 CIP								Programming and Allocations (\$ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY22-23)	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON	(10,000)	(10,000)						(10,000)	Previously approved administrative phase allocation shift.
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	(80)	(80)						(80)	Previously approved administrative phase allocation shift.
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80	Previously approved administrative phase allocation shift.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	(4,214)	(4,214)						(4,214)	Previously approved \$700k allocation on 1/27/22 and phase allocation shift. Includes correction to remove \$50k.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	3,494	1,958	886	650				3,494	Previously approved \$1.4M allocation on 1/27/22, and phase allocation shifts. New programming In 22/23.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,020	2,206	2,614	2,200				7,020	Previously approved \$1.4M allocation on 1/27/22.and phase allocation shifts. New programming In 22/23.
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895	Previously approved administrative phase allocation shift.
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	(895)	(895)						(895)	Previously approved administrative phase allocation shift.
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	(761)	(761)						(761)	Previously approved administrative phase allocation shift.
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	761	761						761	Previously approved administrative phase allocation shift.
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	2,000	2,000						2,000	Previously approved administrative phase allocation shift.
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	(2,000)	(2,000)						(2,000)	Previously approved administrative phase allocation shift.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4	Previously approved administrative phase allocation shift.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	(22,672)	(22,672)						(22,672)	Previously approved administrative phase allocation shift.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	7,081	7,081						7,081	Previously approved administrative phase allocation shift. Programming adjustment to fund source \$10M (TEP-27 to 23)
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	28,646	28,646						28,646	Previously approved administrative phase allocation shift.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	(559)	(23,059)	22,500					(559)	Previously approved administrative phase allocation shift. New programming and allocation of \$22.5M.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	10,000	15,500					25,500	Programming adjustment to fund source \$10M (TEP-27 to 23). New programming and allocation of \$15.5M.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000	New programming \$2M from CIP00209, and fund source change from TEP-27 to 41.
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	500			500				500	New programming and allocations.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	81		81					81	New programming and allocations.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	(254)				(254)			(254)	Deprogrammed balance from SR2S mini-grant program.
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	620		620					620	New programming and allocations.
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	(2,000)				(2,000)				Reprogramming \$2M to CIP00155 - GoPort Projects.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000	Previously approved administrative phase allocation shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	(997)	(997)						(997)	Previously approved administrative phase allocation shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	(1,500)	(1,500)						(1,500)	Previously approved administrative phase allocation shift.
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708	Previously approved administrative phase allocation shift.

Alameda CTC Comprehensive Investment Plan Changes to Current Programming Programming And Allocation Adjustments to previously approved 2022 CIP								Programming and Allocations (\$ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)	Change Notes
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON									Technical correction to fund source: Changed from MBB to STIP as originally approved.
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	(3)	(3)						(3)	Previously approved administrative phase allocation shift.
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	3	3						3	Previously approved administrative phase allocation shift.
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	21	21						21	Previously approved administrative phase allocation shift.
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	(21)	(21)						(21)	Previously approved administrative phase allocation shift.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	2,000			2,000				2,000	New programming and allocation.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	(4,196)	(4,196)						(4,196)	Previously approved administrative phase allocation shift.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	900			900				900	New programming and allocation.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	4,196	4,196						4,196	Previously approved administrative phase allocation shift.
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)	Reprogramming MB from SR 84 - South segment (CIPID00412) to SR84/I-680 Landscaping Project (CIP00413)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000			10,000				10,000	Reprogrammed MBB from CIPID075 SR-84 Expressway Widening to CIPID00412 SR84 Landscaping..
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400		400					400	Reprogramming MB from SR 84 - South segment (CIPID00412) to SR84/I-680 Landscaping Project (CIP00413)
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600			5,600				5,600	Reprogramming MB from SR 84 - South segment (CIPID00412) to SR84/I-680 Landscaping Project (CIP00413)
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	(180)	(180)						(180)	Previously approved deallocation on 10/22/20.
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	(225)	(225)						(225)	Deallocation of OBAG funds, like amount programmed to CIP00411 Transportation Investments in MBB funds.
00411	Emeryville	Emeryville Transportation Investments	Multiple	2014 MBB	TEP-45	Transit	Planning / Scoping	225		225					225	New programming and allocation as part of OBAG fund transfer from CIPID00231.
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000			2,000				2,000	New programming and allocation.
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	1,662		1,662					1,662	New programming and allocation as part of OBAG fund transfer from CIPID00423.
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	(1,662)	(1,662)						(1,662)	Deallocation of OBAG funds, like amount programmed to CIP00126 Misson Blvd Project in MBB funds.
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON	(4,000)	(4,000)						(4,000)	Funding Shift to CIP00327 (\$2.5M), and CIPID00326 (\$1.5M)
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500	Repogramming funds from CIP00324.
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500	Repogramming funds from CIP00324.
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	488	488						488	Phase allocation shift requested by Project Sponsor.
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	(488)	(488)						(488)	Phase allocation shift requested by Project Sponsor.
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	(140)	(140)						(140)	Previously Approved deallocation on 10/22/20.
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON			(1,821)				1,821	(1,821)	Reprogramming per the sponsor request.
Totals								62,660	(21,057)	59,350	32,000	(14,254)		1,821	76,297	

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Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan															
2022 CIP Update Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00379	AC Transit	Quick Builds	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	954		954					954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	STP/CMAQ	STP/CMAQ	Transit	CON	300		300					300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375		375					375
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan															
2022 CIP Update Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451	4,451						4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376		6,376					6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192		192					192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100		100					100
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,555	1,555						1,555
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TC	Transit	Planning / Scoping	88	88						88

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600	7,600						7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245	245						245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300		9,300					9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779	1,779						1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	40	40						40
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136		136					136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	2,000		2,000					2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950			1,950				1,950
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852		1,852					1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98		98					98
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	8	8						8
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841		841					841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	5,300	1,800	3,500					5,300
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,385	2,385						2,385
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	9,889	342					10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	12,150	3,750	3,000	5,400				12,150
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50		50					50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	9,324	9,324						9,324
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,315	20,315						20,315
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	90,630	90,630						90,630
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	854	(4,800)					(3,946)
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	3,800	4,800					8,600
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON								
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1,230	1,230						1,230
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50		50					50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	4,371	2,021	1,350	1,000				4,371
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,400		10,650	1,750				12,400
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART		2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	19,350	19,350						19,350
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2014 MBB	TEP-35	HWY	CON								
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	3,494	1,958	886	650				3,494
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,020	2,206	2,614	2,200				7,020
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,047	1,047						1,047
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50		50					50
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	5,500	5,500						5,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	29,881	25,081	4,800					29,881
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	36,441	13,941	22,500					36,441
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	10,000	15,500					25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800		3,800					3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,200		500				4,700
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	O&M	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	O&M	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	O&M	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,767	1,767						1,767
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	1,004	644	360					1,004

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00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,789	1,508	281					1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,992	8,372	620					8,992
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	360				360			
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	6,503	6,503						6,503
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	21,000	21,000						21,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793		5,793					5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	875	500	375					875
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,800	5,800						5,800
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,000	10,000	2,000					12,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	5,966	5,966						5,966
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	50		50					50
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	1,304	1,304						1,304
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	900		900					900

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500	2,800	6,700	6,700	7,300			16,200
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	315		315					315
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	160		160					160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500		1,500					1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	Planning / Scoping	354		354					354
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000			10,000				10,000
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400		400					400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600			5,600				5,600
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741			741				741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85			85				85
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	O&M	797	305	159	164	169			628
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan															
2022 CIP Update Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	10,000	7,650					17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00341	BART	Vehicle Overhaul and Heavy Repairs Shop (VOHRS)	2-Central	2014 MBB	TEP-18	Transit	Final Design (PS&E)	5,000		5,000					5,000
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613

Alameda CTC Comprehensive Investment Plan 2022 CIP Update Five-Year Programming and Two-Year Allocation Plan 2022 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00330	Berkeley	Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22		22					22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52		52					52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	Planning / Scoping	110		110					110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TCD	Transit	PE/Env	180		180					180
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61		61					61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153		153					153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057			1,057				1,057
00410	Berkeley	Adeline Street Transportation Improvements	1-North	2010 VRF	Transit	Transit	PE/Env	495			495				495
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	O&M	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	O&M	1,004	389	192	198	225			779
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	O&M	940	376	188	188	188			752
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	O&M	486	324	162					486
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan															
2022 CIP Update Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	582	388						388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661	661						661
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751	4,751						4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856	856						856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146	146						146
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94		94					94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110		110					110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390		390					390
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41		41					41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226			226				226
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833

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2022 CIP Update Five-Year Programming and Two-Year Allocation Plan															
2022 CIP Update Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	O&M	747	272	153	157	165			582
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	O&M	952	380	225	171	176			776
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	2,000	500					2,500
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON								
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	O&M	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	2,000		2,000					2,000
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	O&M	2,000			500	500	500	500	500
00411	Emeryville	Emeryville Transportation Investments	Multiple	2014 MBB	TEP-45	Transit	Planning / Scoping	225		225					225
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan															
2022 CIP Update Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510	6,510						6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525	7,525						7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731	279	149	151	152			579
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000	3,000						3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000	1,000						1,000

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
2022 CIP Update Five-Year Programming and Two-Year Allocation Plan															
2022 CIP Update Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	PE/Env	2,000		2,000					2,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977	977						977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100	2,100						2,100
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267		267					267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,271		1,271					1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,415		1,415					1,415
00310	Fremont/Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont/Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250		250					250
00307	Fremont/Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500	3,500						3,500
00312	Fremont/Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000	2,000						2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	23,162	21,500	1,662					23,162
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON								
00351	Hayward	Patrick Avenue Traffic Calming Improvement Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	162		162					162
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	110	110						110

Alameda CTC Comprehensive Investment Plan 2022 CIP Update Five-Year Programming and Two-Year Allocation Plan 2022 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	O&M	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220	220						220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87	39	16	16	16			71
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140	49	28	30	33			107
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300		2,300					2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	STP/CMAQ	STP/CMAQ	Transit	CON	2,000		2,000					2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541		541					541
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	O&M	1,023	339	200	234	250			773
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382	1,382						1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	17		17					17
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84		84					84
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	81		81					81
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	242		242					242
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	600		600					600
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	CON								
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	300	300						300
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000	3,000						3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	3,253	3,253						3,253
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	1,667	1,667						1,667
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43		43					43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323		323					323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130		130					130
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	O&M	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	1,320	330					1,650
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	790	790						790
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON								
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634	1,634						1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392	4,392						4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500	9,500						9,500
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000	4,000						4,000
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60		60					60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125		125					125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200		200					200
00375	Oakland	14th Street Complete Streets Project	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00376	Oakland	East Bay Greenway Segment II	1-North	STP/CMAQ	STP/CMAQ	Bike/Ped	CON	1,000		1,000					1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200					200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98		98					98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207		207					207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21		21					21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398		1,398					1,398
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	19		19					19
00332	Piedmont/EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148						148
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	O&M	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095	1,095						1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200	5,200						5,200
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80	80						80
00355	Pleasanton	Division Street/St. Mary’s Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	62	62						62
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717			717				717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150			150				150
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	O&M	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	820	200					1,020
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128

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2022 CIP Update Programming and Allocations									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	O&M	743			149	154	217	223	149
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	O&M	114			57	57			57
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821						1,821	
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCD	Bike/Ped	CON	1,387		1,387					1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92		92					92
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	2010 VRF	Transit	Transit	CON	543				543			
00405	San Leandro	MacArthur Boulevard Park & Ride	2-Central	TFCA	Prog Mgr	Transit	CON	80				80			
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRC	ACE Capital	4-East	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235		235					235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765			1,765				1,765
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	701	215	179	189	118			583
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779

Alameda CTC Comprehensive Investment Plan 2022 CIP Update Five-Year Programming and Two-Year Allocation Plan 2022 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25	FY2025-26	Total Allocated (Thru FY22-23)
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	2,500	4,200					6,700
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10		10					10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71		71					71
00390	Union City	Union City Electric Bus Infrastructure	3-South	TFCA	Prog Mgr	Transit	CON	1,500		1,500					1,500
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	O&M	419	96	103	108	112			307
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
Totals								1,424,398	1,199,006	149,051	49,838	18,248	717	2,544	1,397,895

Total 2-year Allocations	\$ 198,889
Total 5-year Programming	\$ 220,398



Memorandum

7.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 21, 2022

TO: Alameda County Transportation Commission

FROM: Shannon McCarthy, Associate Transportation Planner
Chris G. Marks, Associate Transportation Planner

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

Recommendation

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

Summary

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

Alameda CTC submitted comments on one NOP since the last update on March 7, 2022, included as Attachment A.

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

Attachment:

- A. Response to the NOP of a Draft EIR for the City of Piedmont Housing Element Update

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March 15, 2022

Kevin Jackson, Planning & Building Director
City of Piedmont
120 Vista Avenue
Piedmont, CA 94611

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the City of Piedmont Housing Element Update

Dear Kevin,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the City of Piedmont Housing Element Update. The project will encompass the entirety of the City of Piedmont, which is located in northern Alameda County and completely surrounded by the City of Oakland. The City of Piedmont encompasses approximately 1.7 square miles, including 4,000 housing units, and is home to 11,300 residents. The proposed comprehensive Housing Element Update will be based on the City's latest Regional Housing Needs Allocation, which requires the City's zoning and other land use regulations accommodate a minimum of 587 new housing units. The Housing Element Update will identify suitable and available housing sites by screening for vacant and underutilized parcels, evaluating sites and calculating capacity potential upon buildout. The City's General Plan and Municipal Code will be amended as needed to maintain consistency with the updated Housing Element.

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

Basis for Congestion Management Program (CMP) Review

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

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in May 2019 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the plan on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the plan area include:
 - I-580 in Oakland and Piedmont
 - SR-13 and SR-24 in Oakland
 - MacArthur Boulevard, Broadway Avenue, and College Avenue in Oakland
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP.
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the plan include: AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans.
- The DEIR should address potential impacts of the plan to people biking and walking in and near the plan area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan.
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must:
 - Adequately sustain CMP roadway and transit service standards;
 - Be fully funded; and
 - Be consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and

pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208 7484 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Cathleen Sullivan", with a long horizontal flourish extending to the right.

Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner
Shannon McCarthy, Associate Transportation Planner

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Memorandum

7.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 21, 2022

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Maisha Everhart, Director of Government Affairs and Communications

SUBJECT: Federal, state, regional, and local legislative activities update

Recommendation

This item is an update on federal, state, regional, and local legislative activities. Staff recommends the Commission approve positions on four bills, as detailed in Table 2.

Background

The Commission approved the 2022 Legislative Program in December of 2021. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC 2022 adopted Legislative Program.

Federal Update

The \$1.2 trillion Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA) was signed by President Biden on November 15, 2021. The law reauthorizes federal surface transportation and water infrastructure programs. It also provides \$550 billion worth of new, additional spending for transportation, resiliency, energy, environment, broadband, and water investments over five years (FY 2022-2026). The law requires many programs to be established within 180 days, which will be May 14, 2022.

In March, the Metropolitan Transportation Commission (MTC) approved a short list of priority projects for regional endorsement by MTC for a subset of competitive federal grant programs. The goal is for the region to create a more focused advocacy

platform for a small number of the most competitive projects by minimizing competition within the region. Alameda CTC staff worked with MTC staff on the rail safety programs, the INFRA program which focuses on freight, and the new MEGA grant program for large multimodal roadway and active transportation projects. MTC worked directly with transit agencies on transit programs related to New Starts as well as a regionally coordinated effort on zero emissions bus needs. MTC included the Rail Safety Enhancement Program on the regional endorsement list for the federal CRISI grant program. MTC also included Valley Link on the priority list pending the Federal Transit Administration's approval of the project's entrance into the Capital Investment Grants Project Development Phase, which is a process Valley Link must initiate. Additional projects on the regional endorsement list relevant to Alameda County include the BART Core Capacity Program and the City of Oakland's Transforming Oakland's Waterfront Neighborhoods Project. As we prepare for the May meetings with the federal delegation, staff will coordinate closely with MTC on joint advocacy.

State Update

The 2022 legislative session is the second year of a two-year session. The deadline for new bills to be introduced was February 18, 2022.

Staff continues to evaluate the bills introduced by the deadline in relation to the Commission's adopted legislative platform, and will continue to do bill analysis, coordinate with our partner agencies and make recommendations to the Commission in the coming months.

The Governor's budget proposal was released on January 10th. The budget proposes investing \$9.1 billion in transportation programs, and includes significant focus on climate programs, transit, equity, and active transportation. Staff and our state advocate will continue to monitor the Governor's budget proposal as it is heard in the Assembly and Senate.

On March 23, 2022 Governor Newsom Proposed \$11 Billion Relief Package for Californians Facing Higher Gas Prices. His proposal included:

- allowing registered vehicle owners in California to be eligible for at least \$400 per vehicle, totaling \$9 billion in direct payments to millions of Californians,
- \$2 billion in relief for free public transportation for three months,
- pausing a portion of the sales tax rate on diesel, and suspending the inflationary adjustment on gas and diesel excise tax,
- \$500 million to support active transportation programs, like walking and biking projects, and

- fast-tracking \$1.75 billion of the Governor’s historic \$10 billion ZEV package to get more Californians into clean vehicles faster, and build charging stations.

Staff will monitor developments on the Governor’s proposal as the budget process advances.

Last month, the Commission took positions on two bills:

Table 1. Commission adopted positions

Bill Number	Bill Information	Commision Position
AB 1944 (Lee, Garcia)	This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda. The bill would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period.	Support
AB 2336 (Friedman)	This bill would authorize until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, and the City and County of San Francisco, Glendale and one Southern California City to establish the Speed Safety System Pilot Program if the system meets specified requirements.	Support and seek amendments to allow all interested jurisdictions in Alameda County to participate in the pilot program as well as to respond to equity concerns relating to camera distribution, privacy, and fees.

Staff will work with our state advocate to seek the amendments requested by the Commission. Equity provisions in the current version of AB 2336 as of March 29, 2022 include:

- Fees: provisions to offer a diversion program for indigent violation recipients, the ability for indigent speed safety system violation recipients to pay

applicable fines and penalties over a period of time under a payment plan with monthly installments of no more than twenty-five dollars (\$25) and shall limit the processing fee to participate in a payment plan to five dollars (\$5) or less. Reduce the applicable fines and penalties by 80 percent for indigent persons, and by 50 percent for individuals 200 percent above the federal poverty level.

- Camera distribution and privacy: the local governing body shall approve a Speed Safety System Impact Report prior to implementing a program. The Speed Safety System Impact Report shall include an assessment of potential impacts on civil liberties and civil rights and any plans to safeguard those public rights. If potential deployment locations of systems are predominantly in low-income neighborhoods, a determination of why these locations experience high fatality and injury collisions due to unsafe speed must be made.
- The local governing body shall consult and work collaboratively with relevant local stakeholder organizations, including racial equity, privacy protection, and economic justice groups, in developing the Speed Safety System Use Policy and Speed Safety System Impact Report.

Based on discussions at previous Committee and Commission meetings, and per the adopted 2022 Legislative Program, the following bills detailed in Table 2 are recommended for the Commission to take a position. Staff will continue to monitor and bring forward additional bills as the legislative session progresses.

Table 2. Recommended Bill Positions

Bill Number	Bill Information	Analysis	Recommended Position
<p><u>SB 922</u> <u>Weiner</u> Environmental Streamlining for Sustainable Transportation</p>	<p>This bill would extend the CEQA exemption indefinitely beyond 2030 for requirements of transportation plans for urbanized areas for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions.</p> <p>The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.</p> <p>This bill also adds equity-oriented requirements for large projects seeking to utilize the exemption.</p>	<p>This bill supports the Commission's legislative priority of advancing effective project delivery and operations. By extending the CEQA exemption, this bill helps to facilitate efficient and expedited project development and delivery.</p>	<p>Support</p>

<p><u>AB 1909</u> <u>Friedman</u></p> <p>Bike Omnibus bill</p>	<p>This bill would remove the prohibition of class 3 electric bicycles on bike paths, trails and similar facilities and would instead authorize a local authority to prohibit the operation of any electric bike or any class of electric bike on an equestrian trail, or hiking or recreation trail. This bill would give authorization to cross an intersection when there is a pedestrian walk signal to a bicycle, unless otherwise directed by a bicycle control signal. This bill would additionally require a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle. This bill would instead prohibit a jurisdiction from requiring any bicycle operated within its jurisdiction to be licensed.</p>	<p>This bill supports the Commission's goal to increase multi-modal transportation options and promote sustainability by encouraging bicycle use that will help to reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities.</p>	<p>Support</p>
<p><u>AB 2147</u> <u>Ting/Friedman</u></p> <p>Reduces law enforcement stops and citations for Jaywalking</p>	<p>Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses</p>	<p>This bill supports the Commission's goal to advance equity to provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities by reducing interactions with law</p>	<p>Support</p>

	<p>committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power.</p>	<p>enforcement and fees associated with citations.</p>	
<p><u>AB 1713 Boerner Horvath</u></p> <p>Vehicles: required stops: bicycles</p>	<p>Would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection.</p>	<p>This bill supports the Commission's goal to increase multi-modal transportation options and promote sustainability by encouraging bicycle use that will help to reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities.</p>	<p>Support</p>

	<p>The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.</p>		
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Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

A. Alameda CTC 2022 Legislative Program

2022 Legislative Program

The legislative program herein supports Alameda CTC's goals adopted for the 2020 Countywide Transportation Plan for a transportation system that is:

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

The Alameda County Transportation Commission will develop strategic partnerships and support efforts that encourage regional and mega-regional cooperation to increase transportation funding and support policies that advance this legislative program.

Core Legislative Priorities
Transportation Funding: Advocate for increased transportation funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies.
Equity: Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Prioritizing and advancing equity will be considered throughout each policy area of this legislative program.
Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.
Sustainability: Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.
Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

Transportation Funding: Advocate for increased transportation funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies.

- Seek, acquire, accept and implement grants to advance project and program delivery.
- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County.
- Support efforts that protect against transportation funding diversions.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.
- Support rewarding Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding and advance policies that support transit, paratransit, and multimodal transportation.
- Support efforts to increase funding to advance safety and active transportation.
- Support policies and funding that enhance Bay Area goods movement and passenger rail funding, delivery and advocacy that enhance the economy, local communities, and the environment.
- Support policies and programs that improve transportation services and infrastructure and do not create unfunded mandates.

Equity: Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation and elevate the needs of equity priority communities and youth, seniors, disabled, low income and communities of color.

- Providing accessible, affordable and equitable transportation resources will be considered throughout each policy area of this legislative program.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support means-based fare programs while being fiscally responsible.
- Support projects and programs that reduce emissions with a particular emphasis on communities historically disproportionately burdened by pollution from the transportation sector.
- Expanding economic opportunities for small and local businesses by leveraging our procurement, contracting and hiring processes and supporting those historically disenfranchised such as women and minority owned businesses.

Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.

- Expand multimodal options, shared mobility and innovative technology.
- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.
- Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.
- Support policies that advance safety for all users of the transportation system.
- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

Sustainability: Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including to support transitioning to a zero-emission transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce GHG emissions.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.
- Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges.
- Support efforts to address sea level rise adaptation including planning, funding and implementation support.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.
- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

- Advance innovative and cost-effective project delivery.

- Support environmental streamlining, efforts that reduce project and program implementation costs, and expedited project delivery, including contracting flexibility and innovative project delivery methods.
- Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
- Support HOV/managed lane policies and efforts that promote effective and efficient lane implementation and operations, protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.



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MEMORANDUM

April 15, 2022

TO: Alameda CTC

FROM: R. Zachary Wasserman and Neal Parish

RE: Consider and Adopt Resolution Pursuant to Government Code Section 54953(e) (AB 361) to Allow Hybrid and/or Remote Commission and Committee Meetings

Due to the COVID-19 pandemic, Alameda CTC has been holding essentially all meetings of the Commission and its Committees on a remote basis since Governor Newsom first authorized such meetings pursuant to an Executive Order issued on March 17, 2020. Since October 2021, Alameda CTC's authority to hold these meetings on a remote basis has been based on the provisions of Government Code Section 54953(e), adopted as part of AB 361. This statutory provision requires that each agency either reconsider its AB 361 findings at least every 30 days or adopt a new set of findings if more than 30 days have expired since the last findings were adopted.

At its March 24, 2022 the Commission considered, discussed, and adopted a resolution which allows a gradual resumption of in person meetings. As discussed during the March meeting, the concept is for all Committee meetings to continue to be held on a fully remote basis, with only the Commission having limited in person participation to ensure that there is sufficient space for social distancing between those Commissioners who elect to attend in person. The Executive Director, in consultation with the Commission Chair and the Commission Clerk, would confer with Commissioners to determine who would attend in person, and who would attend remotely. Additionally, to protect the health of the public, as well as the health of those Alameda CTC staff and Commissioners who attend the Commission meeting in person, all members of the public interested in participating in the Commission meeting would do so remotely.

Due to the timing of the Commission's regular meetings, there has been more than 30 days since the adoption of the prior resolution during the March Commission meeting. Accordingly, the Commission must adopt a new resolution with the appropriate findings, rather than reconsidering the findings made as part of resolution adopted in March. The attached resolution is based on the same facts and considerations discussed in March, and is essentially the same, with minor updates to reflect the fact that the Commission authorized hybrid meetings in March. This resolution will again permit Alameda CTC to hold any and all meetings of the Commission, the Standing Committees, the Advisory Committees, and the Independent Watchdog Committee during the next thirty days on a remote or hybrid basis, as described above. Given that the Commission held a robust discussion of the matter during the March meeting, and since the underlying facts have not changed, it is appropriate to adopt this resolution as part of the Consent Calendar. However, Wendel Rosen attorneys will be available during the meeting to answer any questions Commissioners may have.

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Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

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

BART
President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Vice Mayor Regina Bonanno

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 22-005

Resolution of the Alameda County Transportation Commission Determining that Conducting Fully In-Person Meetings of the Commission and Committees would Present Imminent Risks to Attendees' Health, and Electing to Hold Hybrid or Fully Remote Meetings Using Teleconferencing Pursuant to Government Code Section 54953(e)

WHEREAS, on March 4, 2020, California Governor Gavin Newsom issued a proclamation of a State of Emergency due to COVID-19 pursuant to Government Code Section 8625, and such proclamation remains in effect as of the date of this Resolution, as are the facts, circumstances, and emergency under which it was issued.

WHEREAS, on March 17, 2020, in connection with the above-referenced State of Emergency, the Governor issued Executive Order N-29-20 allowing local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically notwithstanding contrary provisions of the Ralph M. Brown Act (Government Code Sections 54950 *et seq.*, "Brown Act").

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which placed an end date of September 30, 2021, on the effectiveness of Executive Order N-29-20 that allowed exemptions to the Brown Act.

WHEREAS, as of October 1, 2021, Assembly Bill (AB) 361 allows a local agency to continue to use teleconferencing without complying with the standard Brown Act teleconferencing provisions if the agency's legislative body holds a meeting during a proclaimed state of emergency and determines by majority vote that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees (Government Code section 54953(e)).

WHEREAS, commencing with the Commission meeting of March 26, 2020 through the Commission meeting of March 24, 2022, Alameda County Transportation Commission ("Alameda CTC") held all meetings of its Commission, along with its Standing Committees and Advisory Committees (together, "Committees") on a fully remote basis pursuant to the authority initially granted by Executive Order N-29-20 and subsequently by AB 361.

WHEREAS, the Health Officer of the County of Alameda (“Health Officer”) has issued various health orders and updates thereto designed to slow the spread of COVID-19 and its variants, including but not limited to recommendations and/or requirements for vaccinations, quarantines, sheltering in place, face coverings, and social distancing recommendations designed to protect public health.

WHEREAS, the Health Officer and many other health officers in the Bay Area and throughout the State lifted indoor mask mandates effective as of February 16, 2022, in recognition that the State and the County are both below their respective peaks of COVID-19 cases and hospitalizations, and because the overall risk of COVID-19 is lower than during the peak of the Delta and Omicron variants.

WHEREAS, notwithstanding the lifting of the indoor mask mandates, the Health Officer continues to recommend that members of the public make appropriate choices to reduce the impact of COVID-19 on personal and public health, potentially including the continued wearing of masks in indoor public settings, social distancing, and/or only gathering with friends and family who have been vaccinated and received booster shots.

WHEREAS, the Centers for Disease Control and Prevention have found that after getting vaccinated against COVID-19, protection against the virus may decrease over time and be less able to protect against the Delta and Omicron variants, and recently recommended that individuals receive booster shots.

WHEREAS, due to the continued health risks related to COVID-19, including the risks associated with the Delta and Omicron variants, Alameda CTC continues to be deeply concerned about protecting the health and safety of attendees, particularly given that even fully vaccinated people have contracted the Delta and Omicron variants, people may have and transmit the virus before knowing they are infected and/or if they are asymptomatic, less than sixty percent of eligible Alameda County residents have received a booster shot, meetings of Alameda CTC’s Commission and Committees regularly exceed one hour in length, and its meeting facilities are limited in space with seats close together, especially with respect to public attendees.

WHEREAS, Government Code Section 54953.3 within the Brown Act prohibits local agencies from requiring members of the public to register their name or otherwise fulfill any condition precedent to their attendance at a meeting held pursuant to the Brown Act.

WHEREAS, Section 54953.3 accordingly prohibits Alameda CTC from requiring public attendees to its Commission and Committee meetings to provide proof of vaccination, as is otherwise required by Oakland ordinance prior to entrance into many indoor facilities.

WHEREAS, there has been a general increase in public participation at public meetings that are held via teleconference during the course of the pandemic.

WHEREAS, some Commissioners are fully vaccinated and boosted and would accordingly prefer to hold certain meetings of the Commission and Standing Committees on a hybrid basis, pursuant to which some Commissioners may attend such meetings in person at Alameda CTC’s Mary V. King Conference room, so long as in-person attendance is limited to a small number of Commissioners so as to allow appropriate social distancing between and amongst the Commissioners and any members of Alameda CTC’s staff also able to safely attend such meetings in person.

WHEREAS, other Commissioners have stated that they continue to feel that their in-person attendance at Commission and Standing Committees would present an imminent risk to their personal health or safety due to the continued COVID-19 pandemic, and thus prefer the option to continue attending such meetings remotely.

WHEREAS, Alameda CTC desires to continue holding public meetings of the Commission and the Committees remotely using teleconferencing and virtual meeting technology in order to avoid the imminent risk to the health and safety of attendees, subject to the option for a limited number of Commissioners to attend Commission or Committee meetings in person at Alameda CTC's Mary V. King Conference room, with in-person attendance determined for each such meeting by the Executive Director in consultation with the Commission Chair and the Commission Clerk.

WHEREAS, at the regular Commission meeting held on March 24, 2022, and in light of the foregoing considerations, the Commission adopted a resolution authorizing remote or hybrid meetings pursuant to Government Code Section 54953(e)(2), including the option for limited numbers of Commissioners to attend Commission and Committee meeting in person, as and when deemed appropriate by the Executive Director, in consultation with the Chair and Commission Clerk.

WHEREAS, at the regular Commission meeting held on March 24, 2022, and in light of the foregoing considerations, the Commission adopted a resolution authorizing remote or hybrid meetings pursuant to Government Code Section 54953(e)(2), including the option for limited numbers of Commissioners to attend Commission and Committee meeting in person, as and when deemed appropriate by the Executive Director, in consultation with the Chair and Commission Clerk.

WHEREAS, it has been more than 30 days since the March 24, 2022 meeting of the Commission, and therefore pursuant to Government Code Section 54953(e)(3), the Commission must make a new set of findings authorizing remote or hybrid meetings pursuant to Government Code Section 54953(e)(2), including this April 28, 2022 meeting, rather than relying upon the March 24, 2022 resolution for purposes of this meeting and adopting findings related to a reconsideration of the March 24, 2022 resolution for further meetings.

WHEREAS, the Commission considered all pertinent information, testimony, and comments with respect to this Resolution, including, without limitation, information received at the Commission meeting, the memo from legal counsel dated April 15, 2022, this Resolution, and all other information on which the Commission has based its decision.

NOW THEREFORE, BE IT RESOLVED, Alameda CTC hereby determines that there is a state of emergency proclaimed by the State of California based upon the COVID-19 pandemic.

BE IT FURTHER RESOLVED, that Alameda CTC further determines that holding Commission and Committee meetings fully in person would present imminent risks to the health or safety of attendees.

BE IT FURTHER RESOLVED, that Alameda CTC will accordingly follow the provisions of Government Code Section 54953(e)(2) with respect to meetings of the Commission and any other legislative body of Alameda CTC including and subsequent to today's Commission meeting, including but not limited to each of the Standing Committees, Advisory Committees, and the Independent Watchdog Committee, subject to continued compliance and review pursuant to Section 54953(e)(3), and with the option for limited numbers of Commissioners to attend Commission and Committee meeting in person, as and when deemed appropriate by the Executive Director, in consultation with the Chair and Commission Clerk.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, April 28, 2022 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: _____ **Attest:** _____

**John J. Bauters,
Chair, Alameda CTC**

**Vanessa Lee,
Clerk of the Commission**

**Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Keith Carson, Alameda County, District 5**

Check the box and date and sign this form to approve reappointment of the Bicycle and Pedestrian Advisory Planning Committee (BPAC) member.

Bicycle and Pedestrian Advisory Planning Committee (BPAC)



Reappoint:

(action required)

Howard Matis



Term Began: September 2019

Term End: September 2021

4/5/22

Date

Supervisor Keith Carson, Alameda County, District 5

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

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

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Independent Watchdog Committee Meeting Minutes Monday, January 10, 2022, 5:30 p.m.

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Call to Order

Independent Watchdog Committee (IWC) Chair Pat Piras called the meeting to order.

2. Roll Call

A roll call was conducted and all members were present with the exception of Oscar Dominguez, Glenn Naté, and Carl Tilchen.

Hale Zukas was present at the meeting; however, he experienced audio problems for the duration of the meeting.

Patricia Reavey noted that Lenore McDonald, League of Women Voters appointee, is in attendance as a member of the public. Ms. McDonald's appointment will go before the Commission for approval at their next meeting.

3. Public Comment

At the invitation of the Chair, Lenore McDonald provided a brief introduction and noted that she has been working closely with the City of Oakland on their livable communities' initiatives and with the League of Women Voters.

4. Meeting Minutes

4.1. Approve November 8, 2021 IWC Meeting Minutes

Pat Piras suggested the following correction:

- Item 8.1, second sentence, change "...published last July..." to "...published in July..."
- Item 8.1, third sentence, include "...she and Vice Chair McCalley attended..."
- Item 12, "the meeting was adjourned in memory of Supervisor Wilma Chan."

Murphy McCalley made a motion to approve the minutes with the above corrections. Tom Rubin seconded the motion. The motion passed with the following vote:

Yes: Brown, Buckley, Hastings, Exner, Hernandez, McCalley, Piras, Rubin
No: None
Abstain: None
Absent: Dominguez, Naté, Tilchen, Zukas

5. Measure B/Measure BB Projects and Programs

5.1. Alameda CTC Measure B and Measure BB Programs Update

John Nguyen provided an update on Alameda CTC's Direct Local Distribution (DLD) programs, including reviewing the current Direct Local Distribution (DLD) fund balances and program compliance monitoring process. Mr. Nguyen provided an overview of the Measure B and Measure BB discretionary program and its oversight process and stated the reports should all be ready for IWC review by the official kickoff for IWC review at the March 2022 meeting. Mr. Nguyen noted for both the DLD and discretionary programs, the use of Measure B/BB funds are governed by funding agreements with each of the fund recipients. Mr. Nguyen noted staff monitors the expenditures to ensure that projects are delivered in accordance with the Transportation Expenditure Plans and the Commission adopted policies.

Pat Piras noted a couple of corrections to dates in the staff report that accompanied Mr. Nguyen's presentation, including the date of "February/March 2021" in the last paragraph on the second page, which should be "February/March 2022" and, on the third page, in the last paragraph before the fiscal impact statement the date of "July 2022" should be "July 2021".

6. Measure B/Measure BB Compliance and Audited Financial Report

6.1. Fiscal Year 2020-21 Measure B/BB Compliance Review Process Update

Note: Audit Reports Available on Alameda CTC Website:

<https://www.alamedactc.org/funding/reporting-and-grant-forms/>

John Nguyen provided an update on the fiscal year 2020-21 Direct Local Distribution compliance reporting. Mr. Nguyen noted that Alameda CTC received the financial and compliance reports from all DLD recipients for the fiscal year 2020-21 reporting period, except three jurisdictions (Alameda, Livermore and Union City) with which he is still working. Mr. Nguyen noted the IWC will begin their official review in March.

7. Establishment of IWC Annual Report Ad Hoc Subcommittee

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

Pat Piras stated that the committee wants to establish and convene the IWC Annual Report Subcommittee earlier this year to discuss Alameda CTC's Performance Measures for the DLD recipients due to the issues the committee addressed in the annual report last year. Ms. Piras appointed the following members to the subcommittee:

Curtis Buckley
Ed Hernandez
Murphy McCalley

Pat Piras
Hale Zukas
Lenore McDonald (contingent upon
the approval of her appointment by
the Commission)

Mr. Exner asked if the IWC can actually appoint someone to a subcommittee that is not on the committee. Ms. Piras noted that by the time the subcommittee meets, Ms. McDonald will be a member of the committee.

Legal counsel responded in support of Ms. Piras' response to say that Ms. McDonald's membership on the subcommittee is contingent upon her being a member of this committee. Unless or until she is approved to be a member of the IWC, she can't be a member of the subcommittee. But by the time the subcommittee is going to be meeting, she will be a member of the IWC.

Ms. Piras requested staff to reach out to the subcommittee members to determine a date in late February for the first subcommittee meeting.

8. Discussion of Performance Measures

Pat Piras continued the discussion from the January 2022 meeting regarding Measure BB DLD Performance Measures. She reiterated that issues and concerns were identified during the committee's development of the 19th Annual Report to the Public published in July 2021. Currently, the contractual agreements with the jurisdictions are 10-year agreements from the Commission starting in 2016. Any substantive changes to the performance measures adopted and approved by the Commission may take several years to implement.

9. IWC Bylaws

9.1. Review IWC Bylaws

Patricia Reavey commented that at the November 2021 IWC Meeting, the Chair requested staff send the IWC Bylaws to the committee to review and provide comments. Ms. Reavey noted that the committee's changes are incorporated in the redlined version of the bylaws in the packet. Ms. Piras reviewed the edits with the committee in detail, and additional revisions were also requested. Alameda CTC General Counsel Neal Parish provided input to clarify the proposed changes.

Ms. Reavey stated that the IWC's recommended changes to the bylaws would go before the recommending Committee for approval on March 14, 2022, and then to the Commission later in the month.

Tom Rubin made a motion to adopt the redline version of the IWC Bylaws along with the additional edits suggested during this meeting, subject to legal review. Murphy McCalley seconded the motion. The motion passed with the following vote:

Yes: Brown, Buckley, Hastings, Hernandez, McCalley, Piras, Rubin

No: Exner

Abstain: None

Absent: Dominguez, Naté, Tilchen, Zukas

10. IWC Member Reports/Issues Identification

10.1. Chair's Report

Chair Pat Piras stated that she did not have new items to report.

10.2. IWC Issues Identification Process and Form

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

10.2.1. Performance Measurement – IWC to Consider Motion to Form a Subcommittee

Tom Rubin moved that the IWC establish a Performance Measures Subcommittee to review and study performance measures, standards, and potentially a performance measures reporting system for transportation agencies that have received, currently receive, and/or are eligible to receive funding from the Alameda County Transportation Commission. The Subcommittee shall, as it may determine, work with ACTC staff and other parties to review existing performance measurement systems, determine unmet needs, and make recommendations for improvements in performance measures, performance standards, and reporting systems to be presented for IWC for its consideration and, as the IWC may determine, presentation to the Commission and other parties for action and implementation. Tom Rubin will be a member of the subcommittee. Al Exner seconded the motion. The motion failed with the following vote:

Yes: Exner, Rubin

No: Buckley, Hastings, Hernandez, McCalley, Piras

Abstain: None

Absent: Brown, Dominguez, Naté, Tilchen, Zukas

Tom Rubin noted that he has ideas that he would like to present on defining performance measures. He indicated that he would like to be a part of the annual report subcommittee to discuss performance measures.

10.3. Member Reports

There were no member reports

11. Staff Reports

11.1. Staff Reports

Patricia Reavey shared that staff distributed the Limitations Calculations Report to the committee as requested by the Chair at the January 2022 meeting.

11.2. IWC Calendar

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

Al Exner asked why we only meet quarterly.

Pat Piras responded that is what is required in the bylaws and that maybe we can discuss this at a future meeting.

11.3. IWC Roster

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

12. Adjournment

The meeting was adjourned and the next meeting is scheduled for March 14, 2022.

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

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Ms.	Piras, Chair	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Board of Supervisors District 4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Exner	Alfred	Pleasanton	Alameda County Mayor's Conference, D-4	Jun-21		Jun-23
7	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-21		Jul-23
8	Mr.	Hernandez	Ed	San Leandro	Alameda County Mayors' Conference, D-3	Feb-21		Feb-23
9	Ms.	McDonald	Lenore	Oakland	League of Women Voters	Jan-22		Jan-24
10	Mr.	Naté	Glenn	Union City	Alameda County Board of Supervisors, District 2	Jan-15	Jan-20	Jan-22
11	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
12	Mr.	Tilchen	Carl	Dublin	Alameda County Board of Supervisors, District 1	Oct-18		Oct-20
13	Mr.	Zukas	Hale	Berkeley	Alameda County Board of Supervisors District 5	Jun-09	Jan-20	Jan-22



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 21, 2022

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Approve Amended and Restated Agreements with the California Department of Tax and Fee Administration for State Administration of District Transactions and Use Taxes for Measure BB and adopt related resolutions

Recommendation

It is recommended that the Commission approve two amended and restated agreements with the California Department of Tax and Fee Administration (CDTFA) related to the administration of the one cent Measure BB transactions and use taxes through March 31, 2045, and adopt resolutions authorizing the Executive Director to execute the amended and restated agreements as follows:

- An Amended and Restated Agreement for Administration of District Transactions and Use Taxes with the CDTFA for Measure BB ½ cent transactions and use tax which commenced collections on April 1, 2015
- A Resolution Authorizing the Executive Director to Execute an Amended and Restated Agreement with the CDTFA for Implementation of a Local Transactions and Use Tax for the Measure BB ½ cent transactions and use tax which commenced collections on April 1, 2015
- An Amended and Restated Agreement for Administration of District Transactions and Use Taxes with the CDTFA for the Measure BB ½ cent transactions and use tax which commenced collections on April 1, 2022
- A Resolution Authorizing the Executive Director to Execute an Amended and Restated Agreement with the CDTFA for Implementation of a Local Transactions and Use Tax for the Measure BB ½ cent transactions and use tax which commenced collections on April 1, 2022.

Summary

Following voters' approval of Measure BB in 2014, Alameda CTC entered into an agreement with the Board of Equalization to administer the Measure BB sales tax. The original Measure BB agreement covered the BOE's administration of both the initial ½ cent sales tax to be collected from April 1, 2015 through March 31, 2045, as well as the additional ½ cent sales tax to be collected from April 1, 2022 through March 31, 2045. This additional ½ cent tax took effect immediately after the expiration of the 2000 Measure B sales tax, so that the rate paid by Alameda County taxpayers remained constant at one percent. The CDTFA, as successor to the BOE, disagreed with the BOE's interpretation and application of the Measure BB ordinance, and did not believe it was legally possible to collect the original Measure BB ½ cent sales tax and the additional Measure BB ½ cent sales tax in a single account. They instead required that the ½ cent sales tax segments be collected in two separate accounts and under two separate administration agreements.

As authorized by the Commission in December 2021, Alameda CTC amended the original BOE agreement so that it only addressed the initial ½ cent transactions and use tax which commenced collection starting April 1, 2015, and entered into a new agreement with the CDTFA for State administration of the transactions and use tax for the additional ½ cent sales tax which commenced collection starting April 1, 2022.

Since Measure BB sales tax revenues are the security and source of payment for the upcoming bond issuance anticipated for this summer, Alameda CTC needs to amend and restate both of these agreements for administration of transactions and use taxes to accommodate such bond financings. These amended and restated agreements will require the CDTFA to distribute all Measure BB sales tax revenues to the trustee directly through the end of scheduled Measure BB collections. Once the funds are received by the trustee, the trustee will place in Alameda CTC bond fund principal and interest accounts the amounts required to fund the next debt service payment equal to 1/12th of principal and 1/6th of interest each month, and then transfer the balance to Alameda CTC on that same day. This process, referred to as a "trustee intercept," is a strong security measure for Alameda CTC's sales tax revenue bonds and helps to support Alameda CTC's request to rating agencies for the highest rating possible. The Commission also is required to adopt resolutions authorizing the Executive Director to execute these amended and restated agreements.

Background

On November 4, 2014, more than 70 percent of Alameda County voters responded positively in support of Alameda CTC's Measure BB, an extension and augmentation by one-half of one percent of the existing Alameda County transaction and use tax through March 31, 2045. The tax authorized by Measure BB, both the initial ½ cent sales tax collected beginning in 2015 along with the additional ½ cent sales tax collected starting in April of 2022, was designed to fund the 2014 Transportation Expenditure Plan (TEP). The

program authorized by the 2014 TEP and funded by Measure BB is well on its way in its efforts to increase mobility, create jobs, reduce congestion, protect the environment, restore and expand transit services, fix potholes, reduce highway congestion, expand bicycle and pedestrian access and connect transit with housing and jobs and will continue to do so through March 2045.

Fiscal Impact: Approval of the Amended and Restated Agreements for Administration of District Transactions and Use Taxes with the CDTFA and adoption of the Resolutions Authorizing the Executive Director to Execute the Amended and Restated Agreements with the CDTFA will allow Alameda CTC to continue the process of issuing bonds with a trustee intercept security measure in place and move forward with the presentation to rating agencies requesting the highest rating possible on the bonds with such strong security in place. There is no fiscal impact.

Attachments:

- A. Amended and Restated Agreement for State Administration of District Transactions and Use Taxes (2015 1/2 cent tax)
- B. A Resolution of the Alameda County Transportation Commission Authorizing the Executive Director to Execute an Amended and Restated Agreement with the California Department of Tax and Fee Administration for Implementation of a Local Transactions and Use Tax (2015 1/2 cent tax)
- C. Amended and Restated Agreement for State Administration of District Transactions and Use Taxes (2022 1/2 cent tax)
- D. A Resolution of the Alameda County Transportation Commission Authorizing the Executive Director to Execute an Amended and Restated Agreement with the California Department of Tax and Fee Administration for Implementation of a Local Transactions and Use Tax (2022 1/2 cent tax)

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**AMENDED AND RESTATED AGREEMENT FOR STATE ADMINISTRATION
OF DISTRICT TRANSACTIONS AND USE TAXES**

(2015 ½ CENT TAX)

The Alameda County Transportation Commission (the “District”) has adopted, and the voters of Alameda County have approved by the required majority vote in November 2014, the Measure BB Transactions and Use Tax Ordinance (the “Ordinance”). The State Board of Equalization (“Board”) and the District entered into an agreement in March 2015 to carry out the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code and the Ordinance (the “Original Agreement”), and the Ordinance is attached to and incorporated into the Original Agreement. The Original Agreement was assigned from the Board to the California Department of Tax and Fee Administration (the “Department”) on July 1, 2017 and amended in April 2022. To carry out the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code and the Ordinance, and to provide security for any Bonds that may be issued from time to time by the District, the Department and the District do agree to this amended and restated agreement modifying the Original Agreement as follows:

ARTICLE I

DEFINITIONS

Unless the context requires otherwise, wherever the following terms appear in this Agreement, they shall be interpreted to mean the following:

1. “Agreement” shall mean this Amended and Restated Agreement for State Administration of District Transactions and Use Taxes.

2. “Bonds” shall mean the Bonds defined in Article II, paragraph C4.

3. “District taxes” shall mean the transactions and use taxes, penalties, and interest imposed under the Ordinance specifically authorized by Public Utilities Code Section 180201, and in compliance with Part 1.6, Division 2 of the Revenue and Taxation Code, with respect to the initial transaction and use taxes imposed at a rate of one-half ($\frac{1}{2}$) of one percent commencing on April 1, 2015.

4. “Indenture” shall mean that Indenture, between the District and the Trustee, as amended and supplemented from time to time.

5. “Ordinance” shall mean the District’s Transactions and Use Tax Ordinance referred to above and attached hereto, Ordinance No. 2014-1, as amended from time to time, or as deemed to be amended from time to time pursuant to Revenue and Taxation Code Section 7262.2, which Ordinance authorizes both the district taxes defined above and administered and collected by the Department pursuant to this Agreement, as well as an additional one-half ($\frac{1}{2}$) of one percent transactions and use tax, the collection of which commenced on April 1, 2022, and the administration and collection of which is governed by a separate agreement between the District and the Department.

6. “Trustee” shall mean the bank or financial institution serving as trustee under the Indenture for the benefit of the owners of any Bonds, as well as for the distribution of all District taxes as provided for in the 2014 Transportation Expenditure Plan administered by the District.

ARTICLE II

ADMINISTRATION AND COLLECTION OF DISTRICT TAXES

A. **Administration.** The Department and the District agree that the Department shall perform exclusively all functions incident to the administration and operation of the Ordinance.

B. **Other Applicable Laws.** The District agrees that all provisions of law applicable to the administration and operation of the State Sales and Use Tax Law which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code shall be applicable to the administration and operation of the Ordinance. The District agrees that money collected pursuant to the Ordinance may be deposited into the State Treasury to the credit of the Retail Sales Tax Fund and may be drawn from that Fund for any authorized purpose, including making refunds, compensating and reimbursing the Department pursuant to Article IV of this Agreement, and transmitting to the District the amount to which the District is entitled.

C. **Transmittal of money.**

1. For the period during which the tax is in effect, and except as otherwise provided herein, all District taxes collected under the provisions of the Ordinance and collected by the Department, less the Department's compensation provided in Article IV of this Agreement, shall be transmitted by the Department to the Trustee, periodically as promptly as feasible, but not less often than twice in each calendar quarter.

2. The Trustee shall apply all of the District taxes received from the Department in accordance with the Indenture. The first month in which payment hereunder shall be made to the Trustee is _____, 2022, or later. Transmittals made to the Trustee shall be made via same day deposit program or by wire transfer of funds in accordance with written instructions from the Trustee.

3. For periods subsequent to the expiration date of the tax, whether by the District's self-imposed limits or by final judgment of any court of the State of California holding that the Ordinance is invalid or void, all District taxes collected under the provisions of the Ordinance shall be transmitted to the District not less than once in each calendar quarter.

4. Transmittals may be made by mail or electronic funds transfer to an account of District or the Trustee, designated and authorized by the District. A statement shall be furnished at least quarterly indicating the amounts withheld pursuant to Article IV of this Agreement.

5. Notwithstanding anything herein to the contrary, for the period during which the tax is in effect, and so long as any bonds issued by the District secured by a pledge of all or a portion of the taxes imposed under the Ordinance (the "Bonds") are outstanding, all of the District taxes collected under the provisions of the Ordinance shall be transmitted directly to U.S. Bank Trust Company, National Association, as the initial "Trustee," and thereafter to the commercial bank, national banking association or other financial institution serving as trustee under the Indenture for the benefit of the owners of the Bonds, including any successor Trustee. The corporate trust office of the Trustee

is set forth in Article V, Section A hereof, and the account of the Trustee into which transmittals of the taxes shall be made is as follows:

ACH Instructions

ABA = 091000022 US Bank N.A.

BBK = U.S. Bank N.A.

A/C = 180121196976

Ref = 240279000 - Alameda CTC 2022

If any successor to U.S. Bank Trust Company, National Association is selected as the Trustee, the District shall give written notice to the Department of the name of the Trustee, the address of the corporate trust office of the Trustee and the account of the Trustee into which transmittals of the taxes shall be made. The Department shall assume that Bonds are outstanding unless the District and the Trustee have both delivered 30 days' written notice to the Department stating that no Bonds remain outstanding under the Indenture.

D. Rules. The Department shall prescribe and adopt such rules and regulations as in its judgment are necessary or desirable for the administration and operation of the Ordinance and the distribution of District taxes collected thereunder.

E. Preference. Unless the payor instructs otherwise, and except as otherwise provided in this Agreement, the Department shall give no preference in applying money received for state sales and use taxes, state-administered local sales and use taxes, and the District transactions and use taxes owed by a taxpayer, but shall apply moneys collected to the satisfaction of the claims of the State, cities, counties, cities and counties, redevelopment agencies/successor agencies, other districts, and the District as their interests appear.

F. Security. The Department agrees that any security which it hereafter requires to be furnished by taxpayers under the State Sales and Use Tax Law will be upon such terms that it also will be available for the payment of the claims of the District for the District taxes owing to it as its interest appears. The Department shall not be required to change the terms of any security now held by it and the District shall not participate in any security now held by the Department.

G. Records of the Department. When requested by resolution of the legislative body of the District under Section 7056 of the Revenue and Taxation Code, the Department agrees to permit authorized personnel of the District to examine the records of the Department, including the name, address, and account number of each seller holding a seller's permit with a registered business location in the District, pertaining to the ascertainment of transactions and use taxes collected for the District. Information obtained by the District from examination of the Department's records shall be used by the District only for purposes related to the collection of transactions and use taxes by the Department pursuant to this Agreement.

H. Annexation. The District agrees that the Department shall not be required to give effect to an annexation, for the purpose of collecting, allocating, and distributing District transactions and use taxes, earlier than the first day of the calendar quarter which commences not less than two months after notice to the Department. The notice shall include the name of the county or counties annexed to the District's extended boundary. In the event that the District shall annex an area, the boundaries of which are not coterminous with a county or counties, the notice shall include a description of the area annexed and two maps of the District showing the area annexed and the location

address of the property nearest to the District's extended boundary on each side of every street or road crossing the boundary.

ARTICLE III

ALLOCATION OF TAX

A. Allocation. In the administration of the Department's contracts with all districts that impose transactions and use taxes imposed under ordinances, which comply with Part 1.6 of Division 2 of the Revenue and Taxation Code:

1. Any payment not identified as being in payment of liability owing to a designated district or districts may be apportioned among the districts as their interest appear, or, in the discretion of the Department, to all districts with which the Department has contracted using ratios reflected by the distribution of district taxes collected from all taxpayers.

2. All district taxes collected as a result of determinations or billings made by the Department, and all amounts refunded or credited may be distributed or charged to the respective districts in the same ratio as the taxpayer's self-declared district taxes for the period for which the determination, billing, refund, or credit applies.

B. Vehicles, Vessels, and Aircraft. For the purpose of allocating use tax with respect to vehicles, vessels, or aircraft, the address of the registered owner appearing on the application for registration or on the certificate of ownership may be used by the Department in determining the place of use.

ARTICLE IV

COMPENSATION

The District agrees to pay to the Department as the Department's cost of administering the Ordinance such amount as is provided for by law. Such amounts shall be deducted from the taxes collected by the Department for the District.

ARTICLE V

MISCELLANEOUS PROVISIONS

A. Communications. Communications and notices may be sent by first class United States mail to the addresses listed below or to such other addresses as the parties may from time to time designate. A notification is complete when deposited in the mail.

Communications and notices to be sent to the Department shall be addressed to:

California Department of Tax and Fee Administration
P.O. Box 942879
Sacramento, California 94279-0027
Attention: Supervisor, Local Revenue Allocation Unit

Communications and notices to be sent to the District shall be addressed to:

Alameda County Transportation Commission
1111 Broadway, Suite 800 Oakland, California 94607
Attention: Deputy Executive Director of Finance and
Administration

Communications and notices to be sent to the Trustee shall be addressed to:

U.S. Bank Trust Company, National Association
1 California St, Ste 1000
San Francisco, CA 94111
Attn: Global Corporate Trust
E-mail: Sonia.flores@usbank.com
E-mail: Adriana.marshall@usbank.com

B. Term. This Agreement amends and restates the Original Agreement between the Department and the District, originally dated March 2015 and assigned by

the Board to the Department on July 1, 2017, as subsequently amended. The date of this Agreement is the date on which it is approved by the Department of General Services. This Agreement shall take effect upon execution by both parties. This Agreement shall continue until December 31 next following the expiration date of the Ordinance, and shall thereafter be renewed automatically from year to year until the Department completes all work necessary to the administration of the Ordinance and has received all district taxes and disbursed all payments due under that Ordinance. For reference of the parties, the district taxes are scheduled to be collected through March 31, 2045, unless the authority to levy such taxes pursuant to the Ordinance is extended.

C. Notice of Repeal of Ordinance. The District shall give the Department written notice of the repeal of the Ordinance not less than 110 days prior to the operative date of the repeal.

D. Third Party Beneficiary. The parties hereto agree that the Trustee, in its capacity as trustee for the holders of the Bonds, is recognized as a third-party beneficiary of the provisions set forth in Article II, Section C(1) and (4) of this Agreement.

ARTICLE VI

ADMINISTRATION OF TAXES IF THE ORDINANCE IS CHALLENGED AS BEING INVALID

A. Impoundment of funds.

1. When a legal action is begun challenging the validity of the imposition of the tax, the District shall deposit in an interest-bearing escrow account, any

proceeds transmitted to it under Article II, Section C of this Agreement, until a court of competent jurisdiction renders a final and non-appealable judgment that the tax is valid.

2. If the tax is determined to be unconstitutional or otherwise invalid, District shall transmit to the Department the moneys retained in escrow, including any accumulated interest, within ten days of the judgment of the trial court in the litigation awarding costs and fees becoming final and non-appealable.

B. Costs of administration. Should a final judgment be entered in any court of the State of California, holding that the Ordinance is invalid or void and requiring a rebate or refund to taxpayers of any taxes collected under the terms of this Agreement, the parties mutually agree that:

1. The Department may retain all payments made by the District to the Department to prepare to administer the Ordinance.

2. The District will pay to the Department and allow the Department to retain the Department's cost of administering the Ordinance in the amounts set forth in Article IV of this Agreement.

3. The District will pay to the Department or to the State of California the amount of any taxes plus interest and penalties, if any, that the Department or the State of California may be required to rebate or refund to taxpayers.

4. The District will pay to the Department its costs for rebating or refunding such taxes, interest, or penalties. The Department's costs shall include its additional cost for developing procedures for processing the rebates or refunds, its costs

of actually making these refunds, designing and printing forms, and developing instructions for the Department's staff for use in making these rebates or refunds and any other costs incurred by the Department which are reasonably appropriate or necessary to make those rebates or refunds. These costs shall include the Department's direct and indirect costs as specified by Section 11256 of the Government Code.

5. Costs may be accounted for in a manner, which conforms to the internal accounting, and personnel records currently maintained by the Department. The billings for such costs may be presented in summary form. Detailed records will be retained for audit and verification by District.

6. Any dispute as to the amount of costs incurred by Department in refunding taxes shall be referred to the State Director of Finance for resolution and the Director's decision shall be final.

7. Costs incurred by the Department in connection with such refunds shall be billed by the Department on or before the 25th day of the second month following the month in which the judgment of a court of the State of California holding the Ordinance invalid or void becomes final. Thereafter, the Department shall bill District on or before the 25th of each month for all costs incurred by the Department for the preceding calendar month. The District shall pay to the Department the amount of such costs on or before the last day of the succeeding month and shall pay to the Department the total amount of taxes, interest, and penalties refunded or paid to taxpayers, together with Department costs incurred in making those refunds.

ALAMEDA COUNTY TRANSPORTATION
COMMISSION
(District)

By _____
Name Tess Lengyel
:
Title: Executive Director

CALIFORNIA DEPARTMENT OF TAX
AND FEE ADMINISTRATION
(Department)

By _____
Name
:
Title: _____

ACKNOWLEDGMENT BY THE TRUSTEE

At the direction of the District, the Trustee hereby acknowledges the provisions of this Amended and Restated Agreement for State Administration of District Transactions and Use Taxes as they relate to it as Trustee hereunder.

Dated: _____, 2022

U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION,
as Trustee

By: _____
Authorized Officer

EXHIBIT A
ORDINANCE NO. 2014-1

FULL TEXT OF MEASURE BB

ORDINANCE NO. 2014-1

**AN ORDINANCE PROVIDING FOR AN EXTENSION OF AN EXISTING AND AUGMENTATION
BY ONE-HALF OF ONE PERCENT OF ALAMEDA COUNTY'S TRANSACTIONS AND USE TAX
UNTIL MARCH 31, 2045 BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
FOR TRANSPORTATION PURPOSES, FOR THE ISSUANCE OF LIMITED TAX BONDS,
AND FOR OTHER PURPOSES**

The Governing Body of the Alameda County Transportation Commission ("Alameda CTC") does ordain as follows:

**ARTICLE I
General**

Section 1. Title

This ordinance shall be known as the "Alameda County Transportation Commission Transaction and Use Tax Ordinance" and may also be referenced as the "Ordinance" herein. This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Alameda.

Section 2. Period of Tax

This Ordinance is intended to extend and augment the imposition and collection in Alameda County of an existing one-half of one percent transactions and use tax for transportation purposes. The existing tax currently will expire as of March 31, 2022; this measure will extend the expiration of that tax to March 31, 2045. The Ordinance will also augment the tax by one-half of one percent which shall be imposed beginning at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, for a total tax of one percent.

Section 3. Purpose

Alameda CTC is the result of a merger of the Alameda County Transportation Improvement Authority, which formerly administered the existing half-cent transaction and use tax, and the Alameda County Congestion Management Agency, which was formerly responsible for long-range planning and programming of transportation funds. Pursuant to Division 19 of the Public Utilities Code (commencing with Section 180000), Alameda CTC, the Board of Supervisors and the cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro and Union City have approved the 2014 Transportation Expenditure Plan adopted by the Alameda CTC Governing Body and have recommended that a measure be submitted to the voters of the County for their endorsement which would, if passed, authorize Alameda CTC to augment by one half

of one percent and extend an existing one-half of one percent transactions and use tax scheduled to sunset in 2045, and authorize Alameda CTC to issue limited tax bonds to finance the transportation improvements set forth in the 2014 Transportation Expenditure Plan.

The purposes of this ordinance are as follows:

a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Revenue and Taxation Code Section 7291) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code which directs the County Board of Supervisors to place the tax ordinance on the ballot for voter approval, exercising the taxing power granted to the Alameda CTC pursuant to Public Utilities Code Division 19, which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax.

b) To adopt a retail transactions and use tax ordinance which incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

c) To adopt a retail transactions and use tax ordinance which imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Retail Transactions and Use Tax

d) To adopt a retail transactions and use tax ordinance which can be administered in a manner that will, to the greatest degree possible consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

e) To improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2014 Transportation Expenditure Plan, which Plan is incorporated here by this reference as though fully set forth herein, and as that Plan may be amended from time to time pursuant to applicable law and as provided in the 2014 Transportation Expenditure Plan. Any amendment must be adopted by a two-thirds vote of the Alameda CTC Governing Body. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Transportation Expenditure Plan amendment.

f) To set a term for the tax augmentation which will begin at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, and the extension of the existing transaction and use tax beginning April 1, 2022 through March 31, 2045.

Section 4. Contract with State.

Prior to the operative date, Alameda CTC shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided that, if Alameda CTC shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. Transactions Tax Rate

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in this County at the rate of an additional one-half of one percent until March 31, 2045, which tax shall be imposed concurrently with the existing one-half percent tax, of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this County on and after the operative date. This tax shall be imposed through March 31, 2045.

Section 6. Place of Sale.

For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or its agent to an out of state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 7. Use Tax Rate .

An excise tax is hereby imposed on the storage, use or other consumption in this County of tangible personal property purchased from any retailer on and after the operative tax date for storage, use or other consumption in this County at the rate of an additional one-half of one percent until March 31, 2045, which tax shall be imposed concurrently with the existing one-half percent tax, of the sales price of the property until March 31, 2045. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 8. Adoption of Provisions of State Law.

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code (commencing with Section 6001), all of the provisions of Part 1 of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 9. Limitations on Adoption of State Law and Collection of Use Taxes.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of Alameda CTC shall be substituted therefor. The substitution, however, shall not be made when:

1The word State is used as part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California

2The substitution would require action to be taken by or against Alameda CTC or any agency, officer or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance;

3The substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior borders of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remains subject to tax by the State under the Provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not remain subject to tax by the state under the said provisions of that code

4. The substitution shall not be made in sections 6701, 6702, (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The name of the County shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 10. Permit Not Required.

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 11. Exemptions, Exclusions and Credits.

a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

b) There are exempted from the computation of the amount of transactions tax gross receipts from:

1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside Alameda County and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2) Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or its agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

(i) with respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the Vehicle Code, by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his principal place of residence, and

(ii) with respect to commercial vehicles by registration to a place of business out-of-county, and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) A lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

c) There is exempted from the use tax imposed by this ordinance the storage, use or other consumption in this County of tangible personal property:

1) The gross receipts from the sale of which have been subject to a transactions tax under any state administered transactions and use tax ordinance.

2) Other than fuel or petroleum products, purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) if the possession of, or the exercise of any right or power over, tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), storage, use or other consumption, or possession, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time during which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6) Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of

business or the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7) "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) or the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district or retailer imposing, or retailer liable for, a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 12. Propositions.

There shall be proposed to the voters of Alameda County the following proposition:

"Shall voters authorize implementing the Alameda County 30 year Transportation Expenditure Plan to:

- Expand and modernize BART in Alameda County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Keep senior, student, and disabled fares affordable?

Approval augments by ½ cent and extends the existing County sales tax, with independent oversight and audits. All money will benefit local residents."

Section 13. Limitation on Issuance of Bonds.

Unless approved by the Alameda CTC Governing Body and by the voters, Alameda CTC shall not have outstanding at any one time in excess of \$1,000,000,000 in limited tax bonds.

Section 14. Use of Proceeds.

The proceeds of the transaction and use tax imposed by this ordinance shall be used solely for the projects and purposes set forth in the 2014 Transportation Expenditure Plan, as it may be amended from time to time, and for the administration thereof.

Section 15. Appropriations Limit.

For purposes of Article XIII B of the State Constitution, the appropriations limit for Alameda CTC for fiscal year 2014-2015 and thereafter, including activities, projects and

programs funded by the transaction and tax authorized hereby along with activities, projects and programs funded by other local, state and federal funds, shall be \$800,000,000, unless that amount is amended pursuant to applicable law.

Section 16. Amendments.

All amendments subsequent to the effective date of this ordinance to Part I of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendment to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 17. Enjoining Collection Forbidden

Any action or proceedings in any court questioning the validity of the adoption of this transactions and use tax ordinance or issuance of any bonds thereunder or any proceeding related thereto shall commence within six months from the date of the election at which this ordinance is approved. Otherwise, the bonds and all proceedings related thereto, including the adoption and approval of this ordinance, shall be held valid and in every respect legal and incontestable.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or Alameda CTC, or against any officer of the State or Alameda CTC, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 18. Severability.


If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 19. Effective Date.

This ordinance relates, in substantial part, to the continuation and expansion of the authority for Alameda CTC to levy and collect the transactions and use taxes to support the 2014 Transportation Expenditure Plan and shall take effect at the close of the polls on the day of election at which the proposition is adopted by two-thirds vote of the electors voting on the measure, or as soon thereafter as the tax may be lawfully imposed.

PASSED AND ADOPTED by the Members of the Alameda County Transportation Commission on June 26, 2014 by the following vote:

AYES: 25
NOES: 0
EXCUSED: 2

ATTEST: , Clerk
of Alameda CTC

s/_____

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Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

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

BART
President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Vice Mayor Regina Bonanno

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 22-006

A RESOLUTION OF ALAMEDA COUNTY TRANSPORTATION COMMISSION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN AMENDED AND RESTATED AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TAX AND FEE ADMINISTRATION FOR IMPLEMENTATION OF A LOCAL TRANSACTIONS AND USE TAX

WHEREAS, on June 26, 2014, the Alameda County Transportation Commission (“Alameda CTC”) approved Ordinance No. 2014-1 (“Ordinance”) providing for a local transactions and use tax; and

WHEREAS, the California Department of Tax and Fee Administration (“Department”) administers and collects the transactions and use taxes for all applicable jurisdictions within the State of California; and

WHEREAS, the Department is responsible to administer and collect the transactions and use tax for Alameda CTC; and

WHEREAS, the Department and Alameda CTC are parties to an Administration Agreement, and now the Department and Alameda CTC desire to amend and restate such Administration Agreement with the Department to accommodate bond financings supported by transactions and use taxes transferred to a bond trustee, and

WHEREAS, the Department requires that Alameda CTC authorize the amended and restated Administration Agreement;

NOW, THEREFORE BE IT RESOLVED by the Alameda CTC Commission that the “Amended and Restated Agreement for State Administration of District Transactions and Use Taxes” in the form on file with the Clerk of the Commission is hereby approved and the Executive Director of Alameda CTC is hereby authorized to execute such agreement in substantially such form, with such additions thereto and changes therein as are approved by the Executive Director, such approval to be conclusively evidenced by the execution and delivery thereof.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, April 28, 2022 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

John J. Bauters,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

**AMENDED AND RESTATED AGREEMENT FOR STATE ADMINISTRATION
OF DISTRICT TRANSACTIONS AND USE TAXES**

(2022 1/2 CENT TAX)

The Alameda County Transportation Commission (the “District”) has adopted, and the voters of Alameda County have approved by the required majority vote in November 2014, the Measure BB Transactions and Use Tax Ordinance, attached hereto (the “Ordinance”). The California Department of Tax and Fee Administration (the “Department”) and the District have entered into an agreement, dated March 7, 2022 (the “Original Agreement”) to carry out the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code and the Ordinance, and to provide security for any Bonds that may be issued from time to time by the District, the Department and the District do agree to this amended and restated agreement modifying the Original Agreement as follows:

ARTICLE I

DEFINITIONS

Unless the context requires otherwise, wherever the following terms appear in this Agreement, they shall be interpreted to mean the following:

1. “Agreement” shall mean this Amended and Restated Agreement for State Administration of District Transactions and Use Taxes.
2. “Bonds” shall mean the Bonds defined in Article II, paragraph C4.

3. “District taxes” shall mean the transactions and use taxes, penalties, and interest imposed under the Ordinance specifically authorized by Public Utilities Code Section 180201, and in compliance with Part 1.6, Division 2 of the Revenue and Taxation Code, with respect to the additional transaction and use taxes imposed at a rate of one-half ($\frac{1}{2}$) of one percent commencing on April 1, 2022.

4. “Indenture” shall mean that Indenture, between the District and the Trustee, as amended and supplemented from time to time.

5. “Ordinance” shall mean the District’s Transactions and Use Tax Ordinance referred to above and attached hereto, Ordinance No. 2014-1, as amended from time to time, or as deemed to be amended from time to time pursuant to Revenue and Taxation Code Section 7262.2, which Ordinance authorizes both the district taxes defined above and administered and collected by the Department pursuant to this Agreement, as well as a separate one-half ($\frac{1}{2}$) of one percent transactions and use tax, the collection of which commenced on April 1, 2015, and the administration and collection of which is governed by a separate agreement between the District and the Department.

6. “Trustee” shall mean the bank or financial institution serving as trustee under the Indenture for the benefit of the owners of any Bonds, as well as for the distribution of all District taxes as provided for in the 2014 Transportation Expenditure Plan administered by the District.

ARTICLE II

ADMINISTRATION AND COLLECTION OF DISTRICT TAXES

A. **Administration.** The Department and the District agree that the Department shall perform exclusively all functions incident to the administration and operation of the Ordinance.

B. **Other Applicable Laws.** The District agrees that all provisions of law applicable to the administration and operation of the State Sales and Use Tax Law which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code shall be applicable to the administration and operation of the Ordinance. The District agrees that money collected pursuant to the Ordinance may be deposited into the State Treasury to the credit of the Retail Sales Tax Fund and may be drawn from that Fund for any authorized purpose, including making refunds, compensating and reimbursing the Department pursuant to Article IV of this Agreement, and transmitting to the District the amount to which the District is entitled.

C. **Transmittal of money.**

1. For the period during which the tax is in effect, and except as otherwise provided herein, all District taxes collected under the provisions of the Ordinance and collected by the Department, less the Department's compensation provided in Article IV of this Agreement, shall be transmitted by the Department to the

Trustee, periodically as promptly as feasible, but not less often than twice in each calendar quarter.

2. The Trustee shall apply all of the District taxes received from the Department in accordance with the Indenture. The first month in which payment hereunder shall be made to the Trustee is _____, 2022, or later. Transmittals made to the Trustee shall be made via same day deposit program or by wire transfer of funds in accordance with written instructions from the Trustee.

3. For periods subsequent to the expiration date of the tax, whether by the District's self-imposed limits or by final judgment of any court of the State of California holding that the Ordinance is invalid or void, all District taxes collected under the provisions of the Ordinance shall be transmitted to the District not less than once in each calendar quarter.

4. Transmittals may be made by mail or electronic funds transfer to an account of District or the Trustee, designated and authorized by the District. A statement shall be furnished at least quarterly indicating the amounts withheld pursuant to Article IV of this Agreement.

5. Notwithstanding anything herein to the contrary, for the period during which the tax is in effect, and so long as any bonds issued by the District secured by a pledge of all or a portion of the taxes imposed under the Ordinance (the "Bonds") are outstanding, all of the District taxes collected under the provisions of the Ordinance shall be transmitted directly to U.S. Bank Trust Company, National Association, as the initial "Trustee," and thereafter to the commercial bank, national banking association or other

financial institution serving as trustee under the Indenture for the benefit of the owners of the Bonds, including any successor Trustee. The corporate trust office of the Trustee is set forth in Article V, Section A hereof, and the account of the Trustee into which transmittals of the taxes shall be made is as follows:

ACH Instructions
ABA = 091000022 US Bank N.A.
BBK = U.S. Bank N.A.
A/C = 180121196976
Ref = 240279000 - Alameda CTC 2022

If any successor to U.S. Bank Trust Company, National Association is selected as the Trustee, the District shall give written notice to the Department of the name of the Trustee, the address of the corporate trust office of the Trustee and the account of the Trustee into which transmittals of the taxes shall be made. The Department shall assume that Bonds are outstanding unless the District and the Trustee have both delivered 30 days' written notice to the Department stating that no Bonds remain outstanding under the Indenture.

D. Rules. The Department shall prescribe and adopt such rules and regulations as in its judgment are necessary or desirable for the administration and operation of the Ordinance and the distribution of District taxes collected thereunder.

E. Preference. Unless the payor instructs otherwise, and except as otherwise provided in this Agreement, the Department shall give no preference in applying money received for state sales and use taxes, state-administered local sales and use taxes, and the District transactions and use taxes owed by a taxpayer, but shall apply moneys collected to the satisfaction of the claims of the State, cities, counties, cities and counties,

redevelopment agencies/successor agencies, other districts, and the District as their interests appear.

F. Security. The Department agrees that any security which it hereafter requires to be furnished by taxpayers under the State Sales and Use Tax Law will be upon such terms that it also will be available for the payment of the claims of the District for the District taxes owing to it as its interest appears. The Department shall not be required to change the terms of any security now held by it and the District shall not participate in any security now held by the Department.

G. Records of the Department. When requested by resolution of the legislative body of the District under Section 7056 of the Revenue and Taxation Code, the Department agrees to permit authorized personnel of the District to examine the records of the Department, including the name, address, and account number of each seller holding a seller's permit with a registered business location in the District, pertaining to the ascertainment of transactions and use taxes collected for the District. Information obtained by the District from examination of the Department's records shall be used by the District only for purposes related to the collection of transactions and use taxes by the Department pursuant to this Agreement.

H. Annexation. The District agrees that the Department shall not be required to give effect to an annexation, for the purpose of collecting, allocating, and distributing District transactions and use taxes, earlier than the first day of the calendar quarter which commences not less than two months after notice to the Department. The notice shall include the name of the county or counties annexed to the District's extended

boundary. In the event that the District shall annex an area, the boundaries of which are not coterminous with a county or counties, the notice shall include a description of the area annexed and two maps of the District showing the area annexed and the location address of the property nearest to the District's extended boundary on each side of every street or road crossing the boundary.

ARTICLE III

ALLOCATION OF TAX

A. Allocation. In the administration of the Department's contracts with all districts that impose transactions and use taxes imposed under ordinances, which comply with Part 1.6 of Division 2 of the Revenue and Taxation Code:

1. Any payment not identified as being in payment of liability owing to a designated district or districts may be apportioned among the districts as their interest appear, or, in the discretion of the Department, to all districts with which the Department has contracted using ratios reflected by the distribution of district taxes collected from all taxpayers.

2. All district taxes collected as a result of determinations or billings made by the Department, and all amounts refunded or credited may be distributed or charged to the respective districts in the same ratio as the taxpayer's self-declared district taxes for the period for which the determination, billing, refund, or credit applies.

B. Vehicles, Vessels, and Aircraft. For the purpose of allocating use tax with respect to vehicles, vessels, or aircraft, the address of the registered owner appearing

on the application for registration or on the certificate of ownership may be used by the Department in determining the place of use.

ARTICLE IV

COMPENSATION

The District agrees to pay to the Department as the Department's cost of administering the Ordinance such amount as is provided for by law. Such amounts shall be deducted from the taxes collected by the Department for the District.

ARTICLE V

MISCELLANEOUS PROVISIONS

A. Communications. Communications and notices may be sent by first class United States mail to the addresses listed below or to such other addresses as the parties may from time to time designate. A notification is complete when deposited in the mail.

Communications and notices to be sent to the Department shall be addressed to:

California Department of Tax and Fee Administration
P.O. Box 942879
Sacramento, California 94279-0027
Attention: Supervisor, Local Revenue Allocation Unit

Communications and notices to be sent to the District shall be addressed to:

Alameda County Transportation Commission
1111 Broadway, Suite 800 Oakland, California 94607
Attention: Deputy Executive Director of Finance and
Administration

Communications and notices to be sent to the Trustee shall be addressed to:

U.S. Bank Trust Company, National Association
1 California St, Ste 1000
San Francisco, CA 94111
Attn: Global Corporate Trust
E-mail: Sonia.flores@usbank.com
E-mail: Adriana.marshall@usbank.com

B. Term. This Agreement amends and restates the Original Agreement between the Department and the District, dated March 7, 2022. The date of this Agreement is the date on which it is approved by the Department of General Services. This Agreement shall continue until December 31 next following the expiration date of the Ordinance, and shall thereafter be renewed automatically from year to year until the Department completes all work necessary to the administration of the Ordinance and has received all district taxes and disbursed all payments due under that Ordinance. For reference of the parties, the district taxes are scheduled to be collected through March 31, 2045, unless the authority to levy such taxes pursuant to the Ordinance is extended.

C. Notice of Repeal of Ordinance. The District shall give the Department written notice of the repeal of the Ordinance not less than 110 days prior to the operative date of the repeal.

D. Third Party Beneficiary. The parties hereto agree that the Trustee, in its capacity as trustee for the holders of the Bonds, is recognized as a third-party beneficiary of the provisions set forth in Article II, Section C(1) and (4) of this Agreement.

ARTICLE VI

ADMINISTRATION OF TAXES IF THE ORDINANCE IS CHALLENGED AS BEING INVALID

A. Impoundment of funds.

1. When a legal action is begun challenging the validity of the imposition of the tax, the District shall deposit in an interest-bearing escrow account, any proceeds transmitted to it under Article II, Section C of this Agreement, until a court of competent jurisdiction renders a final and non-appealable judgment that the tax is valid.

2. If the tax is determined to be unconstitutional or otherwise invalid, District shall transmit to the Department the moneys retained in escrow, including any accumulated interest, within ten days of the judgment of the trial court in the litigation awarding costs and fees becoming final and non-appealable.

B. Costs of administration. Should a final judgment be entered in any court of the State of California, holding that the Ordinance is invalid or void and requiring a rebate or refund to taxpayers of any taxes collected under the terms of this Agreement, the parties mutually agree that:

1. The Department may retain all payments made by the District to the Department to prepare to administer the Ordinance.

2. The District will pay to the Department and allow the Department to retain the Department's cost of administering the Ordinance in the amounts set forth in Article IV of this Agreement.

3. The District will pay to the Department or to the State of California the amount of any taxes plus interest and penalties, if any, that the Department or the State of California may be required to rebate or refund to taxpayers.

4. The District will pay to the Department its costs for rebating or refunding such taxes, interest, or penalties. The Department's costs shall include its additional cost for developing procedures for processing the rebates or refunds, its costs of actually making these refunds, designing and printing forms, and developing instructions for the Department's staff for use in making these rebates or refunds and any other costs incurred by the Department which are reasonably appropriate or necessary to make those rebates or refunds. These costs shall include the Department's direct and indirect costs as specified by Section 11256 of the Government Code.

5. Costs may be accounted for in a manner, which conforms to the internal accounting, and personnel records currently maintained by the Department. The billings for such costs may be presented in summary form. Detailed records will be retained for audit and verification by District.

6. Any dispute as to the amount of costs incurred by Department in refunding taxes shall be referred to the State Director of Finance for resolution and the Director's decision shall be final.

7. Costs incurred by the Department in connection with such refunds shall be billed by the Department on or before the 25th day of the second month following the month in which the judgment of a court of the State of California holding the Ordinance invalid or void becomes final. Thereafter, the Department shall bill District on or before the 25th of each month for all costs incurred by the Department for the preceding calendar month. The District shall pay to the Department the amount of such costs on or before the last day of the succeeding month and shall pay to the Department

the total amount of taxes, interest, and penalties refunded or paid to taxpayers, together with Department costs incurred in making those refunds.

ALAMEDA COUNTY TRANSPORTATION
COMMISSION
(District)

By _____
Name Tess Lengyel
:
Title: Executive Director

CALIFORNIA DEPARTMENT OF TAX
AND FEE ADMINISTRATION
(Department)

By _____
Name
:
Title: _____

ACKNOWLEDGMENT BY THE TRUSTEE

At the direction of the District, the Trustee hereby acknowledges the provisions of this Amended and Restated Agreement for State Administration of District Transactions and Use Taxes as they relate to it as Trustee hereunder.

Dated: _____, 2022

U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION, as Trustee

By: _____
Authorized Officer

EXHIBIT A
ORDINANCE NO. 2014-1

FULL TEXT OF MEASURE BB

ORDINANCE NO. 2014-1

**AN ORDINANCE PROVIDING FOR AN EXTENSION OF AN EXISTING AND AUGMENTATION
BY ONE-HALF OF ONE PERCENT OF ALAMEDA COUNTY'S TRANSACTIONS AND USE TAX
UNTIL MARCH 31, 2045 BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
FOR TRANSPORTATION PURPOSES, FOR THE ISSUANCE OF LIMITED TAX BONDS,
AND FOR OTHER PURPOSES**

The Governing Body of the Alameda County Transportation Commission ("Alameda CTC") does ordain as follows:

**ARTICLE I
General**

Section 1. Title

This ordinance shall be known as the "Alameda County Transportation Commission Transaction and Use Tax Ordinance" and may also be referenced as the "Ordinance" herein. This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Alameda.

Section 2. Period of Tax

This Ordinance is intended to extend and augment the imposition and collection in Alameda County of an existing one-half of one percent transactions and use tax for transportation purposes. The existing tax currently will expire as of March 31, 2022; this measure will extend the expiration of that tax to March 31, 2045. The Ordinance will also augment the tax by one-half of one percent which shall be imposed beginning at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, for a total tax of one percent.

Section 3. Purpose

Alameda CTC is the result of a merger of the Alameda County Transportation Improvement Authority, which formerly administered the existing half-cent transaction and use tax, and the Alameda County Congestion Management Agency, which was formerly responsible for long-range planning and programming of transportation funds. Pursuant to Division 19 of the Public Utilities Code (commencing with Section 180000), Alameda CTC, the Board of Supervisors and the cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro and Union City have approved the 2014 Transportation Expenditure Plan adopted by the Alameda CTC Governing Body and have recommended that a measure be submitted to the voters of the County for their endorsement which would, if passed, authorize Alameda CTC to augment by one half

of one percent and extend an existing one-half of one percent transactions and use tax scheduled to sunset in 2045, and authorize Alameda CTC to issue limited tax bonds to finance the transportation improvements set forth in the 2014 Transportation Expenditure Plan.

The purposes of this ordinance are as follows:

a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Revenue and Taxation Code Section 7291) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code which directs the County Board of Supervisors to place the tax ordinance on the ballot for voter approval, exercising the taxing power granted to the Alameda CTC pursuant to Public Utilities Code Division 19, which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax.

b) To adopt a retail transactions and use tax ordinance which incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

c) To adopt a retail transactions and use tax ordinance which imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Retail Transactions and Use Tax

d) To adopt a retail transactions and use tax ordinance which can be administered in a manner that will, to the greatest degree possible consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

e) To improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2014 Transportation Expenditure Plan, which Plan is incorporated here by this reference as though fully set forth herein, and as that Plan may be amended from time to time pursuant to applicable law and as provided in the 2014 Transportation Expenditure Plan. Any amendment must be adopted by a two-thirds vote of the Alameda CTC Governing Body. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Transportation Expenditure Plan amendment.

f) To set a term for the tax augmentation which will begin at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, and the extension of the existing transaction and use tax beginning April 1, 2022 through March 31, 2045.

Section 4. Contract with State.

Prior to the operative date, Alameda CTC shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided that, if Alameda CTC shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. Transactions Tax Rate

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in this County at the rate of an additional one-half of one percent until March 31, 2045, which tax shall be imposed concurrently with the existing one-half percent tax, of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this County on and after the operative date. This tax shall be imposed through March 31, 2045.

Section 6. Place of Sale.

For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or its agent to an out of state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 7. Use Tax Rate .

An excise tax is hereby imposed on the storage, use or other consumption in this County of tangible personal property purchased from any retailer on and after the operative tax date for storage, use or other consumption in this County at the rate of an additional one-half of one percent until March 31, 2045, which tax shall be imposed concurrently with the existing one-half percent tax, of the sales price of the property until March 31, 2045. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 8. Adoption of Provisions of State Law.

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code (commencing with Section 6001), all of the provisions of Part 1 of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 9. Limitations on Adoption of State Law and Collection of Use Taxes.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of Alameda CTC shall be substituted therefor. The substitution, however, shall not be made when:

1The word State is used as part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California

2The substitution would require action to be taken by or against Alameda CTC or any agency, officer or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance;

3The substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior borders of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remains subject to tax by the State under the Provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not remain subject to tax by the state under the said provisions of that code

4. The substitution shall not be made in sections 6701, 6702, (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The name of the County shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 10. Permit Not Required.

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 11. Exemptions, Exclusions and Credits.

a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

b) There are exempted from the computation of the amount of transactions tax gross receipts from:

1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside Alameda County and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2) Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or its agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

(i) with respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the Vehicle Code, by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his principal place of residence, and

(ii) with respect to commercial vehicles by registration to a place of business out-of-county, and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) A lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

c) There is exempted from the use tax imposed by this ordinance the storage, use or other consumption in this County of tangible personal property:

1) The gross receipts from the sale of which have been subject to a transactions tax under any state administered transactions and use tax ordinance.

2) Other than fuel or petroleum products, purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) if the possession of, or the exercise of any right or power over, tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), storage, use or other consumption, or possession, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time during which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6) Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of

business or the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7) "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) or the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district or retailer imposing, or retailer liable for, a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 12. Propositions.

There shall be proposed to the voters of Alameda County the following proposition:

"Shall voters authorize implementing the Alameda County 30 year Transportation Expenditure Plan to:

- Expand and modernize BART in Alameda County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Keep senior, student, and disabled fares affordable?

Approval augments by ½ cent and extends the existing County sales tax, with independent oversight and audits. All money will benefit local residents."

Section 13. Limitation on Issuance of Bonds.

Unless approved by the Alameda CTC Governing Body and by the voters, Alameda CTC shall not have outstanding at any one time in excess of \$1,000,000,000 in limited tax bonds.

Section 14. Use of Proceeds.

The proceeds of the transaction and use tax imposed by this ordinance shall be used solely for the projects and purposes set forth in the 2014 Transportation Expenditure Plan, as it may be amended from time to time, and for the administration thereof.

Section 15. Appropriations Limit.

For purposes of Article XIII B of the State Constitution, the appropriations limit for Alameda CTC for fiscal year 2014-2015 and thereafter, including activities, projects and

programs funded by the transaction and tax authorized hereby along with activities, projects and programs funded by other local, state and federal funds, shall be \$800,000,000, unless that amount is amended pursuant to applicable law.

Section 16. Amendments.

All amendments subsequent to the effective date of this ordinance to Part I of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendment to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 17. Enjoining Collection Forbidden

Any action or proceedings in any court questioning the validity of the adoption of this transactions and use tax ordinance or issuance of any bonds thereunder or any proceeding related thereto shall commence within six months from the date of the election at which this ordinance is approved. Otherwise, the bonds and all proceedings related thereto, including the adoption and approval of this ordinance, shall be held valid and in every respect legal and incontestable.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or Alameda CTC, or against any officer of the State or Alameda CTC, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 18. Severability.


If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 19. Effective Date.

This ordinance relates, in substantial part, to the continuation and expansion of the authority for Alameda CTC to levy and collect the transactions and use taxes to support the 2014 Transportation Expenditure Plan and shall take effect at the close of the polls on the day of election at which the proposition is adopted by two-thirds vote of the electors voting on the measure, or as soon thereafter as the tax may be lawfully imposed.

PASSED AND ADOPTED by the Members of the Alameda County Transportation Commission on June 26, 2014 by the following vote:

AYES: 25
NOES: 0
EXCUSED: 2

ATTEST: , Clerk
of Alameda CTC

s/_____

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Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

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

BART
President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Vice Mayor Regina Bonanno

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 22-007

A RESOLUTION OF ALAMEDA COUNTY TRANSPORTATION COMMISSION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN AMENDED AND RESTATED AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TAX AND FEE ADMINISTRATION FOR IMPLEMENTATION OF A LOCAL TRANSACTIONS AND USE TAX

WHEREAS, on June 26, 2014, the Alameda County Transportation Commission (“Alameda CTC”) approved Ordinance No. 2014-1 (“Ordinance”) providing for a local transactions and use tax; and

WHEREAS, the California Department of Tax and Fee Administration (“Department”) administers and collects the transactions and use taxes for all applicable jurisdictions within the State of California; and

WHEREAS, the Department, is responsible to administer and collect the transactions and use tax for Alameda CTC; and

WHEREAS, the Department, required that Alameda CTC enter into an “Agreement for State Administration of District Transaction and Use Taxes” (“Administration Agreement”) prior to implementation of said taxes, and

WHEREAS, the Department and Alameda CTC have previously entered into such an Administration Agreement and Alameda CTC desires to amend and restate such agreement with the Department to accommodate bond financings supported by transactions and use taxes transferred to a bond trustee, and

WHEREAS, the Department requires that Alameda CTC authorize the amended and restated Administration Agreement;

NOW, THEREFORE BE IT RESOLVED by the Alameda CTC Commission that the “Amended and Restated Agreement for State Administration of District Transactions and Use Taxes” in the form on file with the Clerk of the Commission is hereby approved and the Executive Director of Alameda CTC is hereby authorized to execute such agreement in substantially such form, with such additions thereto and changes therein

as are approved by the Executive Director, such approval to be conclusively evidenced by the execution and delivery thereof.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, April 28, 2022 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: _____ Attest: _____

John J. Bauters,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission



Memorandum

9.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 21, 2022

TO: Alameda County Transportation Commission

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

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

Recommendation

It is recommended that the Commission approve the 2024 Comprehensive Investment Plan (2024 CIP) and One Bay Area Grant Cycle 3 (OBAG 3) programming guidelines which establishes:

- a) the 2024 CIP selection criteria and programming schedule;
- b) OBAG 3 programming approach, funding priorities and evaluation criteria; and
- c) the 2024 CIP Fund Estimate of approximately \$150.8 million in combined discretionary funds from Measure B, Measure BB, Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and Metropolitan Transportation Commission (MTC) federal One Bay Area Grant Cycle 3 (OBAG 3).

Summary

Alameda CTC is initiating the development of the 2024 Comprehensive Investment Plan (CIP) to program \$150.8 million in combined Measure B and BB, VRF, TFCA, and OBAG 3 discretionary program funds for bicycle/pedestrian, complete streets, and transit-related improvements within Alameda County. Funding will be available for Fiscal Years (FYs) 2023-24 through 2027-28, with a limited amount of TFCA and OBAG 3 funding available for use in FY 2022-23. Alameda CTC staff recommends the approval of the 2024 CIP programming guidelines, inclusive of the 2024 CIP selection criteria, fund estimate, OBAG 3 programming approach, priorities and evaluation criteria.

Upon approval, Alameda CTC staff will release a combined 2024 CIP and MTC federal OBAG 3 call for projects in May 2022. The recommended 2024 CIP Selection Criteria reflects revisions to scoring percentages as directed by the Programs and Projects Committee (PPC) at its April 11, 2022 meeting.

Background

Alameda CTC programs and allocates funding administered by Alameda CTC through the Alameda CTC's Comprehensive Investment Plan (CIP). The CIP programming process consolidates multiple funding sources into a singular programming cycle. The CIP's purpose is to strategically program funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans. The CIP includes a five-year programming horizon, with the first two years of the CIP reflecting the allocation period.

For the 2024 CIP, Alameda CTC plans to release a combined 2024 CIP and MTC federal OBAG 3 call for project nominations in May 2022, targeting improvements related to bicycle/pedestrian, complete streets, and transit-related improvements within Alameda County. The 2024 CIP includes a five-year programming horizon from FYs 2023-24 through 2027-28, with a limited amount of TFCA and OBAG 3 funding available for use in FY 2022-23.

2024 CIP Fund Estimate

The 2024 CIP fund estimate includes approximately \$150.8 million in discretionary funding available for programming from the Measure B, Measure BB, VRF, TFCA, and federal OBAG 3 sources.

For OBAG 3, MTC has identified a total Alameda County target share of approximately \$82.8 million to be programmed to eligible projects and programs. This target share reflects 120% of project nominations from Alameda County. Consistent with Alameda CTC's programming of past OBAG cycles, Alameda CTC has identified countywide funding priorities to set aside \$11.5 million of the target share of OBAG 3 funds for Alameda CTC's countywide planning and programming activities, and the countywide Safe Routes to School (SR2S) program. The remaining \$71.3 million of OBAG 3 funds will be available through the 2024 CIP discretionary programming process. Table 1 below details the 2024 CIP Programming Fund Estimate.

Table 1: 2024 CIP Programming Fund Estimate		
Program Category	Fund Sources	Amount (in millions)
Bicycle and Pedestrian	MBB Bike/Ped Countywide Discretionary	\$15.0
Transit Capital	MB Express Bus VRF Transit for Congestion Relief	\$23.0

Community Development Investment Program	MBB Community Development Investment Program	\$25.0
Transportation Fund for Clean Air (TFCA)	TFCA County Program Manager Fund	\$5.0
Total Local Funds (Measure B/BB/VRF/TFCA)		\$68.0
OBAG 3		
OBAG 3 Funding Target	Federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ)	\$82.8M
OBAG 3 County Funding Priorities	<i>Planning/ Programming</i>	\$2.6M
	<i>Countywide SR2S Program</i>	<u>\$8.9M</u>
	<i>Sub-total OBAG 3 Funding Priorities</i>	<i>\$11.5M</i>
Total OBAG 3 Funding Target (less County Funding Priorities)		\$71.3M
Total Fund Estimate Available to Program (Local + OBAG 3 Funding Target)		\$ 139.3M

OBAG 3 Funding and County Funding Priorities

In March 2022, MTC's adopted OBAG 3 Framework, Resolution 4505 ([Attachment A](#)) was updated to include guidelines and funding/project nomination targets for the County Program component of OBAG 3. It requires County Transportation Agencies (CTAs), such as Alameda CTC, to administer the call for projects and develop county-level project nominations for MTC's consideration.

Per MTC requirements for the OBAG 3 program, Alameda CTC will submit a Commission-approved list of OBAG 3 nominated projects totaling \$82.8 million (reflecting 120% of the Alameda County target share) by September 30, 2022. OBAG 3 funding is targeted towards PDA-supportive transportation investments, with MTC requiring a minimum of 70% of OBAG 3-nominated projects to be located within or serve PDAs. Alameda CTC will meet or exceed the 70% minimum threshold for PDA supportive projects. As defined by MTC, a PDA supportive project must be located within or connected to a PDA, or be within one mile of a PDA boundary. Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation (such as projects identified in the Alameda CTC's most recent PDA Investment a Growth Strategy, approved Jan 2022), may be proposed as a PDA-supportive investment, but will be subject to MTC staff determination on a case-by-case basis.

Additionally, staff recommends the following county funding priorities for activities traditionally funded with OBAG funds, as follows: (1) The Alameda Countywide Safe Routes to School (SR2S) Program for \$8.9 million (mix of STP and CMAQ) for FYs 2023-24 through 2025-26 operations, and (2) CTA Planning and Programming activities for \$2.6M (STP only).

CTAs are required to perform a mix of countywide planning and programming, monitoring and outreach functions in order to maintain compliance with various federal, state and regional requirements. As with prior OBAG cycles, CTAs may choose to designate additional funding for CTA planning and programming from their county nomination target. The Alameda CTC's "traditional" and OBAG-specific responsibilities include, but not limited to:

Traditional:

- Congestion Management Program (CMP)
- Countywide Transportation Plan (CWTP)
- Countywide Bike and Pedestrian Plans
- Countywide modal plans and corridor planning
- Community Based Transportation Plan (CBTP)
- Travel Demand Model Support
- Evaluation of Transportation and Land Use Policies
- State Transit Assistance (STA) County Block Grant Programming (formerly Lifeline Transportation Program)
- Performing ongoing Monitoring Tasks

OBAG:

- Updating the PDA Investment and Growth Strategy
- Preparing the PDA Strategic Plan and/or programs to provide PDA technical assistance to local agencies
- Enhanced monitoring due to PDA Investment and Growth Strategy and Complete Streets
- Multi-jurisdictional PDA Coordination
- Updating the Comprehensive Investment Plan
- Countywide Bike and Pedestrian Plan related Planning efforts
- Complete Streets Policy Planning efforts (Ensuring local compliance with MTC's Complete Streets policy) and complete streets policy implementation
- Outreach efforts (Expanding public outreach and communication with stakeholders) to meet Title VI requirements
- Enhanced OBAG project monitoring/compliance, including development of Annual Obligation Plan and monitoring compliance with MTC's Regional Project Delivery Policy (MTC Resolution 3606) and other Annual Obligation Plan requirements

TFCA Funding

In February, the Commission received information on the Bay Area Air Quality Management District (Air District) FY 2022-23 TFCA Policies and Fund Estimate,

totaling \$3 million. The 2024 CIP Fund Estimate also includes \$2 million of estimated FY 2023-24 revenue. Projects must adhere to the Air District's TFCA Policies and annual programming schedule. The FY 2022-23 funding has an October 2022 programming deadline and any FY 2022-23 TFCA funding remaining unprogrammed by the end of October may be programmed directly by the Air District. Thus, staff will need to recommend a TFCA program of projects totaling \$3 million by October 2022, well ahead of MTC's adoption of the OBAG 3 program and Alameda CTC's adoption of the 2024 CIP.

2024 CIP Eligible Projects and Requirements

The 2024 CIP eligible projects and programs include bicycle/pedestrian, complete streets, and transit-related improvements within Alameda County that yield significant benefits to the countywide transportation system. For TFCA funding, Alameda CTC will also consider the TFCA-eligible project categories such as EV charging, TDM programs, shuttle operations, bike lockers and arterial management. Proposed projects must be included in the 2020 Countywide Transportation Plan and meet the eligibility requirements of the 2024 CIP funding sources that are ultimately programmed by Alameda CTC (or by MTC).

Table 2 identifies the minimum and maximum award per project and minimum matching requirements by project type.

Table 2: Minimum/Maximum Request and Match Requirements			
Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	\$500,000	\$10,000,000	25% (for each phase requested)
Programs and Shuttle Operations	\$100,000 per year	\$500,000 per year	75%

Per the Alameda CTC's Small Cities Program Policy, the Cities of Albany, Emeryville, and Piedmont are not required to provide a match. For small cities, recommended for OBAG funds, Alameda CTC will strive to fulfill federal matching requirements with Alameda CTC-administered discretionary funds, if available. On a case-by-case basis, Alameda CTC may consider exceptions to these requirements. In particular, exceptions will be considered for TFCA-exclusive project types, which are subject to maximum funding limitations informed by required cost-effectiveness evaluations and thresholds.

2024 CIP Project Selection Criteria

The CIP project selection criteria is governed by Commission-adopted CIP programming principles that evaluates proposed projects based on weighted categories for A. Project readiness (45%), B. Needs and Benefits (45%), and C. Matching funds (10%). Refer to Attachment B - 2024 CIP and OBAG 3 Project Selection Criteria.

At its April 11, 2022 meeting, the PPC recommended revisions to the original presented 45% percentage distribution identified for the Needs and Benefits criterion's subcategories. The PPC recommended moving five (5) percentage points from General Needs and Benefits, and increasing Safety Benefits and High Injury Network each by 2.5 percentage points to emphasize selection priority for safety improvements. These revised changes are depicted in the Table 3 below, and reflected in Attachment B.

General CIP Criterion	Original Criteria Weight Scale	Revised Criteria Weight Scale Recommended by the PPC
B. Needs and Benefits (45%)		
B.1 General Needs and Benefits	25%	20%
B.2 Access Improvements/ Equity Priority Communities	10%	10%
B.3 Safety Benefits	5%	7.5%
B.4 High Injury Network (HIN)	5%	7.5%
Total	45%	45%

OBAG 3 Project Screening and Selection Criteria

To be considered for OBAG 3 funding, projects must be: eligible for STP or CMAQ funds, consistent with Plan Bay Area 2050, and meet all OBAG 3 programming policy requirements described in MTC Resolution 4505. Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on the CIP selection criteria and the MTC-required OBAG project evaluation criteria identified on Attachment B.

As shown in Attachment B, the overall CIP and OBAG-specific criteria are recommended to be weighted at an even emphasis (50/50) to support projects that promote both county-level and regional transportation priorities.

In addition to meeting MTC's project screening requirements there are several OBAG 3-specific sponsor requirements outlined on Attachment C - OBAG 3 Project Sponsor Program Requirements.

Next Steps

The following identifies the major milestones associated with the combined 2024 CIP and MTC federal OBAG 3 development. For a complete schedule refer to Attachment D - 2024 CIP and OBAG Programming Schedule.

Month	Milestone
April 2022	Recommend 2024 CIP / OBAG 3 Programming Guidelines to Commission Alameda CTC staff will coordinate/confirm with MTC on: <ul style="list-style-type: none"> Proposed OBAG 3 evaluation criteria and programming approach to ensure MTC's requirements are met

Month	Milestone
	<ul style="list-style-type: none"> Public participation and outreach plan to satisfy applicable federal and regional requirements
Early May 2022	Alameda CTC releases 2024 CIP and OBAG 3 call for projects
June 30, 2022	Applications due
By Sept. 30, 2022	Recommend list of OBAG 3 project nominations to Commission and submit Commission-approved nominations to MTC
By October 31, 2022	Recommend to Commission a TFCA-specific program of projects
January 2023	MTC approval of OBAG 3 Program
Spring 2023	Recommend to Commission 2024 CIP inclusive of OBAG 3 and local funding recommendations.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [MTC Resolution 4505, including OBAG 3 County Program Guidelines and Fund Estimate](#), approved March 23, 2022 (hyperlinked)
- B. 2024 CIP and OBAG 3 Project Selection Criteria (revised 4/11/2022)
- C. OBAG 3 Project Sponsor Program Requirements
- D. 2024 CIP and OBAG 3 Programming Schedule

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**2024 Comprehensive Investment Plan (CIP) and
One Bay Area Grant (OBAG) Cycle 3 Program
Project Selection Criteria**

2024 CIP Project Selection Criteria- Revised 4/11/2022

General CIP Criterion	CIP Criterion Description	Score Scale	Criteria Weight
A. Project Readiness	The project has a well-defined funding plan, budget and schedule; implementation of the project or project phase(s) is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable	45	45%
B. Needs and Benefits	The project's needs and benefits are evaluated on combined scoring of B.1 through B.4 below.	45	45%
B.1 General Benefits	The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment, facilitating a clean environment, promoting innovation and contributing to economic growth.	20	20%
B.2 Access Improvements/ Equity Priority Communities	The project demonstrates a significant impact and benefit to one or more identified Equity Priority Communities (EPCs), and provides greater access to schools, jobs, homes, and transit.	10	10%
B.3 Safety Benefits	The project enhances transportation safety and addresses demonstrated safety issues.	7.5	7.5%
B.4 High Injury Network (HIN)	The project enhances transportation safety on the Countywide Bicycle and Pedestrian HIN	7.5	7.5%
C. Matching Funds	Commits other identified funds beyond the minimum match requirement for the phase(s) funds are being requested. Up to 10 points assigned, 2 points earned for every additional 5% match beyond minimum match requirement.	10	10%
	Total	100	100%

OBAG 3 Screening and Project Evaluation Criteria

General OBAG Criterion	OBAG Criterion Description	Score Scale	Criteria Weight
1. CIP Criteria	The project will be scored based on the CIP Criteria and scale for: A. Readiness, B. Needs and Benefits, and C. Matching.	100	50%
2. PDA, TRA, PPA Supportive Investments	The project is located in <ul style="list-style-type: none"> • PDAs or Transit-Rich Areas (TRAs), • identified in locally adopted plans for PDAs, or • support preservation of Priority Production Areas (PPAs). 	10	50%
3. Housing and Growth	The project is in jurisdiction(s) with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.	10	
4. Equity Priority Communities Benefits	The project benefits historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities (EPC) with demonstrated community support.	10	
5. Federal Performance Management Requirements	Project meets federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance.	10	
6. Plan Bay Area 2050 Strategies	Project implements multiple Plan Bay Area 2050 strategies pertaining to items such as for housing, economy, transportation, and environment. are (See pages vii-x of the adopted PBA 2050).	10	
7. Regional consistency	Project demonstrates consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan, Transit Oriented Communities (TOC) policy update, and the Blue-Ribbon Transit Transformation Action Plan.	10	
8. Community Support	Project demonstrates public support from communities disproportionately impacted by past discriminatory practices, including	10	

	redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color.		
9. Project Deliverability	Project does not have potential deliverability issues and is able to obligate OBAG 3 funds no later than January 31, 2027. Sponsor has sufficient agency capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy and meet OBAG 3 deadlines.	10	
	Total	180	100%

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OBAG 3 Program - Project Sponsor Requirements

Alameda County cities, counties, transit agencies and CTAs are eligible project sponsors for federal OBAG 3 County & Local Program funds.

Sponsor Requirements

Per MTC Resolution 4505, all recipients of OBAG 3 funding, including public agencies without land use authority are required to:

- Comply with MTC's Complete Streets Policy, [MTC Resolution 4493](#) (updated March 2022), and its successor, including the requirement to complete a Complete Streets Checklist for each project applying for OBAG 3 funding; and

Additionally, cities and counties must meet the following requirements to receive OBAG 3 program funding. (The below requirements do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district):

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle by December 31, 2023, and maintain certification throughout the OBAG 3 program period;
- Submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 3 program period;
- Adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses by December 31, 2023;
- Maintain ongoing compliance with the Housing Accountability Act (as determined by MTC staff) throughout the OBAG 3 program period;
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023;
- Maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff;
- Fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution); and
- Provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

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2024 CIP and OBAG 3 Development Schedule

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

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

2024 Comprehensive Investment Plan and One Bay Area Grant Cycle 3 Programming Guidelines



A presentation to the Alameda County Transportation Commission
Alameda CTC Staff
April 2022

Comprehensive Investment Plan (CIP)

Purpose:

- CIP coordinates the programming of fund sources programmed through Alameda CTC (Measure B/BB, VRF, TFCA, OBAG, STIP)
- Strategic investments supporting countywide vision and goals
- CIP spans a five-year programming horizon, with a two-year allocation window in the first years.



2024 CIP Programming Horizon

	FY	21-22	22-23	23-24	24-25	25-26	26-27	27-28
2022 CIP		A	A	P	P	P		
OBAG 3			P	P	P	P		
TFCA			A	P				
2024 CIP				A	A	P	P	P

A = Allocated; P = Programmed



2024 CIP Fund Estimate

Fund Source	Fund Program	Amount (in millions)
Alameda CTC Sources	Measure B, BB, VRF, TFCA	\$68.0
OBAG 3 Funding Target (120% of Target Share)	Federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ)	\$82.8
Total Programming Fund Estimate		\$150.8

2024 CIP Eligible Projects and Programs include:

- Bicycle/pedestrian, complete streets, and transit-related improvements
- TFCA-eligible project categories such as EV charging, TDM programs, shuttle operations, bike lockers and arterial management



2024 CIP Funding Request Requirements

Minimum/Maximum Request and Match Requirements			
Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	\$500,000	\$10,000,000	25% (each phase requested)
Programs and Shuttle Operations	\$100,000 per year	\$500,000 per year	75%

- Per the Alameda CTC's Small Cities Program Policy, the cities of Albany, Emeryville, and Piedmont are not required to provide a local match. For small cities recommended for OBAG funds, Alameda CTC will strive to fulfill federal matching requirements with Alameda CTC-administered discretionary funds, if available.



2024 CIP Project Selection Criteria

General CIP Criterion	Score Scale	Criteria Weight
A. Project Readiness	45	45%
B. Needs and Benefits:	45	45%
<i>B.1 - General Benefits (connectivity, access, state of good repair, environment, innovation, economic growth)</i>	<i>20</i>	<i>20%</i>
<i>B.2 - Access Improvements / Equity Priority Communities</i>	<i>10</i>	<i>10%</i>
<i>B.3 - Safety Benefits</i>	<i>7.5</i>	<i>7.5%</i>
<i>B.4 - High Injury Network (HIN)</i>	<i>7.5</i>	<i>7.5%</i>
C. Matching Funds	10	10%
Total	100	100%



2024 CIP Project Selection Criteria

General OBAG Criterion	Score Scale	Criteria Weight
1. CIP Criteria	100	50%
2. Priority Development Area (PDA), Transit Rich Areas (TRA), Priority Production Area (PPA) Supportive Investments	10	50%
3. Housing and Growth	10	
4. Equity Priority Communities Benefits	10	
5. Federal Performance Management Requirements	10	
6. Plan Bay Area 2050 Strategies	10	
7. Regional Consistency <i>(with other regional plans and policies such as Vision Zero)</i>	10	
8. Community Support	10	
9. Project Deliverability	10	
Total	180	100%



One Bay Area Grant Cycle 3 (OBAG 3)

Purpose:

The OBAG program serves as MTC's policy and programming framework for investing federal discretionary funding throughout the region:

- Strengthens the connection between transportation investments and the goals of Plan Bay Area,
- Focuses transportation investments within Priority Development Areas (PDAs), and
- Requires jurisdictions to comply with certain state and regional policies.
- OBAG 3 will be coordinated with 2024 CIP call for projects.



OBAG 3 Funding Priorities

Proposed OBAG 3 funding priorities for countywide activities traditionally funded with OBAG funds:

- \$8.9 million for the Alameda Countywide Safe Routes to School (SR2S) Program (mix of STBG and CMAQ) for FYs 2023-24 through 2025-26 operations, and
- \$2.6 million for CTA Planning and Programming activities (STBG only), FYs 2022-23 through 2025-26.
- Identified priorities are subject to MTC approval.
- With \$11.5 million OBAG 3 reserved for countywide priorities, a \$71.3 million OBAG 3 nomination target remains.



OBAG 3 Program Requirements

Minimum PDA Investments:

- Consistent with OBAG 2, 70% minimum threshold for PDA supportive projects.
- As defined by MTC, a PDA supportive project must be located within or connected to a PDA, or be within one mile of a PDA boundary.
- Projects that are not physically located within one mile of a PDA but have a clear and direct connection to PDA implementation may be proposed as a PDA-supportive investment,
 - Subject to MTC staff approval.



OBAG 3 Project Sponsor Requirements

Per MTC Resolution 4505, recipients of OBAG 3 funding are required to:

- Comply with MTC's recently updated Complete Streets Policy, MTC Resolution 4493.
- Adopt a Resolution of Local Support
- Cities and counties must meet all of the additional OBAG project sponsor requirements, including adopting by December 31, 2023:
 - Certified general plan housing element;
 - Resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses; and
 - Local Roadway Safety Plan (LRSP) or equivalent.
- All sponsor requirements are identified in Attachment C.



2024 CIP Programming Schedule

Target Month	Milestone
March 2022	MTC adopted OBAG 3 Fund Estimate & Guidelines
April 2022	Commission adopts 2024 CIP/OBAG 3 Programming Approach & Selection Criteria
Early May 2022	Alameda CTC releases combined 2024 CIP and OBAG 3 call for project nominations
June 30, 2022	Applications due to Alameda CTC
September 2022	OBAG 3 and TFCA staff recommendations to Commission <ul style="list-style-type: none">• Commission-approved OBAG 3 nominations due to MTC by Sept. 30th• Commission-approved FY 2022-23 TFCA program due to Air District by Oct 31st
January 2023	MTC adopts OBAG 3 Program
By May 2023	Commission approval of 2024 CIP



Recommendation

Approve the following items for inclusion in the 2024 CIP Programming Guidelines:

- 2024 CIP Fund Estimate of approximately \$150.8 million
 - Includes \$11.5 million of OBAG 3 for countywide funding priorities (Countywide SR2S and CTA planning & programming activities),
- 2024 CIP selection criteria and programming schedule, and
- OBAG 3 programming approach and evaluation criteria.



Questions?



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