Alameda County Technical Advisory Committee
Thursday, November 5, 2015, 1:30 p.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement
The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments
Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings
The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.
Location Map

📍 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).

Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit [www.511.org](http://www.511.org).

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.

Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at [www.AlamedaCTC.org/events/month/now](http://www.AlamedaCTC.org/events/month/now).

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Alameda County Technical Advisory Committee
Meeting Agenda
Thursday, November 5, 2015, 1:30 p.m.

*NOTE: COUNTYWIDE GOODS MOVEMENT PLAN TECHNICAL ADVISORY COMMITTEE
MEETS FROM 11:00 A.M. TO 1:00 P.M.

The Countywide Goods Movement Plan Technical Advisory Committee Meeting Agenda is available on the Alameda CTC website.

1. Introductions/Roll Call

   Chair: Arthur L. Dao, Alameda CTC Executive Director
   Staff Liaison: James O’Brien
   Public Meeting Coordinator: Angie Ayers

2. Public Comment

3. Administration

   3.1. October 8, 2015 ACTAC Meeting Minutes
       Recommendation: Approve the October 8, 2015 meeting minutes.

4. Policy and Transportation Planning

   4.1. Draft Countywide Goods Movement Plan

   4.2. Express Lane Communications Outreach (Verbal)

5. Programs/Projects/Monitoring

   5.1. Timely Use of Funds Policies for Direct Local Distributions
       Recommendation: Approve the Timely Use of Funds Policies for Direct Local Distributions.

   5.2. Cycle 2 Active Transportation Program

   5.3. California Transportation Commission October 2015 Meeting Summary

   5.4. Alameda County Federal Inactive Projects List: October 2015 Update

6. Member Reports

   6.1. Other Reports

7. Adjournment/Next Meeting

   Thursday, January 7, 2016

All items on the agenda are subject to action and/or change by the committee.
Alameda County Technical Advisory Committee
Fiscal Year 2014-2015

Member Agencies
AC Transit
BART
City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda

Other Agencies
Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA
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Alameda County Technical Advisory Committee Meeting Minutes
Thursday, October 8, 2015, 1:30 p.m.

1. Introductions/Roll Call
Arthur L. Dao called the meeting to order. The meeting began with introductions, and the chair confirmed a quorum. Representatives from all cities and agencies were present, except from the following: Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (Air District), California Highway Patrol (CHP), City of Albany, City of Piedmont, City of Pleasanton, Metropolitan Transportation Commission (MTC), Port of Oakland, San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Union City Transit.

Representatives from AC Transit and the City of Albany arrived at the beginning of item 4.1

2. Public Comment
Ken Bukowski informed the committee that he attended a meeting where MTC discussed the possible takeover of the ABAG regional land use planning function. He said he regularly posts committee meeting videos at Regional-video.com.

3. Administration
3.1. Approval of September 10, 2015 Minutes
Obaid Khan (Dublin) moved to approve the September 10, 2015 meeting minutes. Thomas Ruark (Union City) seconded the motion. The motion passed unanimously (ABAG, ACE, AC Transit, Air District, CHP, City of Albany, City of Piedmont, City of Pleasanton, Union City Transit, and WETA were absent).

4. Policy and Transportation Planning
4.1. Countywide Multimodal Arterial Plan: Typology Framework and Modal Priorities
Saravana Suthanthira informed the committee that a Countywide Multimodal Arterial Plan Technical Advisory Committee (Plan TAC) was held earlier to review and approve the street typology and modal priorities for the Countywide Multimodal Arterial Plan. She noted that the Plan TAC also discussed the responses from the project team on the comments provided by the jurisdictions, transit agencies, and stakeholders. A comment was made that the network on the modal priority layer regarding the Bay Trail in Alameda appears broken in two places. Staff agreed to work with the City of Alameda ACTAC representative to correct it. Saravana Suthanthira requested ACTAC to recommend that the Commission approve the Multimodal Arterial Plan typology framework and modal priorities.

Obaid Khan (Dublin) moved to approve this agenda item. Bob Vinn (Livermore) seconded the motion. The motion passed unanimously (ABAG, ACE, Air District, CHP, City of Piedmont, City of Pleasanton, Union City Transit, and WETA were absent).
4.2. Alameda Countywide Transit Plan Draft Network Recommendations, Evaluation Methodology, and Performance Measures

Kara Vuicich stated that the Countywide Transit Plan TAC met on Wednesday, October 7, 2015 to discuss the draft network recommendations proposed for further evaluation, the evaluation methodology, and performance measures. She informed the committee that the comments from the Plan TAC meeting are in a handout. Kara requested ACTAC to recommend that the Commission approve this agenda item.

Donna Lee (BART) mentioned that the BART Board approved a resolution to change the name of the “BART Extension to Livermore/ACE” to “BART Extension to Livermore.” She requested Alameda CTC to perform the name change based on the discussion.

Art Dao said that he will discuss BART Board’s recent request to change the name on the “BART Extension to Livermore/ACE” project to remove “ACE” with the Planning, Policy and Legislation Committee as well as the full Commission.

Obaid Khan (Dublin) moved to recommend that the Commission approve this agenda item as staff recommended. Chris Andrichak seconded the motion. The motion passed with one abstention, BART (ABAG, ACE, Air District, CHP, City of Piedmont, City of Pleasanton, Union City Transit, and WETA were absent).


Tess Lengyel introduced Michael Fischer with Cambridge Systematics. Michael mentioned that a copy of the comments on the draft strategy evaluation technical memorandum is available in a handout. He said that the responses provided to the comments will be reflected in the Draft Countywide Goods Movement Plan. In addition to the comments from the jurisdictions, two additional stakeholder meetings were held with private sector stakeholders and public health, environment, and community organizations to get additional input on the strategy evaluation. Michael noted that the Draft Goods Movement Plan will be distributed in November for review.

4.4. Countywide Transportation Plan: Alameda County Final Project and Program List for Plan Bay Area 2040

Tess Lengyel requested ACTAC to recommend that the Commission approve this agenda item. She stated that Alameda CTC will forward to MTC the final project and program lists at the end of October for the allocated $2.65 billion budget for Alameda County. Alameda CTC received 330 applications from sponsors.

Donna Lee (BART) reiterated that the BART Board would like to change the name of the “BART Extension to Livermore/ACE” project to “BART Extension to Livermore.”

Thomas Ruark (Union City) moved to recommend that the Commission approve this agenda item as staff recommended. Obaid Khan (Dublin) seconded the motion. The motion passed with one abstention, BART (ABAG, ACE, Air District, CHP, City of Piedmont, City of Pleasanton, Union City Transit, and WETA were absent).
4.5. Draft 2015 Congestion Management Program
Saravana Suthanthira provided an update for this agenda item. She recommended that ACTAC approve the 2015 Congestion Management Program (CMP), augmentation and extension of the Travel Demand Management Program contract for the Guaranteed Ride Home program, and the FY2014-15 CMP conformity findings.

Amber Evans (Emeryville) moved to approve this agenda item. Bruce Williams (Oakland) seconded the motion. The motion passed unanimously (ABAG, ACE, Air District, CHP, City of Piedmont, City of Pleasanton, Union City Transit, and WETA were absent).

5. Programs/Projects/Monitoring
5.1. Transportation Fund for Clean Air (TFCA) FY2015-16 Program
Vivek Bhat recommended approval of the FY2015-16 TFCA Program. He said a total of $2.038 million of TFCA funds were available to program in FY2015-16 and that a Commission-approved program is due to the Air District by November 6, 2015.

Obaid Khan (Dublin) moved to approve this agenda item. Chris Andrichak (AC Transit) seconded the motion. The motion passed unanimously (ABAG, ACE, Air District, CHP, City of Piedmont, City of Pleasanton, Union City Transit, and WETA were absent).

5.2. Alameda County Federal Inactive Projects List: August 2015 Update
Vivek Bhat provided an update on the September 2015 federal inactive projects list. He encouraged committee members to stay current with their invoicing activity.

6. Member Reports
6.1. Metropolitan Transportation Commission Local Streets and Roads Working Group Update
Obaid Khan (Dublin) gave an update on this agenda item. He mentioned that discussion took place on the cost estimates that MTC provided based on the needs assessment for the state of good repair of local streets and roads. Obaid mentioned that MTC discussed the call for projects for the Pavement Management Technical Assistance Program grant.

6.2. Other Reports
There were no reports.

7. Adjournment and Next Meeting
The meeting adjourned at 2:40 p.m. The next meeting is:
Date/Time: Thursday, November 5, 2015 at 1:30 p.m.
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607
Attested by:

___________________________
Angie Ayers,
Public Meeting Coordinator
## ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
**October 8, 2015**  
**ROSTER OF MEETING ATTENDANCE**

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DATE: November 2, 2015

SUBJECT: Draft Countywide Goods Movement Plan

RECOMMENDATION: Approve the Draft Countywide Goods Movement Plan

Summary
Goods movement is critical to a strong economy and a high quality of life in Alameda County. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This plan development has been supported by robust stakeholder engagement that has sought input throughout the plan development process using a variety of methods. Staff recommends approval of the Draft Countywide Goods Movement Plan. Approval of the draft plan will enable the project team to proceed with a draft plan review period and to bring a final plan for Committee and Commission adoption in February 2016.

Background
Goods movement is critical to a strong economy and a high quality of life in Alameda County. Alameda County is a goods movement hub that enjoys one of the most strategic trade locations in the world and is home to much of the Bay Area’s manufacturing, transportation, logistics, and warehousing employment and much of the Northern California Megaregion’s vital goods movement infrastructure. For the past two years Alameda CTC has worked to develop a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. This work has culminated in a Draft Countywide Goods Movement Plan, provided as Attachment A.

The Countywide Goods Movement Plan development has been supported by a robust stakeholder engagement process referred to as the Goods Movement Collaborative. The Collaborative has included a technical team, an executive team, interest group meetings, and roundtables. The Technical Team is comprised of ACTAC and has also featured participation from community, environmental, and public health groups. The Executive Team is comprised of executives from MTC, other CMAs, the Air District, Caltrans, and the Port and has provided strategic guidance throughout the plan development. Interest group outreach has been conducted via in person meetings and surveys in three phases and
groups including, shippers, maritime, trucking, railroads, third party logistics companies, community, environmental, public health, and federal regulatory bodies have provided input. Finally, input has been sought via four roundtables which have convened all different stakeholder groups at key plan milestones.

The Countywide Goods Movement Plan incorporates nearly two years of technical analysis and stakeholder engagement. At prior meetings, the Commission has approved the plan’s vision and goals, performance measures, needs assessment, and projects, programs, and policies (referred to as strategies) for evaluation. The draft plan builds on these previous milestones. The plan also incorporates the results of a detailed evaluation of all strategies against the plan’s adopted performance measures. The strategy evaluation was reviewed by the Technical Team and by Interest Groups in October, and comments and responses on the Strategy Evaluation are provided as an attachment to the Goods Movement Draft Plan. Finally, the draft plan includes discussion of next steps to move the plan forward including potential funding sources and roles and responsibilities for various agencies and entities.

A key feature of the Countywide Goods Movement Plan is the grouping of high priority projects, programs, and policies into “opportunity packages.” Opportunity packages serve to ensure that synergistic strategies are considered together (e.g. expansion in Port rail terminal capacity and improvements in rail access routes) and that strategies that address different goals are considered together (e.g. increased warehousing activity at the Port and zero emission truck demonstration projects). The plan identifies three opportunity packages: Sustainable Global Competitiveness, Smart Deliveries and Operations, and Modernizing Infrastructure.

Staff recommends approval of the Draft Countywide Goods Movement Plan. Following approval, the project team will seek input on the draft plan during the months of December and January, and will return to Committees and Commission for approval of a Final Countywide Goods Movement Plan in February 2016. In addition, the project team will convene a final Goods Movement Roundtable on January 22, 2016 which will highlight advocacy for the priorities and opportunities identified in the plan.

Fiscal Impact: There is no fiscal impact.

Attachments:

A. Draft Countywide Goods Movement Plan

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Matthew Bomberg, Assistant Transportation Planner
Memorandum

5.1

DATE: November 2, 2015

SUBJECT: Timely Use of Funds Policies for Direct Local Distributions

RECOMMENDATION: Approve the Timely Use of Funds Policies for Direct Local Distributions.

Summary

The existing timely use of funds policies for Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) programs require all fund recipients to spend funds expeditiously or place funds into conditional fund reserves. This policy requires extraordinary recipient reporting and compliance monitoring that is beyond the industry practice for similar sales tax administration and revenue programs. Per the existing policies, recipients are required to provide annual compliance reports to Alameda CTC that identify the use of fund balances as annual expenditures or future fund reserves. Monitoring a recipient’s compliance to the current policies requires complex analytics and tracking of multiple reserve types. The additional reporting for Measure BB DLDs will significantly increase future recipient reporting and monitoring.

Staff recommends the approval of proposed timely use of funds policies to replace the existing policies and improve efficiencies in recipient reporting process and compliance monitoring. The proposed policy states recipients may not carry a fiscal year ending fund balance greater than 40 percent of the DLD revenue received for that same fiscal year for four consecutive fiscal years. The proposed policies will apply to the fund balance for each DLD program i.e. Measure B, Measure BB, and VRF. Recipients out of compliance will be subject to a “Use It or Lose It Policy”, which entails a forfeit of a subsequent year’s distribution upon Commission approval.

The proposed policies provide a more effective and simplistic approach to achieve the intended purpose of a timely use of funds policy - to create accountability and encourage expeditious use of funds among the recipients. The new policy will be incorporated through new master agreements in Spring 2016.

Background

In April 2012 and June 2015, Measure B, Measure BB, and Vehicle Registration Fee recipients entered into Master Programs Funding Agreements (MPFAs) with the Alameda CTC to be eligible to receive formula allocations of Direct Local Distribution (DLD) funds. The MPFA’s existing timely use of funds requires all recipients to spend funds expeditiously.
or place funds into conditional fund reserves. Any funds not spent within the allotted time, including funds placed into fund reserves would be will be subject to rescission. Recipients report annually the uses of funds (balances and revenues) in the following categories:

1. Annual Planned Projects \textit{(must be spent annually as planned)}
2. Capital Fund Reserve \textit{(must be expended in four years of reserve establishment)}
3. Operations Fund Reserve \textit{(revolving fund of up to 50 percent of annual revenues)}
4. Undesignated Fund Reserve \textit{(revolving fund of up to 10 percent of annual revenues)}

The existing policy necessitates considerable reporting by recipients, and the subsequent tracking of multiple reserves and their commitments by the Alameda CTC to ensure program compliance. Each year, recipients designate funds to approximately 300 total separate fund reserve categories between the Measure B/VRF programs including a list of project specific expenditures. Alameda CTC monitors each allocation to verify reserves do not exceed their allowable capacities and expenditures are completed before the reserve window expires. The compliance reporting and monitoring effort is expected to increase considerably with the addition of Measure BB program funds.

Staff recommends the approval of the proposed timely use of funds policies to improve efficiencies in recipient reporting process and compliance monitoring \textit{(Attachment A)}. The proposed timely use of funds policies states recipients may not carry a fiscal year ending fund balance greater than 40 percent of the DLD revenue received for that same fiscal year for four consecutive fiscal years. A recipient that is determined out of compliance is subject to the “Use It or Lose It Policy”, where the recipient’s subsequent year’s distribution may be rescinded and redistributed upon Commission approval. Alameda CTC will compare the recipient’s annual ending fund balance to revenue received ratio to verify policy compliance. This data is already collected through mandatory financial statements and no additional reporting or analysis is required.

The proposed policy will streamline the implementation of the timely use of policies for the recipient and Alameda CTC by reducing the administrative burden associated with annual reporting and tracking reserves and project commitments. The proposed policies are consistent with the original policies’ objectives - to maintain accountability and ensure expeditious use of funds. The proposed policies will be incorporated in new master agreements in spring 2016, and will replace the existing policies.

\textbf{Fiscal Impact}: There is no fiscal impact.

\textbf{Attachment}

A. Timely Use of Funds Policies

\textbf{Staff Contact}

\textit{James O’Brien}, Interim Deputy Director, Programming and Projects

\textit{John Nguyen}, Senior Transportation Planner
The intent of the Timely Use of Funds Policy is to encourage Measure B/Measure BB/Vehicle Registration Fee recipients to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

Policy: Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of the Direct Local Distribution revenue received for that same fiscal year for four consecutive fiscal years, by funding program. Non-compliance with this policy may invoke rescission penalties per the Use it or Lose It Policy.

Recipient may seek an exemption from the Timely Use of Funds Policy through the Annual Program Compliance reporting process. Recipient must demonstrates that extraordinary circumstances have occurred and provide a timely expenditure plan that would justify the exemption. Exemption requests must be submitted to Alameda CTC and approved by the Commission.

Implementation: Through the Annual Program Compliance reporting process, Alameda CTC will monitor the recipient’s annual ending fund balance to revenue received ratio, cumulatively across the recipient’s programmatic categories by fund program, to verify policy compliance.

**Diagram:**

Does the Recipient’s annual ending fund balance to revenue ratio exceed the maximum allowed percentage for four consecutive fiscal years?

- **Yes**
  - Recipient must submit a Request for Exemption with justification and implementation plan.
  - Commission considers Request for Exemption as part of Program Compliance Process.
  - Approved
    - Recipient granted exemption and consecutive fiscal year clock resets.
    - Recipient shall not carry an ending fund balance greater than the allowable limit for four consecutive fiscal years.
  - Denied
    - Alameda CTC exercises the Use It or Lose It Policy and rescinds one-year of fund distribution, in part by programmatic category or in its entirety, as determined by the Commission.
- **No**
  - Recipient is in compliance with the Timely Use of Funds Policy.
**Intent:** The Use It or Lose It Policy serves as the penalty action for non-compliance with the Timely Use of Funds Policy for Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution program funds. The Use It or Lose It Policy enforces the timely use of funds requirements to encourage the RECIPIENT to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

**Policy:** If RECIPIENT does not meet the requirements Timely Use of Funds Policy, ALAMEDA CTC may determine that the RECIPIENT does not need Measure B/Measure BB/Vehicle Registration Fee funding. In such a case, ALAMEDA CTC may exercise the Use It or Lose It Policy to rescind the RECIPIENT’s subsequent fiscal year’s Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution, in part by programmatic category or in its entirety. All such funds rescinded by ALAMEDA CTC shall be placed into an account for redistribution to the same programmatic type.

**Implementation:** If a RECIPIENT does not meet the provisions of the Timely Use of Funds Policy, ALAMEDA CTC may exercise the Use it or Lose It Policy and rescind the RECIPIENT’s subsequent year’s Measure B/Measure BB/Vehicle Registration Fee Direct Local Distribution. ALAMEDA CTC will redistribute rescinded funds to other eligible recipients within the same programmatic type. Redistribution will be determined by the existing formula distribution for the respective fund program and programmatic type.

---

**Is the RECIPIENT out of compliance with the Timely Use of Funds Policy and a request for exemption has been denied?**

**YES**

ALAMEDA CTC exercises the Use it or Lose It Policy and rescinds the RECIPIENT’s subsequent year’s fund distribution. The Commission may elect to rescind the RECIPIENT’s fund distribution in part by programmatic category or in its entirety by fund program.

ALAMEDA CTC redistributes rescinded funds to other recipients eligible for the same programmatic type through existing formula.

**NO**

RECIPIENT is in compliance with the Timely Use of Funds Policy. No penalty action from the Use It or Lose It Policy required.
DATE: November 2, 2015

SUBJECT: Cycle 2 Active Transportation Program

RECOMMENDATION: Receive an update on Cycle 2 Active Transportation Program.

Summary
The Active Transportation Program (ATP), as articulated in SB 99 and AB 101, was signed into law on September 26, 2013. It replaced the existing system of small dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and recreational trails.

<table>
<thead>
<tr>
<th>Program</th>
<th>Programming Agency</th>
<th>Amount Available this Cycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide Competitive ATP</td>
<td>CTC, Caltrans</td>
<td>$180 million</td>
</tr>
<tr>
<td>Regional ATP</td>
<td>MTC</td>
<td>$30 million</td>
</tr>
</tbody>
</table>

The California Transportation Commission (CTC) adopted the statewide program on October 21, 2015. The Metropolitan Transportation Commission (MTC) is responsible for developing the region’s guidelines for the Regional ATP, and for submitting the proposed projects to the CTC for adoption. MTC adopted the list of projects for the regional program on October 28, 2015.

Background
The State established the Active Transportation Program (ATP) in September 2013. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program ("Statewide Competitive ATP");
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").
Statewide Competitive ATP Results

CTC released staff recommendations for the Statewide Competitive ATP projects on September 15, 2015. CTC approved the statewide program at its meeting on October 21, 2015. CTC’s recommendation includes two (2) projects in Alameda County for a total of approximately $5.4 million, out of a statewide program of $180 million (Attachment A). Those projects that CTC recommended were removed from further Regional ATP evaluation.

Regional ATP Results

MTC received 107 applications totaling about $220 million in response to the Regional ATP Call for Projects. MTC approved the regional list of projects at its meeting on October 28, 2015. MTC recommendation included fully funding 10 projects and partially funding 1 project for a total of $30 million (Attachment B-1). Four (4) projects totaling approximately $5.6 million within Alameda County are included in MTC’s recommended list of projects.

The recommendation also included adopting a list of contingency projects, ranked in priority order based on the project’s evaluation score, of $29 million. MTC would fund projects on the contingency list (Attachment B-2) should there be any project failures or savings in the Cycle 2 Regional ATP.

Fiscal Impact: There is no fiscal impact.

Attachments

A. CTC Recommended 2015 Statewide ATP Projects in the Bay Area
B1. MTC Recommended 2015 Regional ATP Program of Projects
B2. MTC 2015 Regional ATP – Contingency List

Staff Contact

James O’Brien, Interim Deputy Director of Programming and Allocations
Vivek Bhat, Senior Transportation Engineer
### CTC-ReCOMMENDED 2015 StateWIDE ATP PrOJECTS IN THE BAy AREA

<table>
<thead>
<tr>
<th>County</th>
<th>Agency</th>
<th>Description</th>
<th>Funded Amount ($1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda</td>
<td>Berkeley</td>
<td>9th Street Bicycle Blvd Pathway Extension, Ph. 2</td>
<td>$850</td>
</tr>
<tr>
<td>Alameda</td>
<td>Oakland</td>
<td>19th Street BART to Lake Merritt Urban Greenway</td>
<td>$4,583</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>Contra Costa County</td>
<td>Rio Vista Elementary School Pedestrian Connection</td>
<td>$600</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>Contra Costa County</td>
<td>Bailey Rd/SR-4 Interchange Bicycle/Pedestrian Improvements</td>
<td>$4,160</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>Richmond</td>
<td>Yellow Brick Rd in Richmond’s Iron Triangle</td>
<td>$6,209</td>
</tr>
<tr>
<td>San Mateo</td>
<td>Daly City</td>
<td>Central Corridor Bicycle/Pedestrian Safety Improvements</td>
<td>$2,019</td>
</tr>
<tr>
<td>San Mateo</td>
<td>San Mateo County</td>
<td>Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)</td>
<td>$966</td>
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<tr>
<td>San Mateo</td>
<td>South San Francisco</td>
<td>Linden/Spruce Ave Traffic Calming Improvements</td>
<td>$868</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$20,255</strong></td>
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<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Project</th>
<th>Amount ($1,000s)</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda</td>
<td>Alameda County Public Works Agency</td>
<td>Castro Valley Elementary Safe Routes to Schools (Design Only)</td>
<td>$250</td>
<td>Install sidewalks, curbs, gutters and crosswalks along Anita Avenue between Castro Valley Boulevard and Somerset Avenue. The Castro Valley Elementary Safe Routes to School project will increase walking and biking, as well as reduce injuries.</td>
</tr>
<tr>
<td>Alameda</td>
<td>Alameda County Public Works Agency</td>
<td>Creekside Middle School Safe Routes to Schools</td>
<td>$475</td>
<td>Installing sidewalks, curbs, gutters, crosswalks, and Class III bike routes along Center Street between Heyer Avenue and Paradise Knolls. The Creekside Middle School Safe Routes to School project will increase walking and biking, as well as reduce injuries.</td>
</tr>
<tr>
<td>Alameda</td>
<td>Alameda County Public Works Agency</td>
<td>Stanton Elementary School Safe Routes to Schools (Design and Right-of-Way Only)</td>
<td>$300</td>
<td>Install sidewalks, curbs, gutters, crosswalks, and Class III bike routes along Stanton Avenue between Castro Valley Boulevard and Somerset Avenue. The Stanton Elementary School Safe Routes to Schools project will increase walking and biking, as well as reduce injuries along Stanton Avenue.</td>
</tr>
<tr>
<td>Alameda</td>
<td>City of Oakland</td>
<td>Telegraph Avenue Complete Street Improvements</td>
<td>$4,554</td>
<td>Improve transportation safety and comfort on Telegraph Avenue (between 20th Street and 41st Street) through installation of dedicated bicycle facilities, safer and more frequent pedestrian crossings, and transit boarding islands. This project will provide direct connections to downtown Oakland, BART stations on both ends of the corridor, a major hospital center, and multiple commercial districts.</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>City of San Pablo</td>
<td>Rumrill Boulevard Complete Streets Improvements</td>
<td>$4,310</td>
<td>Implement complete streets improvements along Rumrill Boulevard in the City of San Pablo (between San Pablo Avenue to the North and Costa Avenue to the South). This project will provide directional cycletracks, sidewalk and crossing improvements, street trees, landscaping, lighting and transit shelters along the length of the corridor.</td>
</tr>
<tr>
<td>Marin</td>
<td>Marin County Transit District (Marin Transit)</td>
<td>Pedestrian Access and Safety Improvements for the Downtown Novato Bus Transit Facility</td>
<td>$1,286</td>
<td>Reconstruct the existing Downtown Novato transit facility to improve pedestrian safety, bus operations, accessibility, and provide new bicycle racks. The Novato transit facility is located on Grant Avenue at Redwood Blvd, within Downtown, in the City of Novato.</td>
</tr>
</tbody>
</table>
## MTC Recommended 2015 Regional ATP Program of Projects

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Project</th>
<th>Amount ($1,000s)</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Napa</td>
<td>Napa County Transportation Planning Agency</td>
<td>Napa Valley Vine Trail - St. Helena to Calistoga</td>
<td>$6,106</td>
<td>Construct 9.4 miles of the Class I bicycle and pedestrian facility on the Napa Valley Vine Trail. The portion of the trail that will be constructed will be within Napa County from Pratt Avenue in the City of St. Helena to Lincoln Avenue in the City of Calistoga, generally along the SR 29 corridor.</td>
</tr>
<tr>
<td>San Francisco</td>
<td>San Francisco County Department of Public Health</td>
<td>SF Safe Routes to Schools 2017-2019 Non-Infrastructure Project</td>
<td>$2,797</td>
<td>Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables from school years 2017-2019 at 29 elementary, 4 middle and 2 high schools in San Francisco Unified School District.</td>
</tr>
<tr>
<td>San Francisco</td>
<td>San Francisco Public Works</td>
<td>Lombard Street Vision Zero Project (Partial Funding)</td>
<td>$1,854</td>
<td>Install curb extensions (pedestrian and transit bulbs), implement parking removal at intersections (daylighting), implement signal timing improvements, and potentially install advanced stop bars and high visibility crosswalks as part of the Lombard Street Vision Zero Project. This project will focus on the 1.1 mile section of Lombard Street (a section of California Highway 101) between Van Ness Avenue and Doyle Drive.</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>City of San Jose</td>
<td>Coyote Creek Trail - Mabury to Empire</td>
<td>$5,256</td>
<td>Close a 0.3-mile gap in the 25-mile regional Coyote Creek Trail system that has been recently master planned. This gap is located from Mabury Road to Empire Street, along the Coyote Creek channel.</td>
</tr>
<tr>
<td>Solano</td>
<td>Solano Transportation Authority</td>
<td>Solano Transportation Authority - Safe Routes to Schools Infrastructure and Non-infrastructure in the Cities of Benicia, Rio Vista &amp; Vallejo</td>
<td>$3,067</td>
<td>This combined infrastructure and non-infrastructure Safe Routes to Schools project, provides for infrastructure improvements at 7 schools, while providing education outreach to 26 schools throughout the Cities of Benicia, Rio Vista &amp; Vallejo.</td>
</tr>
</tbody>
</table>

**Total**                                                                                                  **$30,255**
## MTC 2015 Regional ATP – Contingency List

<table>
<thead>
<tr>
<th>MTC Score</th>
<th>County</th>
<th>Sponsor</th>
<th>Project</th>
<th>Amount ($1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>91.7</td>
<td>San Francisco</td>
<td>San Francisco DPW</td>
<td>Lombard St Vision Zero <em>Remaining Amount</em></td>
<td>$1,946</td>
</tr>
<tr>
<td>91.6</td>
<td>Alameda</td>
<td>ACTC</td>
<td>East Bay Greenway (Design Only)</td>
<td>$4,125</td>
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<tr>
<td>91.0</td>
<td>Contra Costa</td>
<td>Contra Costa Co</td>
<td>Pacheco Blvd Sidewalk Gap Closure Ph III</td>
<td>$759</td>
</tr>
<tr>
<td>91.0</td>
<td>San Francisco</td>
<td>SFMTA</td>
<td>SE SF Multi-Modal Safety Upgrades</td>
<td>$10,164</td>
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<tr>
<td>91.0</td>
<td>Alameda</td>
<td>Piedmont</td>
<td>Pedestrian Safety &amp; Bike Lane Implementation</td>
<td>$3,062</td>
</tr>
<tr>
<td>91.0</td>
<td>Santa Clara</td>
<td>San Jose</td>
<td>ATP Safety and Behavior Change Campaign</td>
<td>$889</td>
</tr>
<tr>
<td>90.0</td>
<td>Alameda</td>
<td>Alameda Co PW</td>
<td>Somerset Ave School Corridor SRTS (Design Only)</td>
<td>$330</td>
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<tr>
<td>90.0</td>
<td>Contra Costa</td>
<td>Richmond</td>
<td>Goodrick Ave Bay Trail Gap Closure</td>
<td>$1,271</td>
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<tr>
<td>89.5</td>
<td>Solano</td>
<td>Solano TA</td>
<td>Bay /Napa Vine Trail Gap Closure (Vallejo/Amer Cyn)</td>
<td>$6,208</td>
</tr>
</tbody>
</table>

**Total** $28,754
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DATE: November 2, 2015

SUBJECT: California Transportation Commission October 2015 Meeting Summary

RECOMMENDATION: Receive an update on the October 2015 California Transportation Commission Meeting.

Summary
The October 2015 California Transportation Commission (CTC) meeting was held in Oakland. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the meeting.

Background
The CTC is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

The meeting began with the City of Oakland Mayor, Libby Schaff, providing opening remarks and welcoming the CTC commissioners to the Bay Region. Alameda CTC Executive Director, Art Dao’s presentation “Promises Made, Promises Kept” included Alameda CTC’s projects and programs implemented with Measure B funds and its association delivering the Proposition 1B funded projects within Alameda County. The presentation emphasized on how our partnership supports win-win solutions for regional, mega-regional and state investments in freight, highways, express lanes and transit.

Detailed below is a summary of the three agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the October 2015 CTC meeting (Attachment A).
1. **2015 Active Transportation Program (ATP)**

CTC adopted the 2015 ATP Statewide (50%) and Small Urban & Rural (10%) components. The ATP, as articulated in SB 99 and AB 101, was signed into law on September 26, 2013. It replaced the existing system of small dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program ("Statewide Competitive ATP");
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

In summary, the CTC recommendations include:

- **Statewide Component**– ATP funds of $179,922,000 for 87 projects valued at $219,739,000, and
- **Small Urban & Rural Component**– ATP funds of $35,525,000 for 27 projects valued at $42,527,000

Outcome: CTC recommendation includes 2 projects in Alameda County for a total of approximately $5.4 million.

1. City of Berkeley’s 9th Street Bicycle Blvd Pathway Extension, Phase-2 → $850K
2. City of Oakland’s 19th Street BART to Lake Merritt Urban Greenway → $4.5 million

2. **Final Environmental Impact Report (FEIR)/ I-680 Express Lanes Project**

CTC accepted the FEIR and approved Alameda CTC’s I-680 Express lanes project for future consideration of funding.

Outcome: Construction work is estimated to begin fiscal year 2016-17.

3. **Proposition 1B Trade Corridors Improvement Fund (TCIF)/ Cool Port Oakland Project**

CTC approved TCIF program amendment to include the Northern California Trade Corridors Coalition (NCTCC) and Port of Oakland’s Cool Port Oakland project and to program $5 million of TCIF funds to the project. Since award savings in TCIF funds were realized in the Northern California Corridor, NCCTC and the Port propose to place TCIF savings on Segment 1 of this project with Segment 2 providing the additional match required. Segments 1 and 2 are estimated to cost $8.605 million and $82.7 million respectively, with a total project cost of $91.305 million.

Outcome: Construction is expected to begin in April 2016.

**Fiscal Impact:** There is no fiscal impact.
Attachment

A. October 2015 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

James O’Brien, Interim Deputy Director of Programming and Allocations

Vivek Bhat, Senior Transportation Engineer
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### October 2015 CTC Summary for Alameda County Projects/Programs

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Program / Project</th>
<th>Item Description</th>
<th>CTC Action / Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrans</td>
<td>2015 Active Transportation Program (ATP)</td>
<td>Approve 2015 ATP Statewide (50%) and Small Urban &amp; Rural (10%) components</td>
<td>Approved</td>
</tr>
<tr>
<td>Alameda CTC/Caltrans</td>
<td>I-680 Express Lanes Project /Final Environmental Impact Report (FEIR)</td>
<td>Accept the FEIR and approve Alameda CTC’s I-680 Express lanes project for future consideration of funding</td>
<td>Approved</td>
</tr>
<tr>
<td>Northern California Trade Corridors Coalition (NCTCC) and Port of Oakland</td>
<td>Trade Corridors Improvement Fund (TCIF)/ Cool Port Oakland Project</td>
<td>Approve TCIF program amendment to include the NCTCC and Port of Oakland’s Cool Port Oakland project and program $5 million of TCIF funds to the project</td>
<td>Approved</td>
</tr>
</tbody>
</table>

[http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015-10/00_ETA.pdf](http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015-10/00_ETA.pdf)
DATE: November 2, 2015

SUBJECT: Alameda County Federal Inactive Projects List: October 2015 Update


Summary

Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of the project's federal funds unless Caltrans and the Federal Highways Administration (FHWA) receive an invoice. Caltrans is tracking inactive obligations, and updating a list of inactive projects every week. If Caltrans and FHWA do not receive adequate invoicing or justification for the project's inactivity, the project may be deobligated.

Background

In response to FHWA’s new guidance for processing Inactive Obligations, Caltrans developed new guidelines for managing federal inactive obligations. The new guidelines treat all federal-aid as well as the American Recovery and Reinvestment Act (ARRA) inactive projects equally. In order to manage changes more proactively Caltrans changed the management of "inactive projects" as follows:

- If the Department does not receive an invoice for more than six months, the project will be deemed "inactive" and posted on the Department's website. Local Agencies will be notified the first time projects are posted.
- If the Department does not receive an invoice within the following six months (12 months without invoicing), the Department will deobligate the unexpended balances.
- It is the responsibility of the Local Agencies to work in collaboration with their respective District Local Assistance Engineer’s to ensure their projects are removed from the inactive list to avoid deobligation.
- The Inactive project listing is posted at the following website and will be updated weekly: [http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm](http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm)
**Fiscal Impact:** There is no fiscal impact.

**Attachments**

A. Alameda County List of Federal Inactive Projects Report Dated 10/28/15

**Staff Contact**

[James O’Brien](mailto:), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](mailto:), Senior Transportation Engineer
# ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

**UPDATED BY CALTRANS ON 10/28/2015**

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Status</th>
<th>Agency Action Required</th>
<th>Prefix</th>
<th>Agency</th>
<th>Description</th>
<th>Latest Date</th>
<th>Authorization Date</th>
<th>Last Expenditure Date</th>
<th>Last Action Date</th>
<th>Total Cost</th>
<th>Federal Funds</th>
<th>Expenditure Amt</th>
<th>Unexpended Bal</th>
</tr>
</thead>
<tbody>
<tr>
<td>5041036</td>
<td>Inactive</td>
<td>Submit invoice to District by 11/20/2015</td>
<td>CML</td>
<td>San Leandro</td>
<td>SAN LEANDRO BLVD. STREETSCAPE FROM WILLIAMS ST. TO DAVIS ST., PED. CROSSING, BIKE RACKS, BUS SHELTER</td>
<td>12/29/2014</td>
<td>12/21/2010</td>
<td>12/29/2014</td>
<td>12/29/2014</td>
<td>$5,517,198.00</td>
<td>$4,610,000.00</td>
<td>$4,517,800.00</td>
<td>$92,200.00</td>
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<tr>
<td>5041040</td>
<td>Inactive</td>
<td>Submit invoice to District by 11/20/2015</td>
<td>SRTSLNI</td>
<td>San Leandro</td>
<td>MULTIPLE SCHOOLS IN SAN LEANDRO, TRAFFIC SAFETY EDUCATION PROGRAM</td>
<td>10/16/2014</td>
<td>3/22/2012</td>
<td>10/16/2014</td>
<td>10/16/2014</td>
<td>$410,000.00</td>
<td>$410,000.00</td>
<td>$362,718.07</td>
<td>$47,281.93</td>
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<tr>
<td>5933028</td>
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<td>Submit invoice to District by 11/20/2015</td>
<td>STPLZ</td>
<td>Alameda County</td>
<td>OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-0147, SEISMIC RETROFIT</td>
<td>12/11/2014</td>
<td>9/1/1996</td>
<td>12/11/2014</td>
<td>12/11/2014</td>
<td>$561,250.00</td>
<td>$488,021.00</td>
<td>$473,453.03</td>
<td>$14,567.97</td>
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<tr>
<td>6480006</td>
<td>Inactive</td>
<td>Submit invoice to District by 11/20/2015</td>
<td>STPCML</td>
<td>Alameda County Transportation Commission</td>
<td>ALAMEDA COUNTY- COUNTYWIDE, IMPLEMENT SR25 PROGRAM TO ENABLE AND ENCOURAGE CH</td>
<td>11/18/2014</td>
<td>10/24/2013</td>
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<td>11/18/2014</td>
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<td>8/24/2011</td>
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## ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

**UPDATED BY CALTRANS ON 10/28/2015**

### Updated on 10/28/2015

<p>| Project No. | Status | Agency Action Required | Prefix | Agency | Description | Latest Date | Authorization Date | Last Expenditure Date | Last Action Date | Total Cost | Federal Funds | Expenditure Amt | Unexpended Bal |
|-------------|--------|------------------------|--------|--------|-------------|-------------|-------------------|--------------------|----------------|------------|---------------|----------------|----------------|----------------|
| 5012110     | Future | Submit invoice to District by 02/20/2016 | STPL   | Oakland | CITYWIDE AC OVERLAY, AC PAVEMENT | 3/19/2015 | 2/22/2010 | 3/19/2015 | 3/19/2015 | $7,121,435.00 | $4,052,000.00 | $2,721,503.82 | $1,330,496.18 |
| 5012113     | Future | Submit invoice to District by 02/20/2016 | HSIPL  | Oakland | HEGENBERGER ROAD @ EDES AVE, BALDWIN ST, HAMILTON ST, 73RD AVE, UPGRADE TRAFFIC SIGNALS &amp; INSTALL FLASHING BEACONS | 2/19/2015 | 1/25/2012 | 2/19/2015 | 2/19/2015 | $742,858.00 | $668,571.00 | $128,448.29 | $541,122.71 |
| 5012114     | Future | Submit invoice to District by 02/20/2016 | HSIPL  | Oakland | BANCROFT AVE. / 94TH AVE., INSTALL TRAFFIC SIGNALS, CONSTRUCT CURB RAMPS | 2/19/2015 | 1/23/2012 | 2/19/2015 | 2/19/2015 | $564,062.00 | $485,100.00 | $58,689.20 | $426,410.80 |
| 5178012     | Future | Submit invoice to District by 02/20/2016 | CML    | Albany | BUCHANAN/MARIN STREET FROM PIERCE ST. TO SAN PABLO, BIKE LANE &amp; PED. WALKWAY | 3/5/2015 | 6/1/2012 | 3/5/2015 | 3/5/2015 | $2,484,942.00 | $1,702,000.00 | $1,229,258.00 | $1,229,258.00 |
| 5322055     | Future | Invoice under review by Caltrans. Monitor for progress. | STPL   | Fremont | FREMONT CITY CENTER &amp; FREMONT BART STATION, MULTIMODAL IMPROVEMENTS | 3/12/2015 | 3/12/2015 | 3/12/2015 | 3/12/2015 | $1,388,522.00 | $1,229,258.00 | $0.00 | $1,229,258.00 |
| 5354038     | Future | Submit invoice to District by 02/20/2016 | HSIPL  | Union City | ALVERADO BLVD./DYER ST., ALVERADO NILES RD/ALAMEDAN BLVD., ALVERADO NILES RD/MED., UPGRADE TRAFFIC SIGNALS, INSTALL LIGHTING | 1/6/2015 | 1/6/2015 | 1/6/2015 | $110,115.00 | $99,103.00 | $0.00 | $99,103.00 |
| 5432018     | Future | Submit invoice to District by 02/20/2016 | STPL   | Dublin | DUBLIN BLVD.- SAN RAMON RD. AND VILLAGE PKW, DUBLIN, PAVEMENT PRESERVATION | 2/26/2015 | 2/26/2015 | 2/26/2015 | $789,612.00 | $470,000.00 | $0.00 | $470,000.00 |
| 5933121     | Future | Invoice under review by Caltrans. Monitor for progress. | TCSPML | Alameda County | 163RD. AVENUE FROM E-14 STREET TO LIBERTY STREET, SIDEWALK IMPROVEMENTS | 2/25/2015 | 8/14/2012 | 2/25/2015 | 2/25/2015 | $1,094,000.00 | $881,920.00 | $129,022.69 | $752,897.31 |
| 6000047     | Future | Submit invoice to District by 02/20/2016 | STPLZ  | San Francisco Bay Area Rapid Transit District | 18TH STREET IN OAKLAND TO ASHLAND AVENUE IN HAYWARD/FREMONT, SEISMIC RETROFIT-AERIAL STRUCTURES | 2/12/2015 | 9/21/2010 | 2/12/2015 | 2/12/2015 | $23,716,441.00 | $2,839,414.00 | $2,839,413.98 | $0.02 |
| 6273065     | Future | Submit invoice to District by 02/20/2016 | STPCML | Alameda County Congestion Management Agency | COUNTY WIDE, IMPLEMENT A COUNTYWIDE SR2S PROGRAM | 3/5/2015 | 3/29/2011 | 3/5/2015 | 3/5/2015 | $3,604,000.00 | $3,189,000.00 | $2,656,757.48 | $532,242.52 |</p>
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