



Alameda County Technical Advisory Committee Meeting Agenda Thursday, October 4, 2018, 1:30 p.m.

Chair: Arthur L. Dao

Staff Liaison: [Vivek Bhat](#)

Clerk: [Vanessa Lee](#)

1. Call to Order

2. Introductions/Roll Call

3. Public Comment

4. Consent Calendar Page/Action

- | | | |
|--|---|---|
| 4.1. Approve the July 5, 2018, ACTAC Meeting Minutes | 1 | A |
| 4.2. FY 2018-19 ACTAC Meeting Calendar | 5 | I |

5. Planning / Programs / Monitoring

- | | | |
|--|----|---|
| 5.1. Approve the Transportation Fund for Clean Air (TFCA) FY 2018-19 Program | 7 | A |
| 5.2. Approve the Congestive Management Program 2018 Conformity Findings | 15 | A |
| 5.3. Congestion Management Program 2017 Multimodal Performance Report Update | 21 | I |
| 5.4. Senate Bill 1 Update | | I |
| 5.5. Final FFY 2018-19 Annual Obligation Plan and Project Delivery Requirements for Federal and State Funded Projects Update | 49 | I |
| 5.6. Alameda County Federal Inactive Projects Update | 63 | I |
| 5.7. Active Transportation Program Cycle 4 – Review of Submitted Applications | 67 | I |
| 5.8. ACTAC Roster Update | | I |

6. Member Reports

- | | | |
|-----------------------------|--|---|
| 6.1. Technical Presentation | | I |
|-----------------------------|--|---|

7. Staff Reports

8. Adjournment

Next Meeting: Thursday, November 8, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.

- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board President Elsa Ortiz

Alameda County

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

BART

Director Rebecca Saltzman

City of Alameda

Mayor Trish Spencer

City of Albany

Councilmember Peter Maass

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Mayor John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont

Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Description	Date	Time
Bicycle and Pedestrian Community Advisory Committee (BPAC)	October 18, 2018	5:30 p.m.
Alameda CTC Commission Meeting	October 25, 2018	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	November 8, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	November 19, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	November 26, 2018	1:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

This page intentionally left blank



Alameda County Technical Advisory Committee Fiscal Year 2018-2019

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

This page intentionally left blank



Alameda County Technical Advisory Committee Meeting Minutes Thursday, July 5, 2018, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Tess Lengyel called the meeting to order.

2. Roll Call/Introductions

Introductions were conducted. All members were present with the exception of Sgt. Ed Clarke, Kevin Connolly, Benjamin Davenport, Amber Evans, Anthony Fournier, Philip Hauey, Cindy Horvath, Johnny Jaramillo, Farid Javandel, Fred Kelley, Donna Lee, Matt Maloney, Brian Schmidt, Radiah Victor and Zhongping "John" Xu.

Subsequent to the Introductions:

Donna Lee, Amber Evans and Cindy Horvath arrived during agenda item 5.1

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of May 10, 2018 ACTAC Meeting Minutes

Thomas Ruark made a motion to approve meeting minutes. Mike Tassano seconded the motion. The motion passed with the following votes:

Yes:	Horvath, Hurley, Imai, Khan, Larsen, Lengyel, Payne, Ross, Ruark, Stella, Tassano, Williams, Yeamans
No:	None
Abstain:	None
Absent:	Clarke, Connolly, Davenport, Fournier, Hauey, Horvath, Evans, Jaramillo, Javandel, Kelley, Lee, Maloney, Victor, Xu

5. Programs/Projects/Monitoring

5.1. Approve the 2018 Comprehensive Investment Plan Technical Adjustments

John Nguyen stated the Alameda CTC has programming and allocation authority for a number of federal, state, regional and local transportation funding programs, and the programming and allocation for these fund sources are included into a single document known as the Alameda CTC's Comprehensive Investment Plan (CIP). Mr. Bhat stated the most recent CIP, which was the 2018 CIP, was approved by the Commission in April 2017 and included approximately \$405 million of projects programmed over a five-year window between FY17-18 and FY 21-22. From the \$405 million, \$260 million was allocated in the first two-years (FY 17-18 and

18-19). Mr. Nguyen noted since the approval of the 2018 CIP, the Commission has approved individual off cycle allocations that are being captured in the recommended CIP update. Mr. Nguyen stated that the recommended updates to the CIP also captured programming adjustments resulting from updated project delivery and funding strategies submitted by Sponsors. The changes amount to approximately \$106 million in additional programming, which included \$102 million in additional allocations. Mr. Nguyen requested the ACTAC recommend Commission approval of the 2018 CIP Update, which includes \$106 million of programming adjustments to the current CIP's programming window, fiscal years 2017-18 through 2021-22; and approve the Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners including Baseline Agreements for the Senate Bill 1 programs, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC..

Gail Payne requested clarification on the technical adjustments with reference to the 2018 CIP process and if there would be a future call for projects issued. Vivek Bhat clarified that the technical adjustments were off cycle programming actions to the 2018 CIP and that a call for projects for the 2020 CIP would be issued sometime in the near future.

Obaid Khan asked if external funds such as the STIP we used to swap out Measure B and BB funds to create new capacity. Vivek Bhat responded that the STIP funds were added on to the 2018 CIP funding and did not replace any local funds.

Hans Larsen asked if there was a call for projects for the 2020 CIP being planned. Vivek Bhat said that the programming process was being targeted for next spring.

Obaid Khan made a motion to approve this item. Bruce Williams seconded the motion. The motion passed with the following votes:

Yes:	Evans, Horvath, Hurley, Imai, Khan, Larsen, Lee, Lengyel, Payne, Ross, Ruark, Stella, Tassano, Williams, Yeamans
No:	None
Abstain:	None
Absent:	Clarke, Connolly, Davenport, Fournier, Jaramillo, Javandel, Kelley, Maloney, Thomas, Victor, Xu

5.2. Senate Bill 1 Update

Tess Lengyel opened a discussion about plans to make SB1 funding sources visible to the potential voters with education efforts. Ms. Lengyel asked each member agency to give a brief update on what educational efforts are being made in their districts.

Vivek Bhat stated that at the last California Transportation Commission (CTC) meeting, the CTC confirmed that they received projects list for all Alameda County FY2018-19 SB 1 LSR funds and that sponsors should have started work on Baseline Agreements if they had received any SB-1 discretionary funds. He informed the committee that the Active Transportation Program Cycle 4 deadline is July 31, 2018 and he requested all jurisdictions to notify Alameda CTC whether they intended to send applications.

Amber Evans asked what would happen to the funds received by jurisdictions if a SB-1 recall was successful. Mrs. Lengyel mentioned, that based on our understanding, the funds already received could be spent down and any future revenues would stop. Mr. Bhat said he anticipates guidance from CTC as to how they would prioritize projects that already have SB-1 funds allocated..

5.3. Proposed FFY2018-10 Annual Obligation Plan and Project Delivery Requirements for Federal and State funded projects Update

Jacki Taylor presented this item. She requested ACTAC Representatives to review material related to the monitoring of federal project delivery, which includes the Metropolitan Transportation Commission's (MTC's) proposed revisions to project delivery requirements of the Annual Obligation Plan, MTC's preliminary FFY 2018-19 Obligation Plan, and the current Local Agency Single Point of Contact (SPOC) inventory. Comments on the material are to be sent to Mrs. Taylor.

5.4. Draft 2019 Transportation Improvement Program (TIP) Update

Jacki Taylor presented this update on the Draft 2019 Transportation Improvement Program (TIP). ACTAC members are requested to coordinate the review of the project listings for their respective agencies and copy Jacki Taylor on any comments submitted to MTC by the July 19th deadline.

A public comment was heard from Kelly Abreu on articles relating to dangers on Niles Canyon Road. He asked what funds or projects are going to fix/address this issue.

Hans Larsen asked for an adjustment to the description of the 262 Connector Project for the report.

5.5. Alameda County Federal Inactive Projects Update

Andrea Gomez presented this update on the Federal Inactive Projects in Alameda County. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for six months. If Caltrans does not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation by the Federal Highway Administration (FHWA). ACTAC is requested to review the latest inactive projects

list which identifies the federal funds at risk and the actions required to avoid deobligation.

6. Members Report

There were no member reports.

6. Staff Report

There were no staff reports

7. Adjournment

The meeting adjourned at 2:25 p.m. The next meeting is scheduled for September 6, 2018 at the Alameda CTC offices.



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 27, 2018

TO: Alameda County Technical Advisory Committee

FROM: Vivek Bhat, Director of Programming and Project Controls

SUBJECT: FY 2018-19 Alameda County Technical Advisory Committee Meeting Calendar

Summary

ACTAC members provide technical expertise, analysis and recommendations to the Alameda CTC Board related to transportation planning and programming. Some of the items discussed at ACTAC meetings are forwarded to Alameda CTC standing committees such as the Programs and Projects Committee (PPC) and the Planning, Policy and Legislation Committee (PPLC) and subsequently to the Alameda CTC Board.

The PPC and the PPLC are held on the second Monday of the month. The ACTAC meets on the Thursday prior to the PPC and the PPLC standing committee meeting day. The ACTAC meeting dates for FY 2018-19 are detailed in the table below.

FY 2018-19 ACTAC Tentative Meeting Dates*
August, 2018 – No Meeting
September 6, 2018 - Cancelled
October 4, 2018
November 8, 2018
December – No meeting
January 10, 2019
February 7, 2019
March 7, 2019
April 4, 2019
May 9, 2019
June 6, 2019

* All Alameda CTC Advisory Committee meetings, including ACTAC, are held on an as-needed basis and are subject to change or cancellation.

This page intentionally left blank



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: September 26, 2018

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve the Transportation Fund for Clean Air (TFCA) FY 2018-19 Program

Recommendation

It is recommended that the Commission approve the Transportation Fund for Clean Air (TFCA) County Program Manager FY 2018-19 Program. A Commission-approved program is due to the Air District by November 2, 2018.

Summary

TFCA County Program Manager funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. The Air District annually approves the program's policies and fund estimate. Per the Air District-approved fund estimate for fiscal year (FY) 2018-19, a total of \$2.278 million is available to the Alameda CTC to program to eligible projects by the established deadline of November 2, 2018. Staff recommends the Commission approve the recommended FY 2018-19 TFCA Program (Attachment A).

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, transit signal priority, signal timing and travel demand management (TDM) programs. As the designated TFCA County Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County. A total of 6.25% percent of new revenue is set aside for the Alameda CTC's administration of the

program. Per the distribution formula for Alameda County's TFCA funding, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which can help facilitate the programming of all available funds ahead of the annual deadline.

FY 2018-19 Program Development

An annual TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Projects proposed for TFCA funding are to be consistent with the Air District's FY 2018-19 TFCA County Program Manager Fund Policies (TFCA Policies) and cost-effectiveness requirements. The Alameda CTC's FY 2018-19 Expenditure Plan Application, which identified \$2,278,840 for programming to eligible projects, was approved by the Commission in February 2018 and by the Air District Board in May 2018. For reference, the Alameda CTC's FY 2018-19 TFCA fund estimate, with share balances by jurisdiction, is included as Attachment B. The Air District's TFCA Policies require the 40% TFCA revenue to be fully programmed on an annual basis. Any unprogrammed balance remaining after the established annual programming deadline may be redirected by the Air District to other projects in the region.

The 2018 Comprehensive Investment Plan (CIP) fund estimate included \$4 million from TFCA which represented two years of estimated TFCA revenue, FYs 2017-18 and 2018-19. Through the 2018 CIP evaluation process, projects for just one full year of TFCA funding could be identified, leaving the second year of revenue, FY 2018-19 funding, unprogrammed at the time the 2018 CIP was adopted. In February 2018, the FY 2018-19 TFCA fund estimate was distributed to the Alameda County Transportation Advisory Committee (ACTAC) representatives along with an initial request to propose candidate projects and provide project information. Over the last several months, staff has worked with ACTAC members to identify candidate projects for the available funding, with a particular focus on finding projects from agencies with higher TFCA balances. The recommended program includes funding for continuation of existing transit and TDM operations and bike facility projects initially evaluated and approved for funding through a prior CIP. The projects and recommended amounts included in the proposed FY 2018-19 Program (Attachment A) are based on TFCA eligibility and cost-effectiveness.

Next Steps

A Commission-approved program of projects is due to the Air District by November 2, 2018. The Alameda CTC will then prepare and execute project-specific funding agreements with project sponsors.

Fiscal Impact: TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2018-19 budget.

Attachments

- A. Alameda CTC Draft FY 2018-19 TFCA Program
- B. Alameda CTC FY 2018-19 TFCA Fund Estimate

This page intentionally left blank

TFCA County Program Manager Fund, Draft FY 2018-19 Program

70% Cities/County Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY 18/19 fund estimate)	TFCA Cost- effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Emeryville	South Bayfront Bridge Bike/Ped Overcrossing	Project will construct a 227 foot-long steel tied-arch pedestrian/ bicycle bridge over the UPRR tracks with concrete approach ramps along the east and west sides and constructing Horton Landing Park with a Class 1 path.	\$ 22,100,000	\$ 105,000	\$ (92,988)	\$ 240,810	\$ 105,000	TFCA funds were programmed 7/26/18.
Alameda CTC	Countywide Transportation Demand Management (TDM) Program, FY 2019/20	FY 2019-20 Countywide TDM program operations. The Alameda CTC's TDM program includes Guaranteed Ride Home (GRH); IBike, carpool and transit promotional campaigns; Bike Safety Education classes and Commute Choices website. 30% of the total TDM program cost is assigned to the transit portion of the TFCA fund estimate.	\$ 550,000	\$ 550,000	NA	\$ 55,555	\$ 382,788	
Alameda County	Hesperian Boulevard Class 2 Bike Lanes	In unincorporated Alameda Co., on Hesperian Blvd, from 1-880 overcrossing in San Leandro to A Street in Hayward, install 1.5 miles of new Class 2 bike lanes. Project provides a gap closure in existing facilities. Part of a corridor-wide project that includes pavement rehab, streetscape, landscape and intersection improvements, including upgraded signals, wider sidewalks and enhanced crosswalks.	\$ 24,640,000	\$ 200,000	\$ 598,019	\$ 249,364	\$ 138,000	
Alameda County	East 14th Street Bike Lanes	In unincorporated Alameda Co., on E. 14th St, from 162nd Ave to just north of I-238, install Class 2 and Class 4 bike lanes. This project features a protected bikeway northbound and a buffered bike lane southbound and provides a gap closure. Part of a corridor-wide project that spans one mile of East 14th Street and includes median, signal, streetscape and landscape improvements and enhances transit facilities.	\$ 18,530,000	\$ 200,000	\$ 598,019	\$ 248,758	\$ 123,000	
Oakland	East 12th Street Bikeway	In Oakland, on East 12th St, install bikeway, 35th - 54th Aves, including a two-way Class 4 protected bicycle lane from 40th Ave to 44th Ave. The project will result in a continuous bikeway in the International Blvd corridor from downtown Oakland, through East Oakland and provide a direct connection to Fruitvale BART.	\$ 1,695,000	\$ 200,000	\$ 236,464	\$ 244,669	\$ 140,000	
Oakland	Broadway Shuttle Operations	The Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Ave, weekdays, 7am - 10pm, at 11-16 minute frequencies. Funding is for: FY 2018-19 off-peak service and FY 2019-20 all service hours.	\$ 1,200,000	\$ 700,000	\$ 236,464	\$ 249,902	\$ 534,000	See Notes 1, 2
Subtotal Cities/County (70%) Requested				\$ 1,955,000	Amount Recommended		\$ 1,422,788	
					TFCA 70% Available to Program		\$ 2,318,040	
					Balance		\$ 895,252	

TFCA County Program Manager Fund, Draft FY 2018-19 Program

30% Transit Discretionary Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Alameda CTC	Countywide TDM Program FY 2019/20	FY 2019-20 Countywide TDM program operations.	\$ 550,000	\$ 550,000	NA	\$ 55,555	\$ 164,052	
Cal State East Bay	CSUEB Campus to Hayward BART - 2nd Shuttle Operations	Operations of CSUEB Campus to Hayward BART - 2nd Shuttle, Second shuttle provides free rides to and from CSUEB 7am-7pm, M-F. Funding is for FYs 2018-19 and 2019-20.	\$ 300,000	\$ 300,000	NA	\$ 249,118	\$ 215,000	See Note 1. Concurrence letter provided by AC Transit.
LAVTA	LAVTA Rte 30R/ Rapid Operations	LAVTA Rte 30R/ Rapid provides feeder service for key commute areas in Livermore, Dublin and Pleasanton. Service area includes: Livermore ACE rail station, Dublin/Pleasanton BART Station, Las Positas College, Lawrence Livermore and Sandia National Labs, and other employment centers. Funding is for FYs 2019-20 and 2020-21 operations.	\$ 6,520,000	\$ 500,000	NA	\$ 249,545	\$ 477,000	See Note 1.
Subtotal Transit Discretionary (30%) Requested				\$ 1,350,000	Amount Recommended		\$ 856,052	
					TFCA 30% Available to Program		\$ (39,200)	
					Balance		\$ (895,252)	

TFCA Category	New FY 2018-19 Fund Estimate	Prior Year Adjustments	Funds Available to Program	Amount Requested	TFCA Recommended	Balance³ (Available less Recommended)
Subtotal 70% Cities/County	\$ 1,317,925	\$ 1,000,115	\$ 2,318,040	\$ 1,955,000	\$ 1,422,788	\$ 895,252
Subtotal 30% Transit	\$ 564,825	\$ (604,025)	\$ (39,200)	\$ 1,350,000	\$ 856,052	\$ (895,252)
Total FY 2018-19 Program	\$ 1,882,750	\$ 396,090	\$ 2,278,840	\$ 3,305,000	\$ 2,278,840	\$ -

Notes:

1. Recommendation reflects higher cost-effectiveness limitation for service in Air District defined Community Air Risk Evaluation (CARE) areas.
2. Programming TFCA to the Broadway shuttle is contingent upon the Air District Board's approval of a policy waiver for duplication of service.
3. Any FY 2018-019 TFCA funding unprogrammed by Alameda CTC as of November 2, 2018 may be programmed directly by the Air District.

Alameda CTC TFCA County Program Manager Fund: FY 2018-19 Fund Estimate

	A	B	C	D	E (B-C+D)	F (A+E)			
Agency	Population (Estimate ¹)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	79,928	4.86%	4.85%	\$ 63,950	\$ (126,259)	\$ -	\$ 5,046	\$ (121,213)	\$ (57,263)
Alameda County	150,892	9.17%	9.16%	\$ 120,727	\$ 467,626	\$ -	\$ 9,666	\$ 477,291	\$ 598,019
Albany	18,988	1.15%	1.15%	\$ 15,192	\$ (174,637)	\$ -	\$ 124,222	\$ (50,414)	\$ (35,222)
Berkeley	121,238	7.37%	7.36%	\$ 97,001	\$ 91,063	\$ 180,000	\$ 7,821	\$ (81,116)	\$ 15,886
Dublin	59,686	3.63%	3.62%	\$ 47,754	\$ 129,221	\$ -	\$ 3,677	\$ 132,898	\$ 180,652
Emeryville	11,854	0.72%	0.76%	\$ 10,000	\$ 76,316	\$ 180,000	\$ 696	\$ (102,988)	\$ (92,988)
Fremont	231,664	14.08%	14.06%	\$ 185,352	\$ 295,261	\$ 646,000	\$ 14,918	\$ (335,821)	\$ (150,469)
Hayward	161,040	9.79%	9.78%	\$ 128,847	\$ (134,689)	\$ -	\$ 10,068	\$ (124,622)	\$ 4,225
Livermore	89,648	5.45%	5.44%	\$ 71,727	\$ 650,681	\$ 193,000	\$ 5,662	\$ 463,343	\$ 535,069
Newark	45,422	2.76%	2.76%	\$ 36,342	\$ 405,367	\$ -	\$ 2,911	\$ 408,278	\$ 444,620
Oakland	426,074	25.90%	25.87%	\$ 340,898	\$ (51,824)	\$ 100,000	\$ 47,391	\$ (104,434)	\$ 236,464
Piedmont	11,283	0.69%	0.76%	\$ 10,000	\$ 93,509	\$ -	\$ 732	\$ 94,241	\$ 104,241
Pleasanton	75,916	4.61%	4.61%	\$ 60,740	\$ (92,454)	\$ 65,000	\$ 4,929	\$ (152,526)	\$ (91,786)
San Leandro	88,274	5.37%	5.36%	\$ 70,627	\$ 239,452	\$ 130,000	\$ 109,824	\$ 219,276	\$ 289,903
Union City	73,452	4.46%	4.46%	\$ 58,768	\$ 409,130	\$ 136,000	\$ 4,790	\$ 277,920	\$ 336,689
TOTAL 70% Cities/County:	1,645,359	100%	100%	\$ 1,317,925	\$ 2,277,761	\$ 1,630,000	\$ 352,353	\$ 1,000,115	\$ 2,318,040

FY 2018-19 TFCA New Revenue	\$ 1,955,286	(from FY 2018-19 Expenditure Plan)
Less 6.25% for Program Administration	\$ (122,205)	
Subtotal New Programming Capacity	\$ 1,833,081	
FY 2015/16 Program Administration Balance	\$ 4,337	
Calendar Year 2017 Interest Earned	\$ 45,333	
Total New Programming Capacity	\$ 1,882,750	

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 1,882,750	\$ 1,317,925	\$ 564,825
Funds Available from Closed Projects Adjustment	\$ 352,353	\$ 352,353	\$ -
FY 2017-18 Rollover (debit/credit) Adjustment	\$ 43,736	\$ 647,762	\$ (604,025)
Total Adjustments ²	\$ 396,090	\$ 1,000,115	\$ (604,025)
Adjusted Total Available to Program	\$ 2,278,840	\$ 2,318,040	\$ (39,200)

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2017 (released May 2017).
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/17.

This page intentionally left blank



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 26, 2018

TO: Alameda County Technical Advisory Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Approve the Congestion Management Program 2018
Conformity Findings

Recommendation

It is recommended that the Commission approve the Congestion Management Program 2018 Conformity Findings.

Summary

As a Congestion Management Agency, Alameda CTC implements a legislatively mandated Congestion Management Program (CMP), which requires evaluation of conformity with the CMP requirements. Local jurisdictions must comply with four elements of the CMP to be found in compliance. Non-conformance with the CMP requirements could result in local jurisdictions being at a risk of losing Proposition 111 gas tax subventions. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;
2. Travel Demand Management (TDM) Element: Complete the TDM Site Design Checklist;
3. Land Use Analysis Element:
 - a. Submit to Alameda CTC all Notices of Preparations, Environmental Impact Reports, and General Plan Amendments;
 - b. Review the allocation of Association of Bay Area Governments' land use projections to Alameda CTC's traffic analysis zones; and
4. Pay annual fees.

In August and September 2018, Alameda CTC worked with all Alameda County jurisdictions to acquire all the necessary documentation to determine CMP conformity for fiscal year 2017-2018. Documents were due to Alameda CTC by September 11, 2018. Attachment A summarizes the status of conformance documentation by jurisdiction. All jurisdictions have met the TDM, Land Use Analysis Program and fee requirements. Staff is working with the three jurisdictions that are subjected to LOS Monitoring Deficiency Plan requirements, and they are expected to comply with the requirements before the October Commission meeting.

Background

As the Congestion Management Agency for Alameda County, Alameda CTC requires annual conformance with four elements. The conformance elements and related activities undertaken to establish conformance are described below.

Level of Service Monitoring Program - Deficiency Plans

There are two active deficiency plans in the County based on the outcome from the Level of Service Monitoring performed on the CMP roadways in prior years. No new deficiency plans were required based on the 2018 level of service monitoring results. The following Deficiency Plans are active, and status reports have been requested.

1. SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection
Lead jurisdiction: City of Oakland
Participating jurisdictions: City of Alameda and City of Berkeley
2. SR-185 (International Boulevard) Between 46th and 42nd Avenues
Lead Jurisdiction: City of Oakland
Participating jurisdiction: City of Alameda

Travel Demand Management Element

Jurisdictions submitted the updated Site Design Checklist that aims to promote alternative transportation strategies with a travel demand management element.

Land Use Analysis Program

- *Development project review:* Jurisdictions reviewed the list of land use projects that Alameda CTC had reviewed and commented on during FY2017-18.
- *Land use forecast review:* Jurisdictions reviewed Plan Bay Area 2040 (Sustainable Communities Strategy) land use allocations as part of the Alameda Countywide Travel Demand Model update that was completed in June 2018.

All jurisdictions have met the TDM, Land Use Analysis Program and fee requirements. Staff is working with the three jurisdictions that are subjected to LOS Monitoring Deficiency Plan requirements, and they are expected to comply with the requirements before the October Commission meeting.

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

Attachment

A. Fiscal Year 2017-18 CMP Conformance Table

This page intentionally left blank

Attachment A
FY 2017-2018 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program		TDM Element	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
Jurisdiction	GPA & NOP Submittals	Land Use Forecast Review	Checklist Complete	Payments thru 4th Qts FY 17/18	Deficiency Plan Progress Reports or Concurrence	
Alameda County	Y	Y	Y	Y	N/A	Y
City of Alameda	Y	Y	Y	Y	N	N
City of Albany	Y	Y	Y	Y	N/A	Y
City of Berkeley	Y	Y	Y	Y	N	N
City of Dublin	Y	Y	Y	Y	N/A	Y
City of Emeryville	Y	Y	Y	Y	N/A	Y
City of Fremont	Y	Y	Y	Y	N/A	Y
City of Hayward	Y	Y	Y	Y	N/A	Y
City of Livermore	Y	Y	Y	Y	N/A	Y
City of Newark	Y	Y	Y	Y	N/A	Y
City of Oakland	Y	Y	Y	Y	N	N
City of Piedmont	Y	Y	Y	Y	N/A	Y
City of Pleasanton	Y	Y	Y	Y	N/A	Y
City of San Leandro	Y	Y	Y	Y	N/A	Y
City of Union City	Y	Y	Y	Y	N/A	Y

N/A indicates that the jurisdiction is not responsible for any deficiency plan in the past fiscal year.

-Jurisdiction that are subjected to the Deficiency Plan requirements are expected be in Compliance by October Commission meeting.

This page intentionally left blank



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 26, 2018

TO: Alameda County Technical Advisory Committee

FROM: Tess Lengyal, Deputy Executive Director of Planning and Policy
Saravana Suthanthira, Principal Transportation Planner
Chris Marks, Associate Transportation Planner

SUBJECT: Congestion Management Program 2017 Multimodal Performance Report Update

Recommendation

This item is to provide the Commission with an update on the Congestion Management Program 2017 Multimodal Performance Report.

Summary

Annually, Alameda County Transportation Commission (Alameda CTC) prepares a summary of the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system. The attached six fact sheets (Attachments A-F) distill key countywide trends and inventory county transportation assets. Alameda CTC tracks performance measures including overall commuting patterns, demand factors, and roadway, transit, biking and walking performance, and goods movement. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP) statute. The Performance Report (comprised of the six attached fact sheets), together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring which assess performance of specific modes at a more detailed

level. The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency.

Key Findings

Bay Area Growth Continued: A positive growth trend, seen since the recession in jobs and population continued, locally and region-wide. While Alameda County has maintained a good balance of jobs and population—the adjacent Contra Costa and San Joaquin Counties have continued to add population, while San Francisco and Santa Clara counties have continued to add jobs—with Alameda County's transportation system bearing the added commute trips due to this regional jobs-housing imbalance.

Commuters continued to shift away from driving alone: Alameda County's commute patterns continued to be increasingly multimodal. Telecommuting is rising rapidly in Alameda County and in the region; 7% of the population now works from home.

Freeway and highway speeds stayed stable: After a continued annual decline since the end of the recession, freeway and highway speeds leveled off.

Arterial speeds declined: Average speeds on arterial roads continued a multi-year decline, likely the result of diversions from congested freeways onto local roads.

Safety continued to decline: Total collisions increased by 10% between 2015 and 2016. However, fatal and severe collisions decreased by 5%. Pedestrians and cyclists continue to make up a disproportionate percent of injury and fatal collisions.

Pavement condition improved: 45% of roads in Alameda County now rate as good or excellent and average PCI equal to all time high after two years of Measure BB funding. Nearly 1,000 miles remain at risk, poor, or failing.

Total annual ridership is falling along with per-capita ridership:

Annual boardings dropped for the second consecutive year, by 4%, to 94 million in 2017. Per-capita transit ridership has continued to fall. 2017 was the first year since 2010 that BART lost total ridership. Ferry and commuter rail ridership increased.

Commuter transit markets have remained strong: Peak-hour commute transit markets have stayed resilient to the overall decline in transit ridership. Most losses appeared to have occurred in off-peak and weekend periods.

The 2017 Performance Report includes data for the most recently available reporting period, which is typically calendar year 2017 or fiscal year 2016-17. Because publication of some data sources lags preparation of the report, some data used are prior to the 2017 reporting period.

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

Attachments

- A. 2017 Transportation System Fact Sheet
- B. 2017 Transit System Fact Sheet
- C. 2017 Freeways System Fact Sheet
- D. 2017 Highways, Arterials, and Major Roads Fact Sheet
- E. 2017 Goods Movement Fact Sheet
- F. 2017 Active Transportation Fact Sheet

This page intentionally left blank

Alameda County Transportation System

FACT SHEET

October 2018

5.3A



Alameda County's Multimodal Transportation Network

SNAPSHOT:

Population:



**1.65
million
people**

21% of total
Bay Area
population

Jobs:



**780,000
jobs**

20% of all
Bay Area
jobs

Daily Transit Use:



**320,000
average
weekday
riders**

18% of Bay
Area weekday
ridership

Daily Vehicle Delay:



**52,000
hours
in traffic**

30% of
severe delays
in the Bay Area

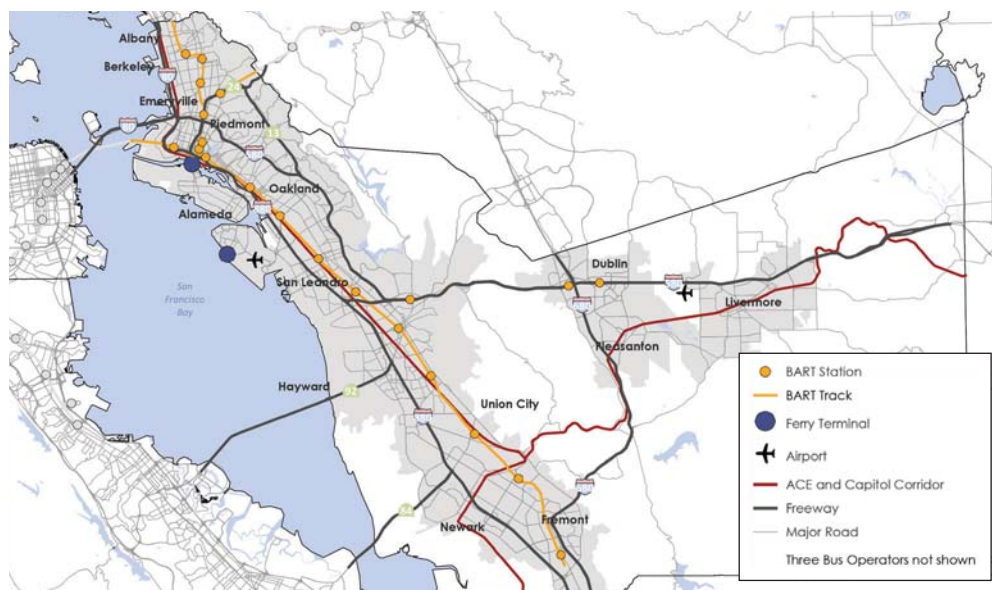
Alameda CTC annually evaluates the performance of the County's transportation system. Alameda CTC monitors trends in a series of performance measures that track overall travel patterns, roadways, transit, paratransit, biking, walking and livable communities.

Alameda County's rich and multimodal transportation network of roadways, rail, transit, paratransit, and biking and walking facilities allows people and goods to travel within the county and beyond. Today, population growth and a booming economy have increased travel demand and congestion significantly, and Alameda CTC continues to develop and deliver projects to expand travel choices and improve access and efficiency.

GROWING COMMUTER TRAVEL DEMAND

Alameda County's multimodal transportation system accommodates a significant share of the San Francisco Bay Area's commuter travel. Roughly one-third of regional commutes involve Alameda County in some way, either traveling within, to, from, or through Alameda County. Alameda County residents commute to work using various transportation modes, and non-driving modes are growing. Between 2010 and 2015, for every new solo driver, almost seven people began using transit, walking, biking, or telecommuting.

The map below shows the freeways, major roadways and transit routes in Alameda County's transportation network.



ALAMEDA COUNTY TRANSPORTATION NETWORK

Alameda County Roadways Are the Most Congested in the Bay Area

Alameda County's roadway network includes freeways, highways, arterials, collectors, local roads, bridges, tunnels, as well as a growing network of carpool and express lanes. It includes some of the most heavily-used and congested roads in the region.

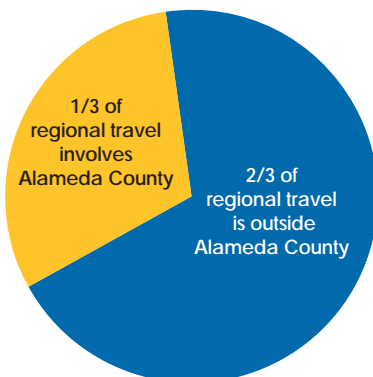


Congested Roadways:

most congested corridors Half of top 10 in Bay Area

31 minute average commute 5th longest in the Bay Area

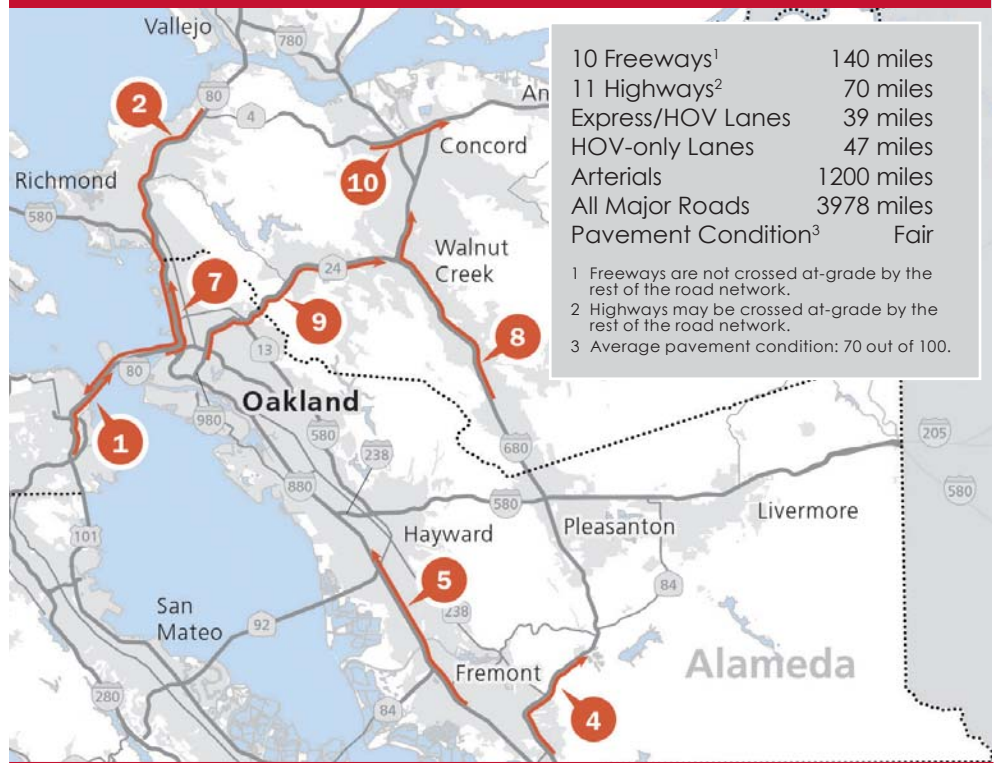
- **Six of 10 interstates** in the Bay Area pass through Alameda County.
- **42 million miles traveled daily** on Alameda County roads, almost one-quarter of all travel for the entire Bay Area.
- **Almost one-quarter of freeway miles are congested** with speeds below 30 mph at the p.m. peak.



BAY AREA TRIPS

Alameda County supports 33 percent of regional commute trips, despite having only 21 percent of the regional population. Nearly one-fifth of these trips are pass-through.

2016 TOP 10 CONGESTED BAY AREA CORRIDORS



Data source: MTC Vital Signs, Bay Area Freeway Locations with Most Weekday Traffic Congestion, 2016, September 2017.



ALAMEDA COUNTY COMMUTING FACTS:

- **47 percent of trips on Alameda County roads** originate outside of the county
- **3rd longest commute** for single-occupancy vehicles in the Bay Area:
 - **29 minutes** on average for single-occupancy vehicles
- **47 mph average p.m. speed** on freeways
- **412,000 vehicles** travel across the three bay-crossing bridges daily

Collisions declined over the last decade, but have been increasing since the end of the recession.

- **One fatal collision** every five days
- **22 injury collisions** each day
- **Pedestrians and cyclists more than twice as likely** to be involved in collisions than motorists

Transit Improves Mobility in Congested Corridors

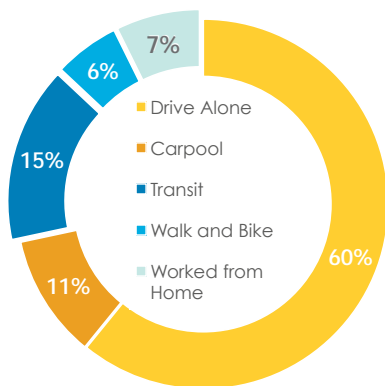
Transit is a critical travel mode for improving mobility throughout the county, particularly on our most congested corridors. Alameda County has one of California's most transit-rich environments.

Transit Commuting:



94 million transit riders annually

take BART, bus, rail, and ferry



TRIP SHARE

The number of telecommuters increased 23 percent in the last year.



ACTIVE TRANSPORTATION

Alameda County's temperate weather provides a highly-supportive environment for active transportation.

- **394 miles of bikeways** are in the countywide network.
- **6 percent** of Alameda County residents walk or bike to work.
- **65 percent** of pedestrian and almost **60 percent** of bike collisions occurred on just 4 percent of roads.



ALAMEDA COUNTY TRANSIT FACTS:

BART:

- **22 of 47 BART stations** are in Alameda County
- **149,000 people** board BART every weekday
- **1 in 3 BART riders** board trains in Alameda County
- BART has one of the **highest farebox recovery ratios** in the county at 73 percent

Bus:

- **Three bus operators** service 170 bus routes and over 1,500 route-miles
- **159,000 people** board buses every weekday
- **1.8 million hours** of bus service were provided by operators last year
- **Transbay bus ridership** grew 35 percent in the last six years

Rail and Ferry:

- **Three commuter rail operators** serve 10 stations
- **2.1 million people** boarded commuter trains in 2017
- **Three ferry terminals** serve 8,000 commuters each weekday

Alameda County: Goods Movement Hub

Alameda County is the goods movement hub of Northern California. One-third of all jobs in Alameda County depend on goods movement, which is essential to the vibrancy of the regional economy and generates tax revenues to support crucial public investments.



ALAMEDA COUNTY GOODS MOVEMENT FACTS:

- **1.5 million tons of air freight** move through Oakland International Airport annually
- **123 freight rail miles** and 131 public at-grade mainline crossings
- **2.4 million containers** annually shipped and received by the Port of Oakland
- **7th busiest port** in the United States by container throughput
- **20,000 trucks per day** travel I-580, more than on any other road in the Bay Area
- **110 miles** of the National Highway Freight Network

Transportation System Challenges and Opportunities

Alameda County's multimodal transportation system faces increasing demand from a growing population of 1.65 million, congestion on freeways and arterial corridors, safety issues, and greenhouse gas emissions. Strategic infrastructure investments expand access and mobility, accommodate travel demand and provide more flexibility on different modes that can reduce emissions.



Alameda County has 39 miles of express lanes, with 71 miles planned in the near future. Express lanes run 2-18 mph faster than overall freeway traffic.

CHALLENGES

Alameda County roads experience a disproportionate amount of regional congestion. Alameda County has five of the top 10 most congested roads and 31 percent of the Bay Area's congestion-related vehicle delay. Congestion on freeway corridors also significantly impacts the movement of goods.

Approximately one-third of regional commuter trips involve Alameda County in some way, although Alameda County only has 21 percent of the region's population.

Alameda County has the second fastest population growth rate in the Bay Area over the last decade leading to increased travel demand on the already congested system.

Although commute patterns have become more multimodal over the last decade, most trips (60 percent) are still made in single-occupancy vehicles.

The goods movement hub in the region, Alameda County has the highest volumes of truck and freight rail traffic due to the Port of Oakland, major rail lines, and designated highway freight corridors.

OPPORTUNITIES

Alameda County is served by a rich multimodal transportation system which can be leveraged to increase the efficiency and throughput of the existing infrastructure for all modes and to expand transportation opportunities in more modes.

Express lanes increase the efficiency of our transportation system, for commuters, transit and freight by taking advantage of existing capacity to reduce peak-hour congestion. Alameda County already has 39 miles of express lanes and more in the project pipeline.

Alameda County has strong connections to national and international trade markets through the Port of Oakland and the Northern California megaregion. Plans at the Port of Oakland include increasing the share of goods transported by rail, which, if realized, could reduce the number of truck trips on congested roads.

Data sources:

Active transportation: 2016 Active Transportation Plan; Statewide Integrated Traffic Records System (SWITRS), 2016; Countywide Active Transportation Plan.

Air and seaports: FAA Enplanements, Vital Signs, Metropolitan Transportation Commission (MTC); FAA All-Cargo Data for US Airports, Vital Signs, MTC; Port of Oakland Container Statistics, Vital Signs, MTC.

Bridges: Caltrans Annual Average Daily Traffic via Regional Measure 3 (RM 3) Briefing Memo; Travel Model, RM 3 Briefing Memo, Alameda CTC.

Congested roadways: Vital Signs, MTC; 2018 Level of Service Monitoring Report, Alameda CTC; INRIX VHD, Vital Signs, MTC 2016.

Economy: CA Department of Finance Table E-5: Pop/Housing Estimates (2011-2017), Vital Signs, MTC; DMV and 2016 ACS Table B01001, DMV and 2015 American Community Survey (ACS) Table B01001.

Mode split: 2016 ACS 1-Year estimate.

Rail: Rail Strategy Study, Alameda CTC; National Transit Database (NTD) Annual Boardings; National Highway Freight Network Map and Tables for CA, Federal Highway Administration.

Roadways: 2018 LOS Monitoring Report, Alameda CTC; Caltrans Highway Performance Monitoring System Library, Vital Signs, MTC; INRIX, 2015, Vital Signs, MTC.

Safety: 2016 SWITRS via Transportation Injury Mapping System.

Transit: NTD FY 2015-16 and provisional data from transit operators for FY2016-17; Transbay Ridership data provided by AC Transit; BART System Boardings by station.



1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Alameda County Transit System

FACT SHEET

October 2018

5.3B



Alameda County: Central Hub of Bay Area Transit



15 percent of Alameda County residents commute to work by transit, the second highest percent in the State.

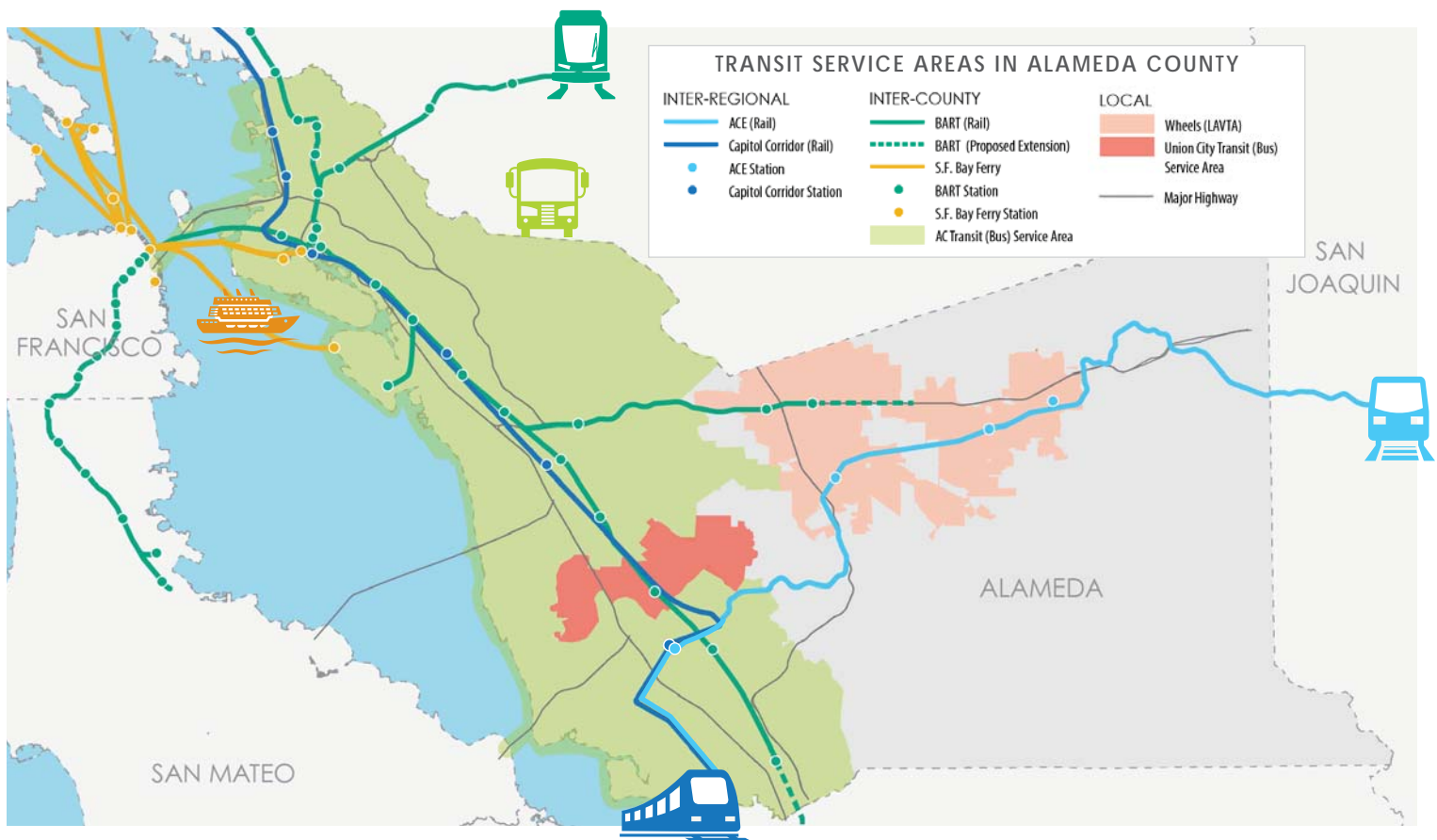
Alameda County is one of California's and the nation's most transit-rich, multimodal environments — with the second highest transit mode share in the state. Public transit plays a vital role in Alameda County's transportation network. Alameda County's seven major transit operators carried 94 million passenger trips in 2017.

EMISSIONS REDUCTION

Transportation is the single largest contributor of emissions. Shifting the balance from single-driver cars to transit and other modes can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and the environment in Alameda County.

ACCESS AND MOBILITY FOR EVERYONE

Transit provides access to work, school, medical appointments, and other important destinations. Widespread access to high quality transit service expands individual travel choice and helps meet growing travel demand.



Public Transit Providers Serving Alameda County

Seven transit agencies operate heavy rail, commuter rail, bus, ferry, and automated guideway services in Alameda County. Operational highlights from the fiscal year 2016-2017 appear below. Annual numbers reflect statistics for Alameda County only, unless otherwise noted.



BART

- 149,000 average weekday riders
- 43 million annual riders, 46% of annual countywide transit ridership
- 2nd largest transit provider in the Bay Area
- 995,000 hours of train car service
- 68% fare box recovery ratio*
- 22 of 48 stations are in Alameda County
- 103 of 245 route miles
- 662 rail cars*
- 38 years average fleet age*
- 89% on-time performance

SF BAY FERRY

- 8,300 weekday riders*
- 1.6 million annual riders
- 12,800 hours of ferry service
- 60% fare box recovery ratio*
- 12 ferries,* serving three terminals

* Systemwide.



AC TRANSIT

- 152,000 average weekday riders
- 47 million annual riders, 50% of countywide annual transit ridership
- 3rd largest transit provider in the Bay Area
- 1.7 million hours of bus service
- 17% fare box recovery ratio*
- 1,118 route miles on 151 routes
- 630 buses*
- 10.4 mph average bus speed
- 70% on-time performance*

UNION CITY TRANSIT

- 973 average weekday riders
- 280,000 total annual riders
- 37,500 hours of bus service
- 7% fare box recovery ratio
- 105 route miles on eight routes
- 95% on-time performance



CAPITOL CORRIDOR

- 1.6 million total annual riders*
- 5.1 million hours of train car service*
- 58% system operating ratio*
- 86 of 342 route miles
- 91% on-time performance*

ACE

- 461,000 total annual riders
- 1,755 average weekday riders
- 20,500 hours of train car service
- 41% fare box recovery ratio*
- 90 of 172 route miles
- 87% on-time performance*

WHEELS (LAVTA)

- 5,500 average weekday riders
- 1.5 million total annual riders
- 122,000 hours of bus service
- 14% fare box recovery ratio
- 300 route miles on 14 routes
- 81% on-time performance



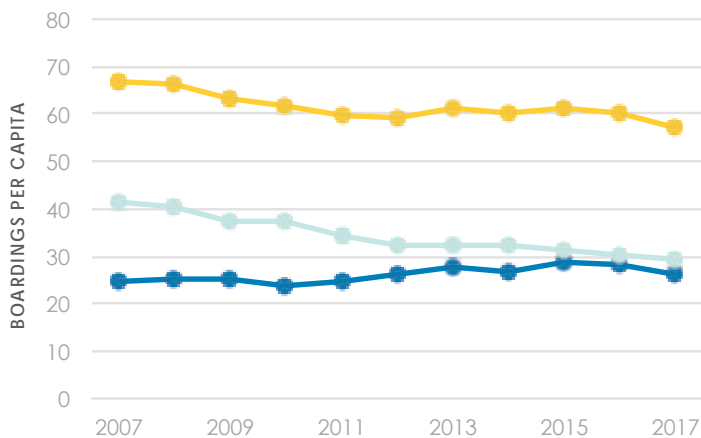
Source: National Transit Database (FY2007-16), provisional data from transit operators (FY2017).

Transit System Performance 2017

Over the last decade, total annual ridership in Alameda County had remained strong, primarily due to population growth. However, total ridership dipped slightly in 2016 for the first time since the end of the recession, before falling four percent in 2017.



Despite declines in annual boardings, transit ridership has remained strong in key markets – such as the transbay corridor.



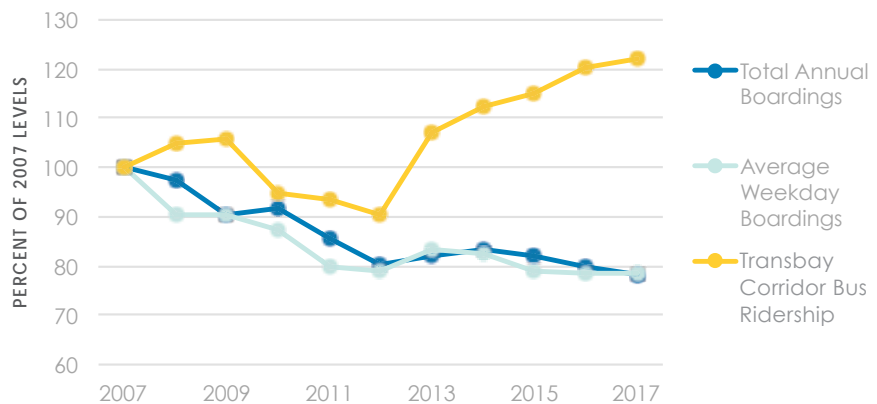
— All Transit — BART — Bus

Total annual ridership is falling along with per-capita ridership

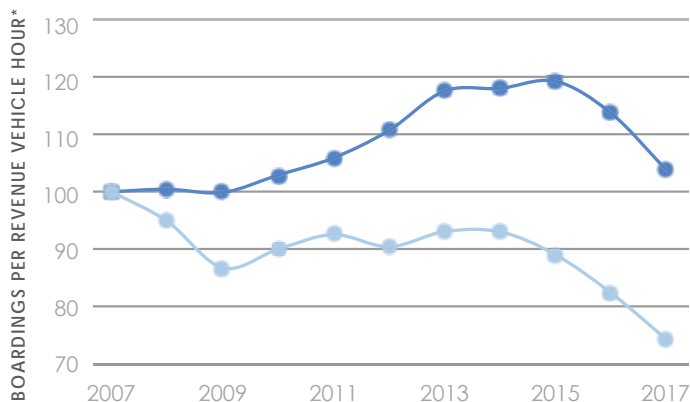
Alameda County has the second highest share of residents who commute by transit in the state — second only to San Francisco — yet total annual boardings per capita have declined 15 percent over the last decade.

Commuter transit markets have remained strong

While total annual ridership has fallen, commuter travel demand remains strong. AC Transit's systemwide weekday boardings have been stable the last few years, while ridership on Transbay routes continues to grow. Ridership losses are largely on weekends and off-peak.



— Total Annual Boardings
— Average Weekday Boardings
— Transbay Corridor Bus Ridership



— BART — AC Transit

Service utilization decreased as costs increase

Both BART and AC Transit increased service in 2017 while ridership declined, significantly increasing the cost per boarding for both. BART's operating expense per rider had generally improved since 2007, but increased 15 percent in 2017.

*Percent of 2007.

Transit System Challenges and Opportunities

Alameda County's transit operators are at a critical juncture. Inter-county services, especially in heavily congested and capacity-constrained parts of the system like the Transbay Corridor, have stayed competitive and attracted new riders. However, these systems are suffering from overcrowding. At the same time, local transit operators struggle to provide competitive service on increasingly congested roadways and are also faced with competition from a new range of on-demand mobility services.



Alameda County has the **third shortest** average commute time on transit in the Bay Area — 53 minutes.

AC Transit's Transbay ridership grew **35 percent** in the last six years.



Data sources:
Operator facts and trends: 2016 Alameda CTC Performance Report, National Transit Database (FY2006-2015) and provisional data provided by transit operators.
Transbay growth: AC Transit Average Weekday Transbay Bridge Ridership (FY 2011/2012-FY2016-2017).
Transit commute time: 2015 American Community Survey 1-year estimates, average commute time by county of residence.
Transit mode share: 2016 American Community Survey, 2016 PUMS data.

CHALLENGES

Speed, frequency, and reliability: Many buses operate on congested roadways and struggle to stay on time and operate at competitive speeds.

Poor transit system integration: There are multiple transit systems in Alameda County, each with its own fare structure, ticketing system, and information, which can lead to confusion for passengers.

High need for reinvestment in aging systems: Even with the integration of the first new cars in 2017, BART has the oldest fleet of all major metropolitan transit providers in the United States. The average age of the fleet is 15 years older than the typical useful life of the trains. AC Transit stops and shelters are also old and declining in quality.

Increasing competition from new mobility services: The emergence of companies like Uber and Lyft appear to have coincided with declining transit ridership nationwide. These companies present both challenges as well as opportunities, particularly regarding first- and last-mile connections to transit.

OPPORTUNITIES

Strong transit market in Alameda County: Alameda County has many strong transit markets due to local land use patterns, demographics, and projected growth. Transit has a real potential to be a competitive choice over driving, with better performance relative to personal cars.

Growing Transbay market: Transit trips by bus, ferry, and BART between Alameda County and San Francisco have grown over the last decade. Transit demand is only expected to increase, so this represents an opportunity for strategic investment in Transbay operations to support growing ridership.

New funding and opportunity for investment: Investments that improve transit reliability, speed, and quality, especially on major travel corridors, will improve transit performance and competitiveness, making it a more attractive choice. This can help maintain current riders and attract new riders. New potential funding streams like Senate Bill 1 and Regional Measure 3 make more of these investments possible.

System integration: Clipper 2.0 presents an opportunity to create a seamless network, perhaps for the entire Bay Area. This integration is necessary to take full advantage of Alameda County's rich transit network and diverse operators.



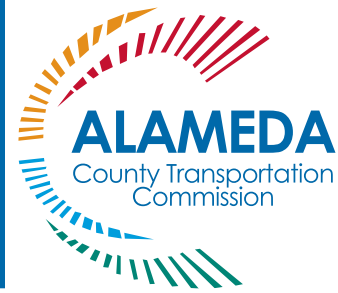
1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Alameda County Freeway System

FACT SHEET

October 2018

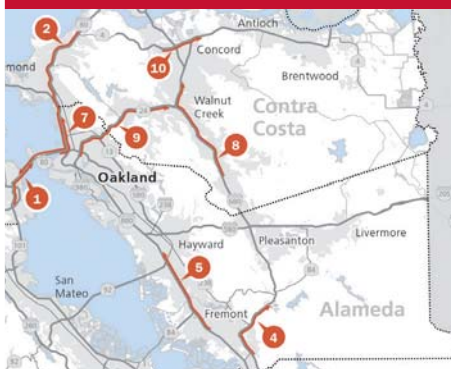
5.3C



Alameda County's Freeway System Connects the Region



TOP 10 CONGESTED FREEWAYS



Alameda County has 140 miles of freeways, including **half of the top 10 most congested corridors** in the Bay Area.

As the geographic center of the San Francisco Bay Area, Alameda County connects the region with an extensive freeway network of almost 140 miles on six Interstates and four state routes. These freeways provide critical mobility for millions of commuters each day, and they are some of the most heavily-used and congested roads in the entire Bay Area.

Alameda County's freeways also facilitate the movement of more goods than any other county in the Bay Area. The freeway network includes 96 miles of managed lanes (carpool and express lanes), which extend the overall capacity of the network.

IMPORTANCE OF FREEWAYS

Alameda County's freeways are key regional and interregional connectors.

- **More than two-thirds of traffic** on the eight bay-crossing bridges travels to, from, or through Alameda County.
- **The freeway network carries goods** between the Port of Oakland, the region, and domestic markets beyond.
- **The county's freeways carry the most pass-through trips** in the region i.e., trips with origins and destinations outside Alameda County – 47 percent.

MANAGED LANES

Alameda County has express lanes on I-580, I-680, with more under construction on I-880 as well. These lanes are free for carpools, buses and motorcycles, and available to those driving alone for a fee based on distance and demand at peak hours. Express lanes in Alameda County have been shown to improve overall performance where after studies have been conducted.

Alameda County has another **47 miles of carpool lanes**. These lanes are free to high-occupancy vehicles (two or three persons per vehicle) and off-limits to single-occupancy vehicles during peak hours.

Carrying Goods



Alameda County freeways **move more freight than any other county** in the Bay Area.

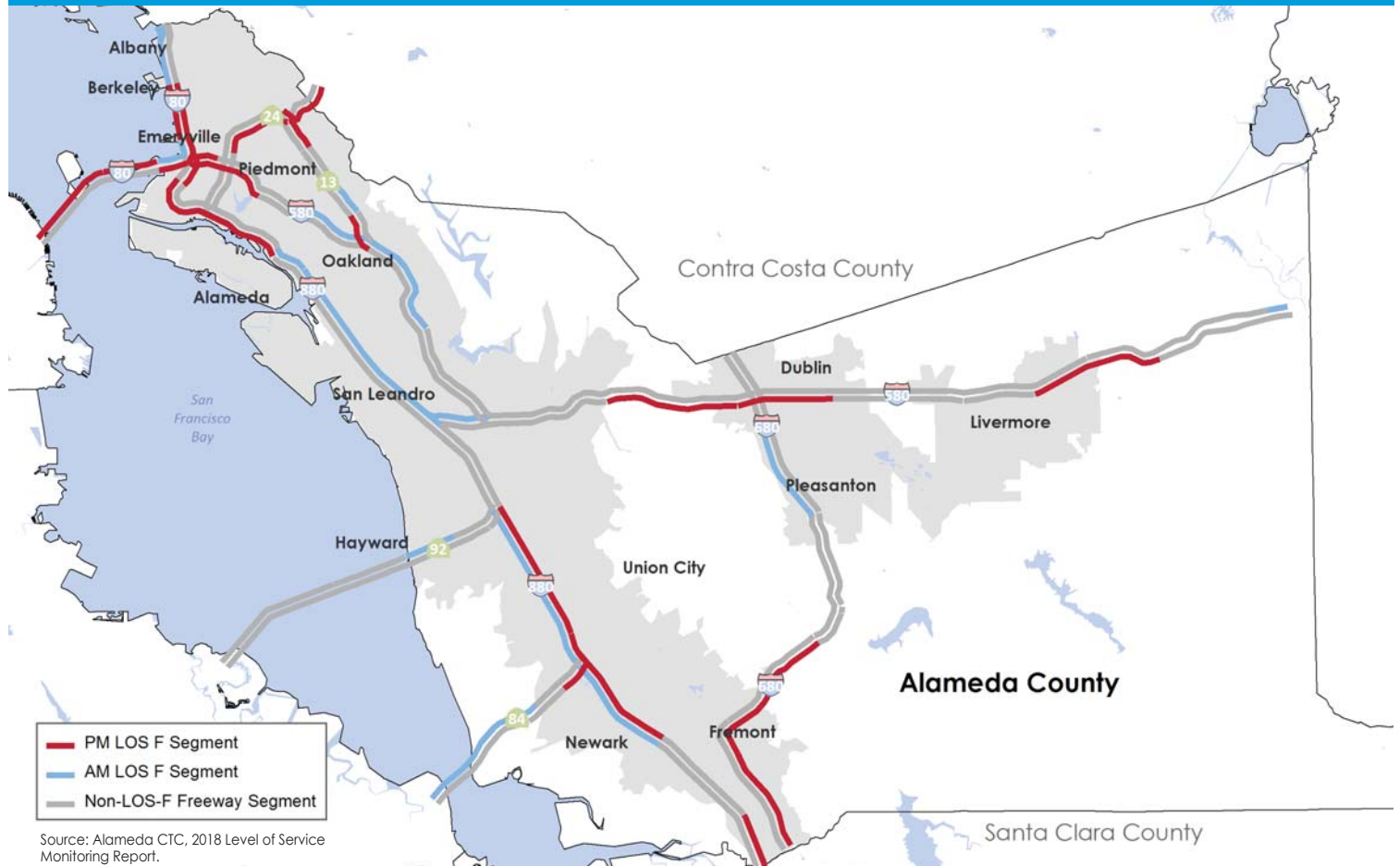


Alameda County Freeway Inventory (2018)

Freeway	Direction	Freeway Length*	Express Lanes	Peak Daily No. of Vehicles	Severe Vehicle Delay (hours per day)	AM Congested Miles** (morning peak)	PM Congested Miles** (afternoon peak)
I-80	N/S	8.0	–	275,000 vehicles at SR-13	11,519	6.0	11.2
I-238	E/W	2.5	–	155,000 vehicles at I-580	94	2.5	–
I-580	E/W	46.7	yes	254,000 vehicles at SR-13, Oakland	9,176	8.1	17.5
I-680	N/S	21.3	yes	172,000 vehicles at I-580, Pleasanton	7,730	4.0	9.6
I-880	N/S	35.3	–	277,000 vehicles at A Street, Hayward	19,456	19.2	19.2
I-980	E/W	2.5	–	134,000 vehicles at I-580, Oakland	60	–	–
SR-13	N/S	5.9	–	83,000 vehicles at Broadway Terrace	640	1.1	3.0
SR-24	E/W	3.5	–	173,000 vehicles at Caldecott Tunnel	2,269	–	4.5
SR-84	E/W	6.2	–	76,000 vehicles at I-880	180	5.1	1.2
SR-92	E/W	8.4	–	125,000 vehicles at I-880, Hayward	1,400	1.9	–

*Centerline miles; **Directional miles of LOS-F with average speeds below 35 mph.

CONGESTED FREEWAY SEGMENTS IN ALAMEDA COUNTY IN 2018

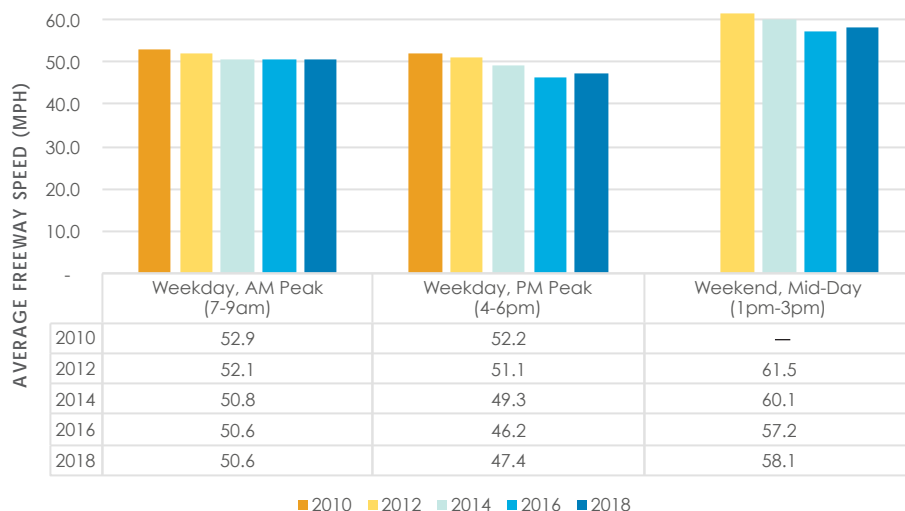


Freeway System Performance

After peaking in 2016, congestion declined slightly in 2018. Average freeway speeds stayed stable — improving 1.2 mph — and the number of congested freeway-miles decreased. Despite the recent incremental improvement, freeways remain far more congested today than they were a decade ago.

Freeway speeds increased slightly in 2018, after a multi-year decline, but remain below recession-era highs.

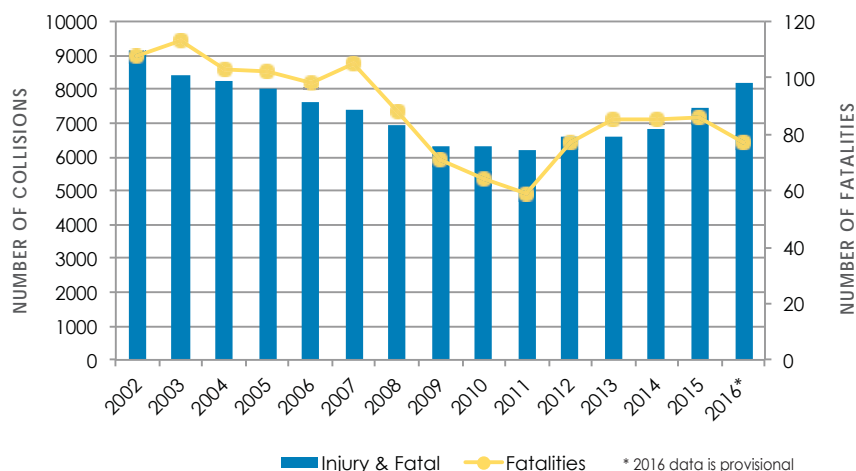
While average speeds improved, about one-quarter of the freeway network is still congested during the afternoon peak-period. This consistent congestion can be attributed to a growing population, a booming economy and related job growth.



Total collisions have increased 31 percent from post-recession lows.

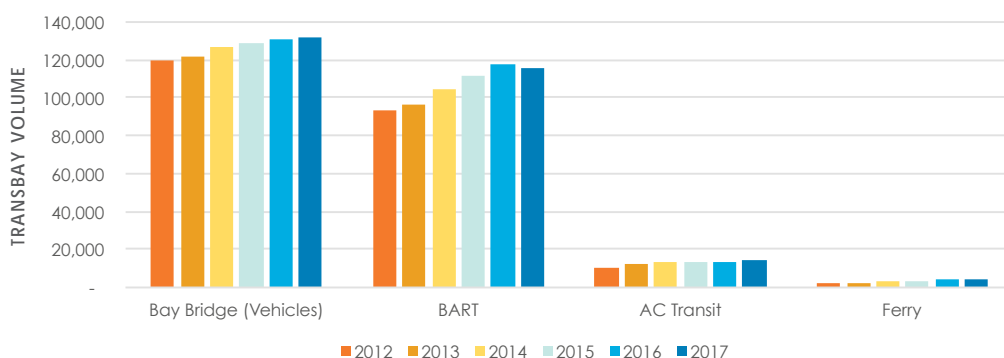


Fatal collisions declined in 2018 to the lowest number since 2011, while total collisions continue to increase. Alameda County accounts for 24 percent of total collisions in the Bay Area.



Bay Bridge Transbay Corridor at capacity.

Overcrowding on BART and congestion on the Bay Bridge have slowed growth in the number of trips across one of the most economically significant water crossings in the country. Transbay ferry and bus trips continue to grow, but carry many fewer trips than other modes.



Freeway System Challenges and Opportunities

As the geographic center of the Bay Area, Alameda County's extensive freeway network has experienced consistent congestion due to population and job growth, housing demand and an increasing number of commuters. Strategic improvements are underway or planned, which present the opportunity to increase overall network throughput and promote the use of alternative transportation modes.



As the region's freeway network hub, Alameda County experiences a disproportionately high share of the region's congestion.

Many Alameda CTC improvement projects are on major freight corridors and benefit goods movement.



CHALLENGES

As the region's freeway network hub, Alameda County experiences a disproportionately high share of the region's congestion.

Alameda County freeways carry a high number of commuters traveling either to, from or through Alameda County. Although only 21 percent of the Bay Area's population lives in Alameda County, it hosts one in three commutes regionwide.

The absolute number of drive-alone trips and vehicle miles traveled are increasing.

Congestion across more of the network remains severe, despite recent incremental improvements.

OPPORTUNITIES

Using local sales tax dollars and other regional, state and federal funds, Alameda CTC funds operational improvements and limited strategic improvement projects on the county's freeways, many of which are already underway, and more are planned. Many of these projects are on major freight corridors and benefit goods movement.

Working with partners at all levels, Alameda CTC is maximizing existing capacity. As most freeways are built out, and the options for improvements are limited, Alameda CTC is working with partners at all levels of government to explore opportunities to maximize use of existing capacity through improved operations and to promote use of alternative modes on Alameda County's major local roads.

Although the absolute number of commuters who drive alone has increased since 2000, the drive-alone mode share has fallen almost 10 percent since that time.

Increasing the number of managed lanes facilitates carpool expansion, offers excess capacity at the appropriate marginal cost, and provides the opportunity to reinvest revenues into the corridors.

Data sources:

2016 Level of Service Monitoring Report, 2016 Performance Report, Alameda CTC.

Traffic Census Program, Traffic Volumes: Annual Average Daily Traffic, California Department of Transportation, 2016.



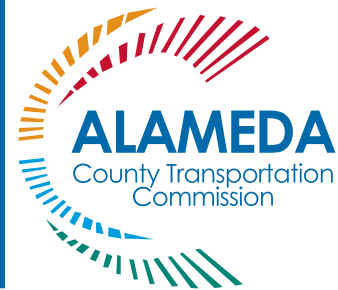
1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Alameda County Highways, Arterials, and Major Roads

FACT SHEET

October 2018

5.3D



Alameda County Roadways: Critical Connectivity for Every Mode



Highways, arterials, and major roads are important connectors for both goods and people making local and regional trips. Many of these roads serve multiple users, including bicycles, pedestrians, cars, public transit, trucks and emergency vehicles. They connect communities to employment, activity centers, and other important destinations.

IMPORTANCE OF HIGHWAYS, ARTERIALS, AND MAJOR ROADS

Support all transportation modes: Alameda County's roadway network provides critical connectivity for cyclists, pedestrians, transit riders, trucks and cars.

Provide direct access to housing, employment, and activity centers:

Arterials and major roads are the critical link between the regional and local transportation networks. They provide connections to home, work and almost every other destination.

Support growth of jobs and housing: Highways, arterials and major roads support existing land uses, and can provide opportunities to support planned land uses.

Continuous and connected network for all modes: Local governments, limited by the existing right-of-way, cannot increase vehicle capacity to keep pace with demand. Instead, cities are increasing overall person-throughput by designing streets to be safe and convenient for all modes, each of which should have a complete, continuous and connected network available.

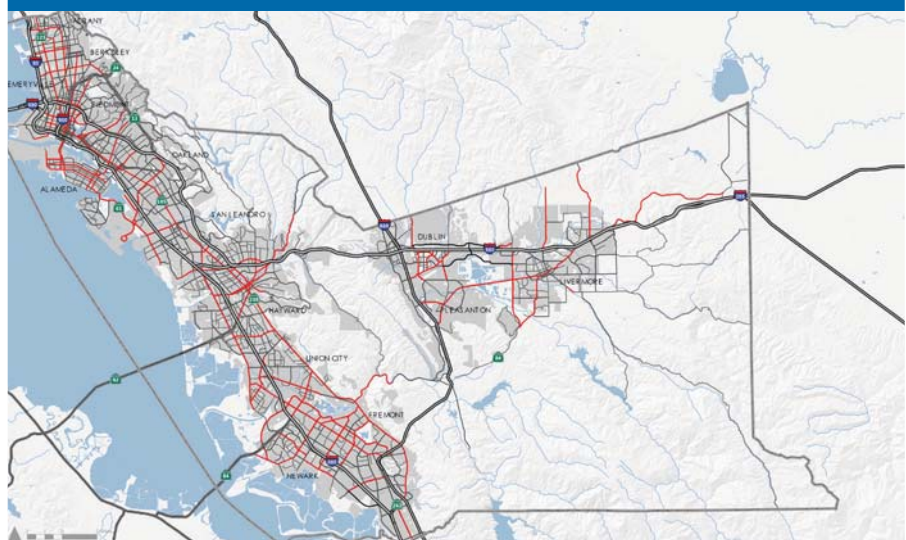
At-a-Glance:



3,978 total miles of roadways in Alameda County include:

- 70 miles on 11 highways
- 1,200 miles of arterials and 2,700 miles of major local roads

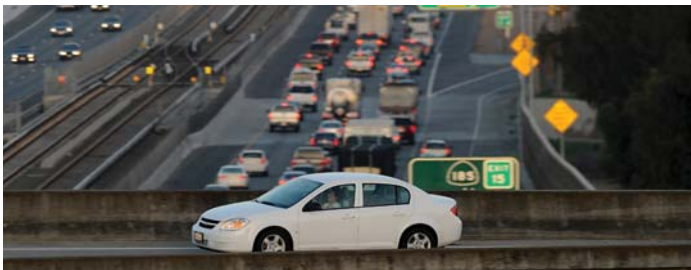
ALAMEDA COUNTY TRANSPORTATION NETWORK



Alameda County Highway Inventory

Highways	State Route	Cities	Direction	Highway Miles	Peak Daily Volume	Average AM Peak Period Auto Speed*	Average PM Peak Period Auto Speed*
Ashby Ave	SR-13	Berkeley	E/W	3.8	30,500 at Domingo Ave	21.8	16.7
Doolittle Dr, Otis Dr, Broadway, Encinal Ave, Central Ave, Webster St	SR-61	Alameda	N/S	5.7	41,500 at Alameda-San Leandro Bridge	22.3	22.6
42nd Ave	SR-77	Oakland	E/W	0.4	21,800 at I-880	19.2	22.3
Niles Canyon, Thornton Ave, Fremont Ave, Peralta Ave, Mowry Ave	SR-84	Fremont/Pleasanton Livermore/ Unincorporated County	E/W	21.9	71,000 at Thornton Ave/ Paseo Padre Pkwy	34.2	33.9
Foothill Ave, Jackson St	SR-92	Hayward	E/W	3.4	48,000 at Santa Clara St	23.4	18.5
Davis St	SR-112	San Leandro	E/W	1.8	55,000 at I-880	16.3	13.8
San Pablo Ave	SR-123	Albany/Berkeley Emeryville/Oakland	N/S	5.2	27,500 at Alameda/ Contra Costa Line	18.4	15.3
International Blvd/ East 14th	SR-185	Oakland/San Leandro/ Hayward	N/S	9.7	25,500 at 44th Ave	18.7	16.4
Mission Blvd	SR-238	Hayward/Union City/ Fremont	N/S	29.3	32,500 at SR-84	27.1	24.9
Webster/Posey Tubes	SR-260	Alameda/Oakland	N/S	1.4	30,000 on entire route	25.3	26.2
Mission Blvd	SR-262	Fremont	E/W	1.6	78,000 at I-680	31.9	26.5

* Directional miles of LOS-F as defined in Alameda CTC 2018 LOS Monitoring Report page 18.



ARTERIALS AND MAJOR ROADS

Alameda CTC has a designated Congestion Management Program network which, evaluates roadway performance every two years. This information is reported in charts and graphs as part of this fact sheet.



LOCAL ROADS

Local jurisdictions manage a network of about 3,500 miles of roads and report on their condition annually.

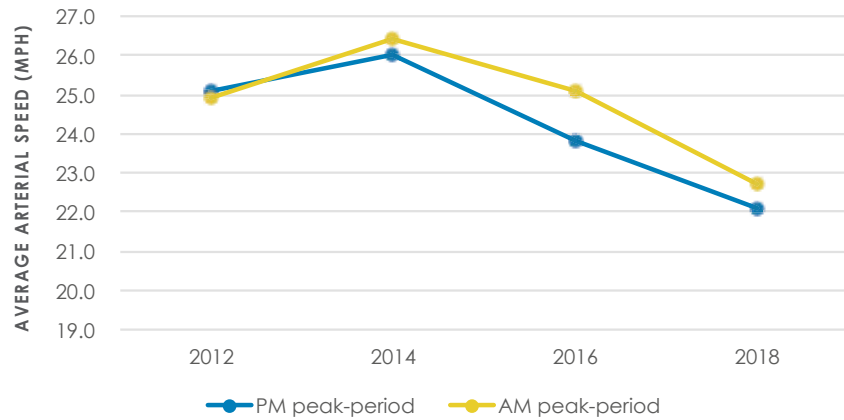
Arterial and Road Performance

In 2018, even as congestion on freeways and highways stabilized — congestion on arterial roads continued to build as a result of an improving regional economy and sustained job growth. Pavement conditions on these roads, however, are improving as a result of state and local investments.

Auto travel speeds declining



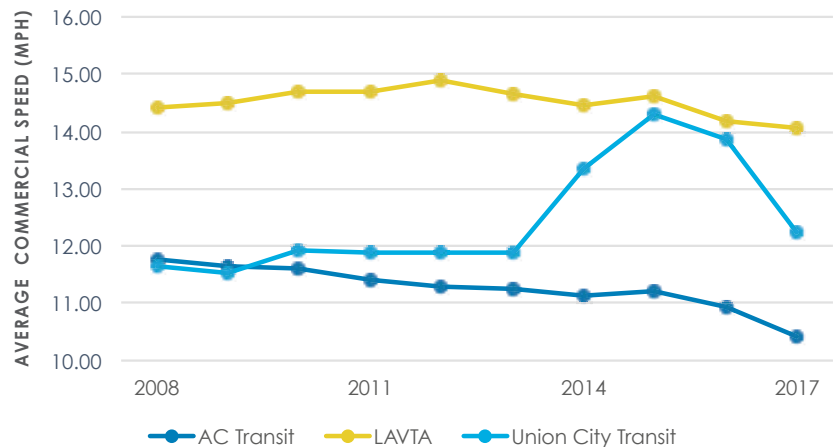
Morning and afternoon peak travel speeds on arterials decreased about 15 percent each in the last four years. Travel speeds on arterial roads continued to fall in 2018 even as speeds on freeways and highways remained stable.



Bus Transit speeds falling



All bus operators speeds dropped for the second consecutive year. Building congestion on arterial roads has slowed bus service, as well as cars and trucks. Speed differences between operators reflects the built environment and the nature of service.

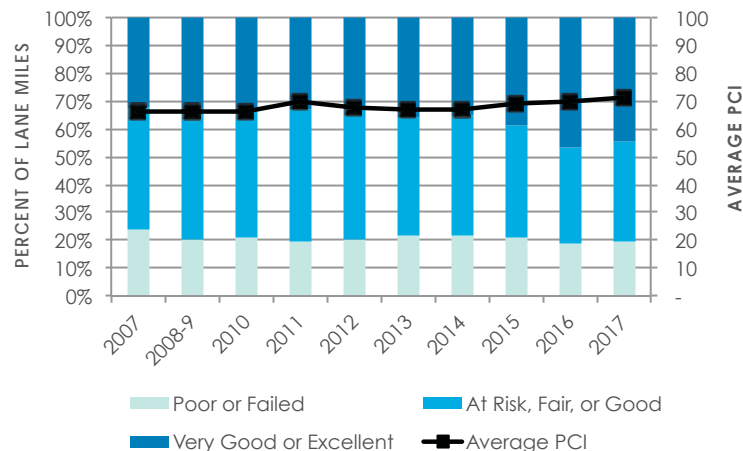


Local road conditions improving



Nearly half of all roads now rated Very Good or Excellent.

After remaining stable over the last decade, an influx of funding from Measure BB likely improved conditions on many roads. Almost half of roads are now rated “excellent or very good”, while about 1,000 miles are still rated “at risk, poor, or failing”. In 2017, countywide average Pavement Condition Index (PCI) was equal the 2011 all-time high of 70.



Challenges and Opportunities for Major Roads

Highways, arterials, and major roads serve a unique role as a connector between the regional and local transportation systems and directly link to local land uses (commercial and residential corridors). They must facilitate throughput for all modes and support local land use.

Traffic Volume:



40 percent of daily trips
in Alameda County
carried by 1,200 miles
of arterials



Pavement Conditions:



Almost half
of locally-managed
roadways

rated "excellent or very good"

1000 miles
of pavement

rated "at risk, poor, or failing"



CHALLENGES

Demand for roadway use is rising: Regional economic and population growth have increased demand for goods and services, and a variety of users, including cars, transit, bikes and trucks are competing to access the same roads.

Trip Diversion: Widespread congestion on freeways diverts trips onto adjacent arterials and local roads. The proliferation of wayfinding apps has exacerbated this problem, opening more local roads to cut-through traffic.



OPPORTUNITIES

Complete streets: Every city in Alameda County has adopted complete streets policies, which ensure that all projects, including basic street repaving, will look for opportunities to improve biking, walking and transit.

Multimodal Arterial Plan: The Countywide Multimodal Arterial Plan provides a roadmap for a future with improved mobility for all modes on a continuous and connected network, which can increase the efficiency and throughput of the entire transportation system.

Reducing conflict through design: Thoughtful facility design, operation, and maintenance can increase efficiency by reducing auto and transit delay and improve safety for all modes by reducing the severity of collisions. This promotes public health and creates vibrant local communities.

Advanced technologies: Emerging technologies can improve the operational efficiency of roadways while also supporting alternative modes and vulnerable users.



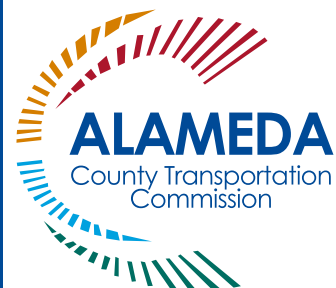
1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Data sources: 2016 Alameda Countywide Multimodal Arterial Plan, Countywide Travel Demand Model, 2012-2018 LOS Monitoring Reports, National Transit Database FY2007-08 through FY2015-16, Commercial Bus Speeds, Transit Operator Provided Provisional Data FY2016-17, Commercial Bus Speeds, Alameda CTC; MTC Vital Signs 2016, Pavement Condition Index, Metropolitan Transportation Commission; California Department of Transportation, 2016 Annual Average Daily Traffic Data Book.

Alameda County Goods Movement

FACT SHEET

March 2018



5.3E

Alameda County Goods Movement – Critical to a Strong Economy

GOODS MOVEMENT SNAPSHOT:



- **The Port of Oakland handles 99 percent** of container volume for Northern California and is the seventh busiest port in the nation by volume.
- **The Oakland Airport** handles more air freight than all other Bay Area airports combined.
- **Alameda County's rail, freeway, and highway systems** carry goods to their final destinations.
- **33 percent of jobs** in Alameda County are goods movement-dependent.
- **\$953 billion in freight** currently flows through Northern California; \$2.4 trillion is expected by 2040.



International trade is the fastest growing element of goods movement in Alameda County.

Exports are growing at a faster rate than imports.

Alameda County enjoys one of the most strategic trade locations in the world. The San Francisco Bay Area and all of Northern California rely on the county's connections to both international and domestic markets including the Port of Oakland, Oakland International Airport, and a robust network of rail, roads, and highways.

Goods movement drives Alameda County's economy: about one-third of all jobs are goods movement-dependent.

GOODS MOVEMENT SYSTEM

Global gateways are essential entry and exit points that move high volumes of goods between domestic and international markets.

Facilities: ☐ Port of Oakland
☐ Oakland International Airport

Interregional and intraregional corridors: Freeways, highways, and rail subdivisions are the conduits linking Alameda County and the rest of the Bay Area to domestic markets.

Facilities: ☐ Freeways and Highways
☐ Rail Network

Local streets and arterials connect goods to and from their final origins and destinations. Arterial truck routes often serve as alternatives to congested freeways for regional truck trips and serve local businesses. Farm-to-market trips in rural parts of the county are vital to local goods movement. As e-commerce grows, direct parcel delivery activity to commercial and residential areas is also growing.

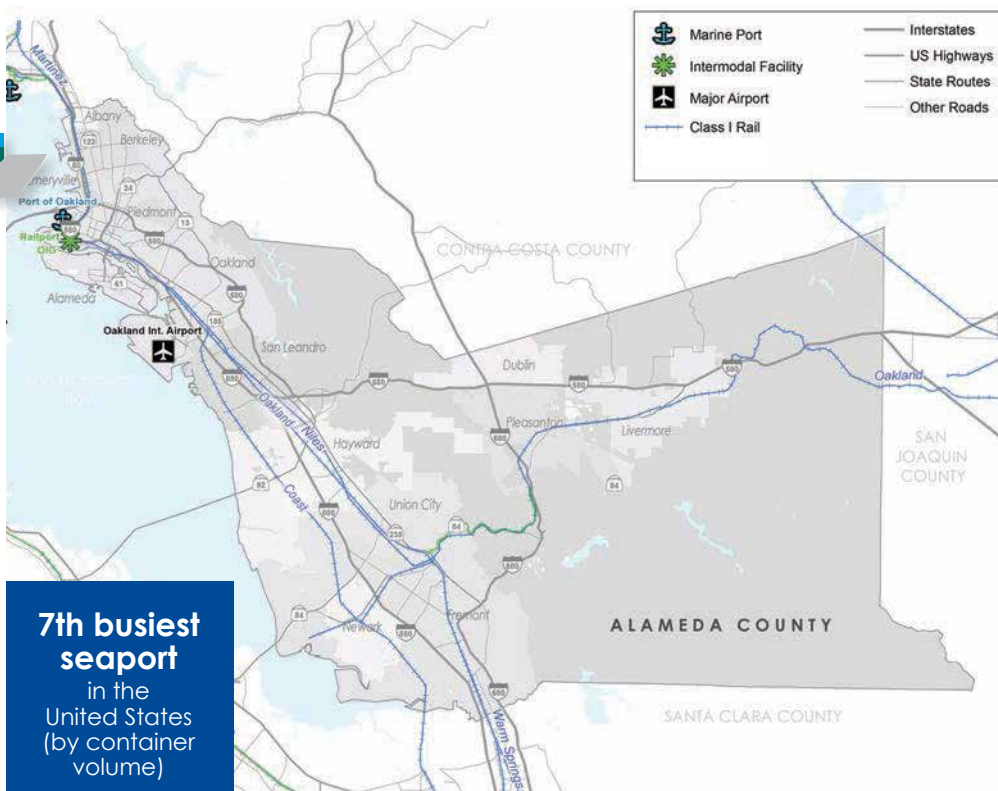


Global Gateway: Moving Bay Area Goods



PORT OF OAKLAND

The Port of Oakland is a global gateway for goods movement that the rest of Northern California relies on to bring goods to and from international and domestic markets. The Port handles more than 99 percent of the containerized goods moving through Northern California and is the only major container port in the Bay Area. Unlike other western ports, it handles more exports than imports.



7th busiest seaport
in the
United States
(by container
volume)

2.4 million containers
shipped through
the Port of
Oakland in 2017

153 percent growth
in container
volume handled
by the Port
(1998 – 2018)

1.5 million tons
of air freight
handled by
Oakland Airport
(2015)

14th busiest cargo airport
in North America

5 National Primary Freight Network Highways

20,000 trucks per day
on key corridors
in Alameda County

123 rail miles
in Alameda County

133 public at-grade mainline rail crossings

60 daily trains
1/3 freight and
2/3 passenger
on busiest rail corridor

Top 20 freight carrying highway segments
in Bay Area are in Alameda County

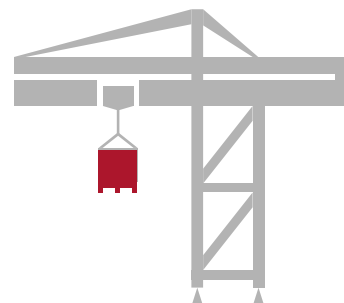
RAIL FREIGHT NETWORK

Alameda County has two Class I rail carriers: Union Pacific (UP) and BNSF Railway. Many passenger rail services also operate on the same rail corridors.

In addition to rail lines, Alameda County has two intermodal terminals: UP's Railport — Oakland and BNSF's Oakland International Gateway. These terminals handle cargo to and from the Port of Oakland and domestic cargo.

HIGHWAY FREIGHT NETWORK

Key interregional and intraregional truck corridors in Alameda County include I-80, I-238, I-580, I-680, and I-880. These corridors carry over 20,000 trucks of all classes per day on average, performing both long-haul and short-haul truck moves.



Goods Movement Performance

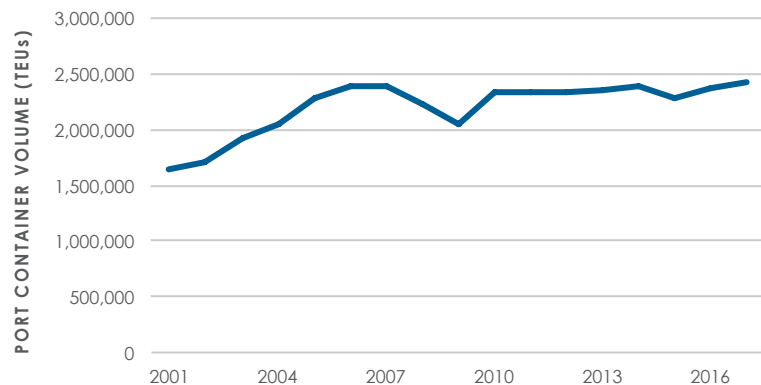
Alameda County provides most of the critical goods movement infrastructure (including the Port of Oakland, the Oakland International Airport, and various rail and highway infrastructure) that the rest of the region relies on to bring goods to and from international and domestic markets. Performance of this network is essential to keep goods moving and support the economy. Performance trends include the goods movement sector continuing to recover from the great recession with increasing container volumes at the Port of Oakland, increased air freight at the Oakland International Airport, and job growth in the goods movement industry.

The Port of Oakland is busier than ever.



In 2017, the Port handled a record volume of 2.4 million containers — breaking the previous record set in 2006. Planned port expansion projects

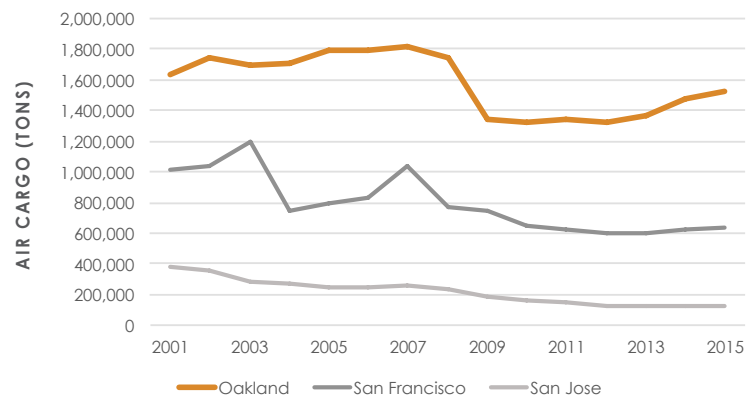
and improvements like the GoPort program and the new Oakland Global Logistics Center should increase Port capacity and efficiency.



Oakland Airport carries more air freight than any other Bay Area airport.



Oakland International Airport is the busiest cargo airport in the Bay Area and moves more goods than the other major airports combined.



Goods movement is a major force in Alameda County's economy.

One in three jobs in Alameda County is goods movement dependent. Goods movement-dependent industries are those for which moving goods to markets is a critical aspect of their business operations. There are many jobs in the transportation, warehousing, and logistics industries that do not require advanced education, supporting job diversity in the county. Growth in the goods movement industry can support more local jobs.



33 percent of jobs in Alameda County are goods movement dependent.

Transportation System Challenges and Opportunities



90 percent of Bay Area trade in agriculture, wine, and heavy machinery by weight goes through the Port of Oakland.



California freight rail volumes are projected to **more than double by 2040**.



\$953 billion in freight currently flows through Northern California; **\$2.4 trillion** is expected by 2040.

CHALLENGES

Congestion, reliability, and safety issues on shared-use interregional highway and rail corridors with limited ability to expand highway facilities.

Moving people and goods safely and efficiently is critical for our local economy and communities. Both highway and railroad corridors provide for shared use between passengers and goods movement and suffer from increasing congestion.

Increasing demand on a finite rail network. California freight rail volumes are projected to more than double by 2040. Demand for both passenger and freight rail is increasing on a network with limited capacity.

Pressure on local truck routes from changing land use development patterns, growing modal conflicts, and increased presence of trucks in neighborhoods and commercial areas due to growing use of e-commerce. A substantial amount of goods movement occurs on local streets and roads throughout Alameda County.

Air quality and health impacts. Emissions from goods movement can create significant health risks, and exposure to noise and light can adversely affect the health and well-being of residents. Safe, secure, and community-supportive goods movement projects and programs are essential to the well-being of our local communities.

OPPORTUNITIES

Rail investment. This is critical to supporting growth at the Port of Oakland and creating a world-class logistics hub. Promoting intermodal transloading in Oakland shifts truck traffic to rail and creates local jobs.

Port development. Development of new logistics facilities at the Port of Oakland results in increased local jobs and lower truck demand on highways.

Smart deliveries and operations. Alameda County has an opportunity to support maximum use of Intelligent Transportation Systems (ITS), connected vehicles, and other technology solutions to more efficiently use existing roadway capacity.

Interconnected and multimodal. Preserving and strengthening an integrated and connected, multimodal goods movement system that is coordinated with passenger transportation systems and local land use decisions will further support freight mobility and access.

Supporting technology development. This includes advancing an emissions reduction program and developing or supporting pilot technology demonstrations.

Data sources:
Airports data via Vital Signs, Federal Aviation Administration.
Alameda County Goods Movement Plan, Rail Strategy Study, Alameda CTC.
2016 North American Airport Traffic Summary (Cargo), Airports Council International.
Port volumes by year, Port of Oakland.
Plan Bay Area Economic Forecasts, Association of Bay Area Governments;
Cambridge Systematics analysis; Center For Continuing Study of the California Economy factors.

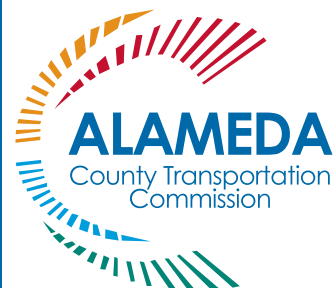


1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org

Alameda County Active Transportation

FACT SHEET

October 2018



5.3F

Alameda County Active Transportation: for All Ages and Abilities



6 percent
of Alameda County
residents bike or walk
to work.



The number of people bicycling and walking in the United States continues to grow as communities realize the benefits these activities have for public health and quality of life. Cities and counties across the Bay Area continue to invest in bicycle and pedestrian infrastructure, which continues to improve conditions for walking and biking.

Alameda County is home to an extensive major trails network, which includes the Bay Trail, East Bay Greenway, Ohlone Greenway and the Iron Horse Trail. In addition, several other trails are under development throughout the County.

COUNTYWIDE ACTIVE TRANSPORTATION PLAN

The Alameda County transportation system should inspire people of all ages and abilities to walk and bicycle for everyday transportation, recreation, and health, and provide a safe, comfortable, and interconnected network, which links to transit and major activity centers, and support programs and policies that encourage bicycling and walking.

COMPLETE STREETS

Complete Streets are roadways planned, designed, operated, and maintained for safe and convenient access by all users — including bicyclists, pedestrians, and transit riders — and in ways that are appropriate to the function and context of the facility. Since 2013, Alameda CTC has required that each jurisdiction adopt a Complete Streets policy.

CONNECTION TO TRANSIT

Bicycle and pedestrian facilities provide safe and convenient access to transit services such as BART, buses, the ferry, and regional rail.



65 percent
of pedestrian
collisions

60 percent
of bike
collisions

occur on just
4 percent
of roads in
Alameda County

Regional Trails: For Recreation and Daily Commutes



East Bay Greenway:

0.7 mile
built ✓

37 miles
planned

Stretching from Lake Merritt BART to South Hayward BART, The East Bay Greenway will be a 16-mile long active transportation spine connecting seven BART Stations in Alameda County. The first completed segment, in Oakland, extends from the Coliseum to 85th.

Bay Trail:

135 miles
built ✓

57 miles
planned

The expansive trail system, when complete, will ring the San Francisco and San Pablo bays. 135 miles have already been built along the Alameda County shoreline. This trail functions as both a recreational facility, and a valuable corridor for commuting.

Iron Horse Trail:

4 miles
built ✓

25 miles
planned

The existing multi-use path extends between the cities of Concord, in Contra Costa County, and Dublin and Pleasanton following the abandoned Southern Pacific Railroad right-of-way. When completed it will cover 52 miles (25.5 miles of which are in Alameda County) connecting 12 cities from Suisun Bay to Livermore.

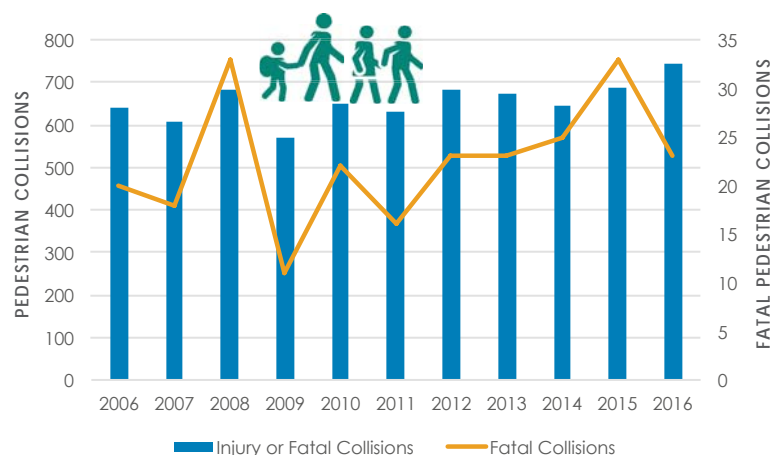
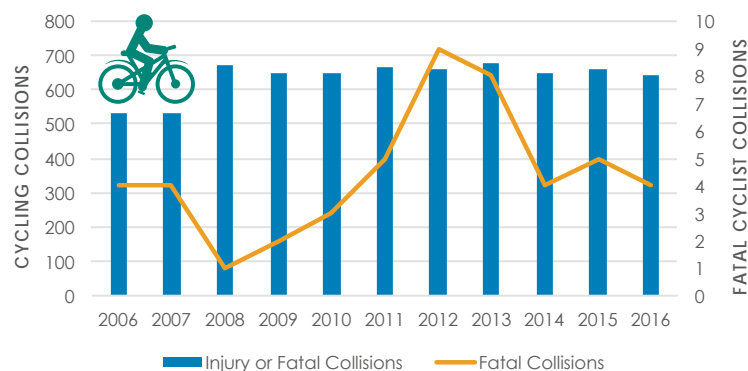
Active Transportation Safety Remains an Issue

A safe experience while walking and biking is integral to improving quality of life across the County. Yet, collisions remain high for bicyclists and pedestrians, who are the most vulnerable users on roads. One of Alameda CTC's goals is to provide a safe, comfortable, and interconnected multimodal network throughout the county.

Cyclists and pedestrians are involved in about 20 percent of all collisions.

Total cyclist collisions remain high. Collisions involving cyclists rose 26 percent between 2007 and 2008 and have generally plateaued since then. While collisions have remained high for cyclists, this may partially be a function of increased exposure due to increased bicycling in the county.

Pedestrian collisions at record levels. Pedestrian collisions have continued to rise over the last decade and have reached a record number. Fatal collisions are also rising. Pedestrian safety remains an issue that requires education, enforcement, and infrastructure-based strategies, particularly for aging populations.



SAFE ROUTES TO SCHOOLS (SR2S)

Infrastructure is only one aspect of providing a safe, comfortable transportation system. The **Alameda County Safe Routes to Schools Program** promotes

and teaches safe walking and biking (as well as carpooling and transit use) as a viable way for students and families to travel to and from school.

Over 200 public elementary, middle, and high schools in Alameda county are currently enrolled in the SR2S program.

Active Transportation Challenges and Opportunities

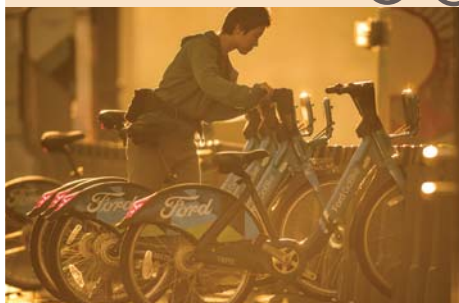
Alameda County's temperate weather provides a highly supportive environment for outdoor active transportation. Biking and walking are quick and efficient ways to travel short distances, affordable, pollution- and emission-free, and positive for public health.

Bikeshare in the East Bay

79
Bikeshare
Stations

850+
bikes

Launched in 2017 in Oakland, Berkeley, and Emeryville. Albany and Alameda have dockless bikeshare; Fremont is in planning phase.



Walking Trips



Half
of Alameda County
BART stations

have at least 30 percent
of their boardings from
walking trips.



CHALLENGES

Curb management becoming complex. Transportation network companies (like Uber and Lyft) have increased the demand for curb space which impacts some bicycle facilities and pedestrian crossings.

Collisions rise with exposure. Total collisions involving cyclists may reflect a rising use of bicycles for a number of types of trips, which in turn increases exposure.

Commutes are the longest trip we make. The average Bay Area commute is 13.5 miles or 34 minutes — not always conducive to daily biking and walking.

Partnerships are essential for regional trails. Developing, building and maintaining trails and greenways requires extensive partnerships with cities, counties, park districts, Caltrans, transportation agencies, community members, regulatory agencies, funding partners and in some cases, non-profits.

Benefits should be shared equitably. Active modes have the potential to reduce the share of household income spent on transportation, but only if disadvantaged communities share access to new facilities.

OPPORTUNITIES

Emergence of new technologies. New markets for scooters, dockless bikes, and e-bikes, all of which are in Alameda County, represent both a challenge and opportunity for public agencies to manage. The proliferation of new technology poses risks for safety as well — 21 percent of pedestrians in California reported they had been hit, or nearly hit, by a driver distracted by a cell phone.

Alameda County has the second most multimodal commutes of all Bay Area counties. 15 percent of residents use transit, 6 percent bike and walk to work. Only San Francisco County has a lower automobile mode share.

Every trip begins and ends with a walk. As a commute mode, walking has held steady—used by between 3 and 4 percent of Alameda County workers, by every trip begins with a walk, so a safe pedestrian environment is important for all.

The Countywide Active Transportation Plan (CATP). The CATP, set to be adopted in the Spring of 2019 is a framework for building a safer and more connected countywide network, comfortable for all ages and abilities.

Sources:

Statewide Integrated Traffic Records System (SWITRS) via the UC Berkeley Transportation Injury Mapping System (TIMS), 2017 Countywide Active Transportation Plan, Ford GoBike, Bay Area Rapid Transit District 2015 Station Access Survey, 2016 American Community Survey 1-year estimates



1111 Broadway
Suite 800
Oakland, CA 94607
(510) 208-7400
AlamedaCTC.org



Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 26, 2018

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Final FFY 2018-19 Annual Obligation Plan and Project Delivery Requirements for Federal and State Funded Projects

Recommendation

Receive an update on the Metropolitan Transportation Commission (MTC) Final FFY 2018-19 Annual Obligation Plan and the associated project delivery requirements. This item is for information only.

Summary

Ahead of each new Federal Fiscal Year (FFY), Metropolitan Transportation Commission (MTC) develops an annual obligation plan for federal and State funded projects. Projects that require either a federal action to authorize/obligate the funding of have State funding allocated by the California Transportation Commission (CTC) are required to be in the annual obligation plan. Once an annual obligation plan is developed, MTC continues to monitor the status of individual project delivery against the annual obligation plan requirements, including the project delivery deadlines established in MTC's Regional Project Delivery Policy, Resolution 3606. The Policy establishes deadlines for certain delivery milestones, including, but not limited to the Field Review, Request for Authorization (RFA), Federal Highway Administration (FHWA) authorization/obligation, and invoicing.

ACTAC is requested to review the final versions of MTC's Annual Obligation Plan Requirements (Attachment A) and FFY 2018-19 Obligation Plan (Attachment B). Draft versions of these items were presented to ACTAC in July 2018.

Background

FFY 2018-19 Obligation Plan

MTC's Regional Project Delivery Policy, [Resolution 3606](#), requires MTC to develop an Annual Obligation Plan by October 1st of each year, in coordination with local agencies and Caltrans. Projects included in this annual plan are subject to the delivery deadlines identified in MTC Resolution 3606, including the requirement to submit a complete Request for Authorization (RFA) no later than November 1, 2018 and receive an FHWA authorization (E-76) by January 31, 2019. Projects with State funding are to request an allocation request from the California Transportation Commission (CTC) no later than January 31, 2019 and receive an allocation from the CTC by March 31, 2019.

As discussed at the June 12th and September 11th MTC Joint Local Streets and Roads/Programming and Delivery Working Group meetings, for FY 2018-19, MTC has proposed revisions to its Annual Obligation Plan Requirements, including:

- Provides consequences for OBAG 2 projects missing regional delivery deadlines.
- Updates Highway Safety Improvement Program (HSIP) project deadlines;
- Provides consequences for project sponsors missing Active Transportation Program (ATP) and Senate Bill 1 (SB1) reporting and accountability deadlines;
- Emphasizes the regional/MTC federal authorization/obligation/FTA transfer deadline is January 31st;
- Emphasizes the deadline for State-funded projects to receive a CTC allocation is March 31st;
- Provides consequences for projects that are unable to meet a CTC deadline and need to request an extension from the CTC;
- Adds Local Bridge Seismic projects to the list to be monitored and included in the plan;
- Emphasizes/strengthens invoicing and reimbursement deadlines to minimize Inactive obligations; and
- Highlights how the upcoming rescission of federal FAST Act funding at the end of FY 2018-19 will impact unobligated funds after January 31, 2019.

MTC's final proposed revisions to the current requirements are highlighted in bold underscore in Attachment A. In order for projects proposed for the FFY 2018-19 Obligation (Attachment B) to remain in the Plan, each agency's designated Single Point of Contact (SPOC) was to provide a confirmation to the Alameda CTC that the proposed project(s) should remain in the Plan. As of mid-September status updates for all projects shown in Attachment B were received and transmitted to MTC, including confirmations that all OBAG 2 projects included in the Plan are able to meet the November 1, 2018 RFA deadline.

Regional Project Delivery Requirements

A reminder that MTC requires Local Agencies to comply with certain requirements in order to qualify for the various regional discretionary funding sources awarded by MTC, including:

- Assign and maintain a SPOC for all FHWA-administered projects implemented by the agency.
- Track the status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency and provide quarterly status updates to your CMA.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements. This includes ensuring timely invoices for all projects.
- Maintain consultant and/or staff resources with the knowledge and expertise to deliver federal-aid projects within the funding timeframe and meet all federal-aid project requirements.
- Attend a minimum of 50% of MTC's Partnership Working Group meetings annually, i.e., the Transit Finance (TFWG), Local Streets and Roads (LSRWG) and/or Programming and Delivery (PDWG) meetings.

Agency SPOCs are to comply with MTC's SPOC requirements, as identified and affirmed in the completed SPOC Checklists on file with MTC. Additional information regarding SPOC roles and responsibilities can be found on the MTC website at:

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

Next Steps

Projects included in the final FFY 2018-19 Obligation Plan with federal funding are to submit a request for authorization (RFA) to Caltrans Local Assistance by November 1, 2018. For State-funded projects, CTC allocation requests are due to Caltrans Local Assistance by January 31, 2019. ACTAC members in conjunction with Local Agency SPOCs are requested to actively monitor the delivery status of the projects included in the FFY 2018-19 Obligation Plan to ensure compliance with MTC's project delivery requirements.

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

Attachments

- A. MTC's Final Annual Obligation Plan Requirements
- B. MTC's Final FFY 2018-19 Obligation Plan

This page intentionally left blank

Background

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

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

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

FY 2015-16 Delivery Status

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

FY 2016-17 Delivery Status

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

FY 2017-18 Delivery Status

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

Increased Importance of Annual Obligation Plan

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

Proposed Annual Obligation Plan Conditions and Requirements

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

FY 2018-19 Annual Obligation Plan Schedule

The schedule for development and implementation of the FY 2017-18 Annual Obligation Plan is as follows:

May/June 2018	Projects with known delivery deadlines in FY 2018-19 released for review
June/July 2018	Draft Plan reviewed by partnership working groups
June/July/Aug 2018	SPOCs submit requests to include STP/CMAQ projects in Obligation Plan
<u>September 2018</u>	<u>Proposed Final Plan reviewed by partnership working groups</u>
October 1, 2018	FY 2018-19 Obligation Plan finalized and submitted to Caltrans
November 1, 2018	Request for Authorization (RFA) submitted to Caltrans
January 31, 2019	Obligation deadline for funds in Annual Obligation Plan
February 1, 2019	Unused Obligation Authority available first-come first-served

Annual Obligation Plan Conditions and Requirements

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

- **Projects automatically included in Plan**

To the extent known, projects with required federal/state funding delivery deadlines within the fiscal year will be added to the annual plan. These include but are not limited to STIP, ATP, HSIP **and Local Bridge Seismic projects**. It is the responsibility of the Single Point of Contact (SPOC) to ensure the Plan includes all projects from their agency that have delivery deadlines within the fiscal year

- **SPOC Involvement**

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

- **Missed Past Delivery Deadlines**

For project sponsors that continuously miss delivery deadlines the past couple years, the agency must prepare and submit a delivery [status report](#) on major delivery milestones for all federally active projects with FHWA-administered funds, and all projects with FHWA-administered funds programmed in the current TIP, before their OBAG 2 project(s) are added to the annual obligation plan. Furthermore, once projects for such agencies are accepted in the final obligation Plan, the Single Point of Contact (SPOC) for the agency must report monthly to the applicable BACTA and MTC staff on the status of all agency project(s) in the annual obligation plan, until the funds are obligated/authorized.

The [FHWA-Funded Projects Status](#) report template is located at: http://mtc.ca.gov/sites/default/files/Template_FHWA_Funded_Projects_Status.xlsx

- **Field Review**

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

For the Right Of Way or Construction phase of a project to be included in the draft Annual Obligation Plan, the project must have undergone a field review with Caltrans AND all field review related/required documentation, **including the Preliminary**

Environmental Study (PES)) if applicable, submitted, signed and accepted by Caltrans by **September 30**.

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

▪ **HSIP Delivery Requirements**

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

For project sponsors with HSIP funds in the PE phase of a project: The Caltrans-managed HSIP program has an obligation deadline for the PE phase of September 30. A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the PE phase of all of the agency's HSIP project(s) prior to any OBAG 2 STP/CMAQ project being added to the Annual Obligation Plan for that agency.

For project sponsors with HSIP funds in the CON phase of a project: A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the CON phase of all of the agency's HSIP project(s) subject to the delivery deadlines noted below. **Project sponsors that miss the HSIP delivery deadline may have future STP/CMAQ funds restricted in the following years.**

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

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

Note: all Cycle 5 HSIP projects now authorized.

Cycle 6 HSIP program:

PE Authorization: **All PE phases have been submitted and authorized**

CON Authorization: **March 31, 2019 (RFA due Jan 31, 2019) (one remaining project)**

Cycle 7 HSIP program:

PE Authorization: **All PE phases have been submitted and authorized**

CON Authorization: December 31, 2018 (RFA due October 31, 2018)

CON Authorization: June 30, 2019 (RFA due April 30, 2018)

(NOTE: Caltrans has provided a CON authorization date of June 30, 2019 for some Cycle 7 HSIP projects. See Caltrans' [HSIP Project Listing](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm) for HSIP obligation deadlines at the following

link: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm)

Cycle 8 HSIP program:

PE Authorization: **All PE phases have been submitted and authorized**

CON Authorization: **December 31, 2019 (RFA due October 31, 2019)**

Cycle 9 HSIP program (Pending):**PE Authorization: September 30, 2019 (RFA due, June 30, 2019)****CON Authorization: December 31, 2021 (RFA due October 31, 2021)****Waiver request for unforeseen project delays:**

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

NOTE: Poor project management is not considered an unforeseen delay.**▪ OBAG 2 Requirements**

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

▪ Request for Authorization Review Period

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

▪ SPOC Checklist

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

The following are proposed new Annual Obligation Plan requirements:**▪ ATP and SB1 Reporting and Accountability**

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

- **CTC Allocations**

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

- **CTC Extensions**

Sponsors with projects requiring a CTC extension will have low-priority for including their OBAG 2 projects in the following annual obligation plan, until the sponsor can demonstrate to BACTA and MTC staff, the ability to meet regional and state delivery deadlines.

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

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

Each project in the LBSRP is monitored by Caltrans at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Projects are “locked” by Caltrans for delivery at the beginning of each federal fiscal year (FFY) and local agencies are not allowed to change the schedules. Projects programmed in the current FFY, for which federal funds are not obligated by the end of the FFY, may be removed from the fundable element of the TIP at the discretion of the Caltrans.

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

Sponsors with seismic bridge projects in the current FFY that do not deliver by the end of the FFY will have low-priority for including their OBAG 2 projects in the next Annual Obligation plan. OBAG 2 funds will only be included if capacity is available

after all other requests have been considered, and the agency has demonstrated the ability to meet regional and state delivery deadlines.

As reported to the CTC in March 2018, the following agencies have local seismic bridge projects programmed for delivery in FY 2017-18:

- Oakland 23rd Ave over UPRR
- Oakland Leimert Blvd over Sausal Creek
- Pittsburg North Parkside Drive over Willow Pass
- SFCTA On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80

▪ **Inactive Obligations**

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

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

To ensure funds are not lost in the region, regional deadlines have been established in advance of state and federal deadlines. Under the regional project-funding delivery Policy (MTC Resolution 3606) project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months.

Agencies with projects that have not been invoiced against at least once in the previous 6 months and have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the agency can demonstrate the ability to meet regional, state and federal requirements.

Specifically, project sponsors with continued history of missing the Caltrans and regional 6-month invoice submittal deadline and the region's 9-month reimbursement deadline are subject to OBAG projects being removed from the Annual Obligation plan and reprogrammed to a later year in the federal TIP, and will have low-priority for including their OBAG 2 projects in the next Annual Obligation plan. OBAG 2 funds will only be included if capacity is available after all other requests have been considered, and the agency has demonstrated the ability to meet regional and state delivery deadlines.

Caltrans updates the [inactive project obligation status](#) reports weekly on the Local Assistance [Inactive Project Information](#) web page.

- **FAST Act Rescission**

There is a nationwide rescission of over \$8 billion based on unobligated apportionment balances at the end of the FFY 2018-19. To ensure funds are not rescinded within the region, MTC will seek to advance projects from future years to capture any unused apportionment after the January 31 obligation deadline. Sponsors with projects scheduled for delivery in FY 2018-19 should note that unused funds after January 31 may be used up more quickly than prior years. Also, sponsors that commit to delivery in FY 2018-19, yet do not obligate the funds by the end of the federal fiscal year, may have their funds rescinded by FHWA if other projects cannot be advanced to obligate all the remaining apportionment.

DRAFT

MTC DRAFT FY 2018-19 Local Federal-Aid Obligation Plan													Total Obligations	Total Programmed	Remaining Balance
Project List													1%	100%	99%
September 30, 2018													\$1,900,000	\$314,674,452	\$312,774,452
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action Status	Latest Action Date	Oblig/Alloc Deadline			
County	Sponsor	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Deadline	Oblig Amount	Total	Balance
Alameda	BART	ALA170055	6583	RIP-T5-18-FED-ALA	RTIP	RTIP-FED	RIP-6000()	CON	19th Street BART Station Modernization			31-Jan-2019	\$0	\$3,726,000	\$3,726,000
Alameda	Alameda	ALA170073	6758	CMAQ-T5-OBAG2-CO	OBAG2	CMAQ	-5014()	PE	Clement Avenue Complete Streets			31-Jan-2019	\$0	\$567,000	\$567,000
Alameda	Berkeley		6921	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	ATPL-5057()	PSE	Sacramento Street Complete Streets Imp.			31-Jan-2019	\$0	\$185,000	\$185,000
Alameda	Berkeley	ALA170067	6738	CMAQ-T5-OBAG2-CO	OBAG2	CMAQ	-5057()	PE	Southside Complete Streets & Transit Imp.			31-Jan-2019	\$0	\$772,000	\$772,000
Alameda	Fremont	ALA170069	6745	STP-T4-1-CII	Cycle 1	STP	-5322()	CON	City of Fremont Pavement Rehabilitation			31-Jan-2019	\$0	\$350,000	\$350,000
Alameda	Fremont	ALA170069	6745	STP-T5-OBAG2-CO	OBAG 2	STP	-5322()	CON	City of Fremont Pavement Rehabilitation			31-Jan-2019	\$0	\$2,760,000	\$2,760,000
Alameda	Fremont	ALA170076	6744	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5322()	PE	Complete Street Upgrade of Relinquished SR84			31-Jan-2019	\$0	\$1,185,000	\$1,185,000
Alameda	Hayward	ALA170065	6735	STP-T5-OBAG2-CO	OBAG 2	STP	-5050()	PE	Hayward - Main Street Complete Street			31-Jan-2019	\$0	\$175,000	\$175,000
Alameda	Hayward	ALA170066	6737	STP-T5-OBAG2-CO	OBAG 2	STP	-5050()	PE	Winton Ave. Complete Street			31-Jan-2019	\$0	\$88,000	\$88,000
Alameda	MTC	ALA170007	6356	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-6084(206)	PE	Regional Planning Activites and PPM - Alameda	RFA at FHWA	12-Sep-2018	31-Jan-2019	\$0	\$2,800,000	\$2,800,000
Alameda	Oakland	REG070009	6241	HSIP7-04-017	HSIP 7	HSIP	HSIPL-5012(139)	CON	HSIP7-04-017 Downtown Intersection			30-Jun-2019	\$0	\$443,340	\$443,340
Alameda	Oakland	ALA150043	6240	HSIP7-04-016	HSIP 7	HSIP	HSIPL-5012(140)	CON	Oakland: Shattuck and Claremont Bike/Ped			30-Jun-2019	\$0	\$1,223,190	\$1,223,190
Alameda	Oakland	REG070009	6239	HSIP7-04-015	HSIP 7	HSIP	HSIPL-5012(141)	CON	HSIP7-04-015 Market Street			30-Jun-2019	\$0	\$1,242,270	\$1,242,270
Alameda	Oakland	ALA150042	6238	HSIP7-04-014	HSIP 7	HSIP	HSIPL-5012(142)	CON	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet			30-Jun-2019	\$0	\$1,145,250	\$1,145,250
Alameda	Oakland	ALA150047	6276	ATP-REG-T4-2-FED	ATP-REG	ATP-FED	ATPL-5012(143)	CON	Telegraph Ave Complete Streets			31-Jan-2019	\$0	\$3,677,000	\$3,677,000
Alameda	Oakland	ALA150044	6277	ATP-ST-T4-2-FED	ATP-ST	ATP-FED	ATPL-5012(144)	CON	19th St BART to Lake Merritt Urban Greenway			31-Jan-2019	\$0	\$3,883,000	\$3,883,000
Alameda	Oakland	ALA170043	6531	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	ATPL-5012()	PE	14th Street: Safe Routes in the City			31-Jan-2019	\$0	\$1,235,000	\$1,235,000
Alameda	Oakland	ALA170063	6725	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5012()	PE	Lakeside Family Streets			31-Jan-2019	\$0	\$400,000	\$400,000
Alameda	Oakland	ALA150010	6072	STP-T5-OBAG2-CO	OBAG 2	STP	ATPL-5012(132)	CON	International Blvd Improvements			31-Jan-2019	\$0	\$2,481,000	\$2,481,000
Alameda	San Leandro	REG070009	6259	HSIP7-04-003	HSIP 7	HSIP	HSIPL-5041(045)	CON	Davis St/Carpentier St Intersection Imps			30-Jun-2019	\$0	\$216,750	\$216,750
Alameda	San Leandro	ALA170075	6765	STP-T5-OBAG2-CO	OBAG 2	STP	-5041()	PE	San Leandro Washington Avenue Rehab			31-Jan-2019	\$0	\$73,000	\$73,000
Alameda	Union City Transit	ALA170013	6388	CMAQ-T4-2-TPI-REG	OBAG 1	CMAQ	-5354()	FTA	TPI - Union City: Transit Travel Time			31-Jan-2019	\$0	\$160,587	\$160,587
Contra Costa	BART	CC-170060	6861	RIP-T5-18-FED-CC	RTIP	RTIP-FED	-6000()	PSE	Concord BART Station Modernization			31-Jan-2019	\$0	\$3,500,000	\$3,500,000
Contra Costa	Caltrans	CC-050028	826	0222E	RTIP	RTIP-FED	-6204()	CON	I-680 SB HOV Lane Gap Closure in Walnut Creek	CTC Allocation	21-Mar-2018	31-Jan-2018	\$0	\$15,557,000	\$15,557,000
Contra Costa	Caltrans	CA-130046	5957		RTIP	RTIP-FED	RPSTPL-6075()	ROW	I-680/SR-4 Interchange, Widening of SR-4			31-Jan-2018	\$0	\$5,100,000	\$5,100,000
Contra Costa	Contra Costa County	CC-070075	3727	RTP-T4-14-FED-CC	RTIP	RTIP-FED	RPSTPL-6075()	CON	Kirker Pass Rd NB Truck Climbing Lane			31-Jan-2019	\$0	\$2,650,000	\$2,650,000
Contra Costa	CCTA			STP-T4-2-FPI-REG	OBAG 1	STP	STPL-6072()	CON	I-80 Central Ave Interchange Imps			31-Jan-2019	\$0	\$820,000	\$820,000
Contra Costa	CCTA/MTC	CC-170017	6563	STP-T5-OBAG2-REG-AOM	OBAG 2	STP	STPL-6084(233)	PE	I-680 NB Exp Lane Conversion/HOV Ext & Op Imp			31-Jan-2019	\$0	\$8,000,000	\$8,000,000
Contra Costa	Concord	CC-170037	6714	CMAQ-T4-2-RSRTS-REG	OBAG 1	CMAQ	-5135()	CON	Willow Pass Road Repaving & SRTS			31-Jan-2019	\$0	\$215,000	\$215,000
Contra Costa	Concord	CC-170022	6526	STP-T4-1-TLC-REG	Cycle 1	STP	-5135()	CON	Commerce Ave Complete Streets			31-Jan-2019	\$0	\$1,440,000	\$1,440,000
Contra Costa	Concord	CC-170050	6804	ATP-REG-T5-3-ST	ATP-REG	ATP-FED	-5135()	ROW	Downtown Corridors Bike/Ped Imps.			31-Jan-2019	\$0	\$85,000	\$85,000
Contra Costa	Concord	CC-170050	6804	ATP-REG-T5-3-ST	ATP-REG	ATP-FED	-5135()	PSE	Downtown Corridors Bike/Ped Imps.			31-Jan-2019	\$0	\$404,000	\$404,000
Contra Costa	Contra Costa County	REG070009	6230	HSIP7-04-007	HSIP 7	HSIP	HSIPL-5928(130)	CON	Marsh Creek Road Traffic Safety			30-Jun-2019	\$0	\$1,056,000	\$1,056,000
Contra Costa	Contra Costa County	REG070009	6249	HSIP7-04-006	HSIP 7	HSIP	HSIPL-5928(131)	CON	Byron Highway Traffic Safety Improvements			31-Dec-2018	\$0	\$423,000	\$423,000
Contra Costa	Contra Costa County	REG070009	6253	HSIP7-04-005	HSIP 7	HSIP	HSIPL-5928(133)	CON	San Pablo Dam Road Sidewalk Gap HSIP7-			30-Jun-2019	\$0	\$505,170	\$505,170
Contra Costa	Contra Costa County	CC-130001	5670	ATP-ST-T4-2-FED	ATP-ST	ATP-FED	ATPL-5928(136)	CON	Bailey Road-State Route 4 Interchange			31-Jan-2019	\$0	\$3,380,000	\$3,380,000
Contra Costa	Contra Costa County	CC-170027	6543	STP-T5-OBAG2-CO	OBAG2	STP	-5928(148)	CON	Local Streets and Roads Preservation Project - CCC			31-Jan-2019	\$0	\$4,327,000	\$4,327,000
Contra Costa	Contra Costa County	CC-170028	6545	STP-T5-OBAG2-CO-FAS	OBAG 2	STP-FAS	STPL-5928()	CON	Kirker Pass Road Open Grade Overlay			31-Jan-2019	\$0	\$1,343,000	\$1,343,000
Contra Costa	Moraga	CC-170046	6756	CMAQ-T4-2-RSRTS-REG	OBAG 1	CMAQ	-5415()	CON	Moraga Way/Canyon/Camino Pablo Imps			31-Jan-2018	\$0	\$607,000	\$607,000
Contra Costa	Moraga	CC-170046	6756	STP-T5-OBAG2-CO	OBAG 2	STP	-5415()	CON	Moraga Way/Canyon/Camino Pablo Imps			31-Jan-2018	\$0	\$596,000	\$596,000
Contra Costa	Pittsburg	REG070009	6254	HSIP7-04-018	HSIP 7	HSIP	HSIPL-5127(031)	CON	HSIP7-04-018, West Leland Rd. Signage and			31-Dec-2018	\$0	\$309,800	\$309,800
Contra Costa	Pittsburg	REG070009	6255	HSIP7-04-019	HSIP 7	HSIP	HSIPL-5127(031)	CON	HSIP7-04-019, Improvements at 11			31-Dec-2018	\$0	\$218,900	\$218,900
Contra Costa	Pittsburg	REG070009	6257	HSIP7-04-020	HSIP 7	HSIP	HSIPL-5127(031)	CON	HSIP7-04-020, W Leland Rd High Friction			31-Dec-2018	\$0	\$453,420	\$453,420
Contra Costa	Pittsburg	CC-170040	6731	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5127()	PE	Pittsburg BART Pedestrian and Bicycle Connectivity			31-Jan-2019	\$0	\$483,000	\$483,000
Contra Costa	San Pablo	CC-150017	6280	2122H	ATP-REG	ATP-FED	ATPL-5303(017)	PSE	Rumrill Blvd Complete Streets Improvements	CTC Alloc-Pending	17-May-2018	31-Jan-2018	\$0	\$300,000	\$300,000
Contra Costa	San Pablo	CC-150017	6280	ATP-REG-T4-2-FED	ATP-REG	ATP-FED	ATPL-5303(017)	CON	Rumrill Blvd Complete Streets Improvements			31-Jan-2019	\$0	\$4,010,000	\$4,010,000
Contra Costa	Walnut Creek	CC-170025	6777	STP-T4-2-CI-REG	OBAG 1	STP	-5225()	CON	North Main Rehab (for Parking Guidance System)			31-Jan-2019	\$0	\$783,000	\$783,000
Marin	GGBHTD	MRN050019	1392	STP-T4-1-RSI		STP	BHLS-6003(051)	CON	Golden Gate Bridge-Suicide Deterrent SafetyBarrier			31-Jan-2019	\$0	\$15,000,000	\$15,000,000

This page intentionally left blank



Memorandum

5.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 26, 2018

TO: Alameda County Technical Advisory Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Andrea Gomez, Assistant Transportation Planner

SUBJECT: Alameda County Federal Inactive Projects

Recommendation

Receive an update on the Federal Inactive Projects in Alameda County. This item is for information only.

Summary

Federal regulations require agencies receiving federal funds to invoice against each federal obligation at least once every six months. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for six months. If Caltrans does not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation by the Federal Highway Administration (FHWA). ACTAC is requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation. The report includes two tables, the second is for projects with remaining balances less than \$50,000. Agencies with inactive projects identified in the attached report are to work directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status, monitor the status of pending invoices and provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report.

Background

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

- If Caltrans does not receive an invoice for more than six months, the project will be deemed "inactive" and added to the list of Federal Inactive Obligations. The list is posted on the Caltrans website and updated weekly:
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>.

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

It is the responsibility of local agencies to work in collaboration with their DLAE to ensure projects are removed from the inactive list and avoid deobligation. Additionally, per the Metropolitan Transportation Commission (MTC) Regional Project Delivery Policy, MTC Resolution 3606, *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement."* Thus, agencies with inactive projects must resolve their inactive status promptly to avoid deobligation and restrictions on future federal funds. MTC actively monitors inactive obligations and may periodically reach out directly to project sponsors for status updates.

Because the weekly Caltrans inactive lists may not reflect the most up to date status information, sponsors are encouraged to also monitor the status of pending invoices through the Caltrans Local Assistance online invoice status page which provides current received, approved and rejected dates: <http://www.dot.ca.gov/dist4/ola/status/invoiceStatus.php>

Next Steps

Agencies with inactive projects identified in the attached report are to work directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status. Agencies are requested to also actively monitor the status of pending invoices and provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report. Email status updates to Andrea Gomez, agomez@alamedactc.org.

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

Attachment

- A. Alameda County Federal Inactive Projects List, dated 9/13/18

Alameda County Inactive Obligations
Updated by Caltrans, 9/13/2018

Updated on 09/13/2018

Project No.	Status	Agency Action Required	Reason for Delay	Prefix	Agency	Description	Potential Deobligation Date	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
6204109	Inactive	Invoice Overdue. Contact DLAE.		CML	Caltrans	ROUTE 92 (CLAWITER RD TO HESPERIAN BLVD) & I 880 (DECOTO RD RAMP & I 880), INSTALL RAMP METERS (TC)	8/17/2018	8/17/2017	9/13/2013	8/17/2017	8/17/2017	7,219,000	656,000	280,650	375,350
5106008	Inactive	Invoice under review by Caltrans. Monitor for progress.		SRTSL	Emeryville	SAN PABLO AVE (SR 123) BETWEEN 43RD & 47TH AVE., PEDESTRIAN WALKWAY	1/19/2018	1/19/2017	5/4/2012	1/19/2017	1/19/2017	617,290	617,290	392,580	224,710
5050041	Inactive	Invoice Overdue. Contact DLAE.		STPL	Hayward	INDUSTRIAL BLVD. - CLAWITER RD. TO 659 FT. SOUTH OF DEPOT RD. PAVEMENT REHABILITATION	7/20/2018	7/20/2017	1/23/2014	7/20/2017	7/20/2017	1,538,563	1,335,000	1,212,897	122,103
5012132	Inactive	Invoice Overdue. Contact DLAE.	Project inactive, to work with DLAE.	ATPL	Oakland	INTERNATIONAL BLVD FROM 1ST AVENUE TO 107TH AVENUE AND EAST 12TH STREET FROM 1ST AVENUE TO 14TH AVENUE INSTALL PEDESTRIAN LIGHTING, REPAIR SIDEWALKS, AND INSTALL CURB RAMPS (TC)	8/10/2018	8/10/2017	8/10/2017		8/10/2017	3,437,904	2,481,000	-	2,481,000
5012125	Inactive	Invoice Overdue. Contact DLAE.	Project will be closed soon. Final Invoice is zero, balance of grant to be deobligated.	STPL	Oakland	CITYWIDE STREETS - SEE STATE COMMENT SCREEN FOR ELIGIBLE LOCATIONS, ROAD REHAB & DIETING, BIKE LANES, AND ADA UPGRADES	8/25/2018	8/25/2017	6/8/2014	8/25/2017	8/25/2017	5,568,845	4,422,000	4,077,358	344,642
5014041	Future	Submit invoice to District by 11/20/2018		STPL	Alameda	PACIFIC AVE: MAIN ST TO FOURTH ST & OTIS DR: PARK ST TO BROADWAY, ROADWAY REHAB.	11/14/2018	11/14/2017	1/30/2014	11/14/2017	11/14/2017	829,000	634,900	46,460	588,440
5317015	Future	Submit invoice to District by 11/20/2018		STPL	Newark	ENTERPRISE DRIVE- FILBERT STREET TO APPROXIMATELY 350 WEST OF WELLS AVENUE INTERSECTION. IMPLEMENT ROAD DIET AND REHABILITATE PAVEMENT, ADD CLASS II BIKE LANES	11/28/2018	11/28/2017	12/23/2016	11/28/2017	11/28/2017	734,328	454,000	3,579	450,421
5012110	Future	Submit invoice to District by 11/20/2018	Project will be closed soon. Final Invoice is zero, balance of grant to be deobligated.	STPL	Oakland	CITYWIDE AC OVERLAY, AC PAVEMENT	12/27/2018	12/27/2017	2/22/2010	12/27/2017	12/27/2017	7,121,435	4,052,000	2,909,018	1,142,982
5012152	Future	Invoice under review by Caltrans. Monitor for progress.	Invoice has been paid, should result in project being active.	HSIPL	Oakland	HIGH STREET FROM SAN LEANDRO STREET TO I-580 CONSTRUCT CROSSING ENHANCEMENTS, SIGNAL PLACEMENT IMPROVEMENTS, AND NEW PED COUNTDOWN HEADS	10/13/2018	10/13/2017	10/13/2017		10/13/2017	485,000	365,506	-	365,506
5012119	Future	Final invoice under review by Caltrans. Monitor for progress.	Ongoing, waiting for final payment to Contractor.	HSIPL	Oakland	MARKET ST BETWEEN 45TH AVE. & ARLINGTON AVE., TRAFFIC SIGNALS, RESTRIPIING & RECONFIGURE INTERSEC	12/21/2018	12/21/2017	10/22/2013	12/21/2017	12/21/2017	1,089,347	643,700	566,203	77,497
5012118	Future	Submit invoice to District by 11/20/2018	Final Report is submitted, Invoice = \$40k release of Retention	HSIPL	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	12/6/2018	12/6/2017	10/22/2013	12/6/2017	12/6/2017	827,745	656,900	581,091	75,809

Alameda County Inactive Obligations
Projects with less than \$50,000
Updated by Caltrans, 9/13/18

Updated on 09/13/2018

Project No.	Status	Agency Action Required	Reason for Delay	Prefix	Agency	Description	Potential Deobligation Date	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5014040	Inactive	Carry over project. Provide status update to DLAE immediately.		TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	3/7/2018	3/7/2017	3/22/2013	3/7/2017	3/7/2017	319,633	282,885	253,486	29,399
5178013	Inactive	Invoice Overdue. Contact DLAE.		SRTSLNI	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL	9/21/2018	9/21/2017	8/16/2012	9/21/2017	9/21/2017	200,000	185,000	137,284	47,716
5012117	Inactive	Carry over project. Final invoice under review by Caltrans. Monitor for progress.	Final Report has been submitted, Invoice = \$40k release of Retention	HSIPL	Oakland	ON W. MACARTHUR BLVD. BETWEEN MARKET ST. & TELEGRAPH AVE., MODIFY TRAFFIC SIGNALS	4/26/2018	4/26/2017	10/22/2013	4/26/2017	4/26/2017	1,012,927	699,400	659,400	40,000
6273052	Future	Records indicate project is in Final Voucher. District to contact Final Voucher Unit to check status of project closure.		STPL	Alameda County Congestion Management Agency	I-580 BETWEEN ESTUDILLO AND 141 STREET. . , CONSTRUCT NOISE BARRIER .	11/9/2018	11/9/2017	3/27/2009	11/9/2017	11/9/2017	8,205,002	7,262,000	7,258,387	3,613

Color Key

	Project is inactive for more than 12 months and is carried over from last quarter inactive project list.
	Invoice / Final invoice is under review
	Project is in final voucher process. District can contact Final voucher unit to verify and get an update.
	Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
	Invoice is overdue.



Memorandum

5.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 26, 2018

TO: Alameda County Technical Advisory Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Andrea Gomez, Assistant Transportation Planner

SUBJECT: Cycle 4 Active Transportation Program – Summary of Applications

Recommendation

Receive an update on the Cycle 4 Active Transportation Program Applications in Alameda County. This item is for information only.

Summary

The Active Transportation Program (ATP), as articulated in SB 99 and AB 101, was signed into law on September 26, 2013. ATP consolidates various transportation programs into a single program made up of state and federal funds which mostly recently includes the Road Repair and Accountability Act of 2017 Senate Bill 1 (SB1) funds. ATP encourages the increased use of active modes of transportation including Safe Routes to Schools, bicycle programs, and Recreational Trails. The ATP Cycle 4 call for projects for the statewide and regional funds was released on May 22, 2018 with applications due on July 31, 2018.

Program	Programming Agency	Amount Available this Cycle
Statewide Competitive ATP	CTC, Caltrans	\$ 217 million
Regional ATP	MTC	\$ 38 million

It is estimated the California Transportation Commission (CTC) has received 540 applications under the statewide competitive program. Alameda County jurisdictions have submitted 27 project applications for the Statewide Competitive program requesting approximately \$120.6 million in ATP funds. The Metropolitan Transportation Commission (MTC) received 72 applications, from jurisdictions across the Bay Area region, requesting approximately \$340 million in regional ATP funds. Of these, Alameda County jurisdictions have submitted 25 project applications requesting approximately \$106.3 million in ATP funds.

A summary of applications submitted by Alameda County jurisdictions is listed on Attachment A.

More information on ATP Cycle 4 Statewide Program can be accessed by visiting:
<http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html>

ATP Cycle 4 Application log for MTC Regional Program is available at:
<https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

CTC is scheduled to adopt the Statewide program in January 2019 and the Regional program in June 2019.

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

Attachment

- A. ATP Cycle 4 - Alameda County Jurisdictions' Application Summary

ATP CYCLE 4 - SUMMARY OF APPLICATIONS

ALAMEDA COUNTY JURISDICTIONS

Ref #	Jurisdiction	Project Title	Applied for State funds	Applied for Regional funds	ATP Amount (\$ X 1,000)	Total Project Cost (\$ X 1,000)
1	Alameda County	Active and Safe Oakland	Y	Y	\$ 999	\$ 999
2	Alameda County	Ashland Cherryland On the Move	Y	Y	\$ 999	\$ 999
3	Alameda County	Castro Valley Elementary SRTS	Y	Y	\$ 2,135	\$ 3,600
4	Alameda County	D Street SRTS	Y	Y	\$ 3,800	\$ 4,725
5	Alameda County	Del Rey Elementary School Safe Routes to School Project	Y	Y	\$ 375	\$ 449
6	Alameda County	Grant Elementary School Safe Routes to School Project	Y	Y	\$ 782	\$ 944
7	Alameda County	Hayward High School Safe Routes to School Project	Y	Y	\$ 497	\$ 596
8	Alameda County	Heyer Avenue SRTS Corridor	Y	Y	\$ 398	\$ 2,600
9	Alameda County	Lewelling Blvd. SRTS Corridor	Y	Y	\$ 2,312	\$ 3,586
10	Alameda County	Niles Canyon Trail	Y	Y	\$ 974	\$ 92,625
11	Alameda County	Proctor Elementary School SRTS	Y	Y	\$ 796	\$ 5,150
12	Alameda County	San Lorenzo Creek Multi-Use Trail	Y	Y	\$ 6,200	\$ 35,223
13	Alameda County	Somerset Avenue SRTS Corridor	Y	Y	\$ 3,684	\$ 5,329
14	Alameda county/ Public Health	Upcycle-A Network of Bicycle Transportation Centers	Y	N	\$ 625	\$ 693
15	Alameda CTC	Alameda County School Travel Opportunities Program	Y	Y	\$ 3,761	\$ 4,178
16	Alameda CTC	East Bay Greenway: San Leandro BART to South Hayward BART	Y	Y	\$ 10,400	\$ 119,164
17	Albany	Albany Complete Streets for San Pablo Avenue and Buchanan Street	Y	Y	\$ 2,264	\$ 3,495
18	Albany	Ohlone Greenway Trail Safety Improvements	Y	Y	\$ 410	\$ 485
19	Berkeley	Milvia Street Bikeway Project	Y	Y	\$ 3,351	\$ 4,191
20	Berkeley	Safe Routes to School Improvements-Oxford and Jefferson Schools	Y	Y	\$ 273	\$ 342
21	Fremont	SRTS Improvements-Cabrillo Elementary and Leitch Elementary	Y	Y	\$ 2,704	\$ 3,055
22	Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	Y	Y	\$ 39,470	\$ 50,549
23	Hayward	Mission Boulevard Corridor Improvement Phase 3 Project	Y	Y	\$ 3,108	\$ 15,505
24	Oakland	Coliseum BART to Bay Trail Greenway Connection	Y	Y	\$ 2,512	\$ 16,094
25	Oakland	Plaza de la Fuente-E12 Street Pedestrian and Bicycle Improvements	Y	Y	\$ 11,076	\$ 12,166
26	San Leandro	Crosstown Class IV Corridors: Bancroft Avenue & Williams Street	Y	Y	\$ 2,988	\$ 3,019
27	Union City	Decoto Road Rehabilitation and Complete Street Project	Y	N	\$ 13,692	\$ 17,373
Alameda County Total					\$ 120,585	\$ 407,134

This page intentionally left blank