



Alameda County Technical Advisory Committee Meeting Agenda Thursday, November 7, 2019, 1:30 p.m.

Chair: Arthur L. Dao

Staff Liaison: [Gary Huisingh](#)

Clerk: [Vanessa Lee](#)

1. Call to Order

2. Introductions/Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

4.1. [Approve the October 10, 2019, ACTAC Meeting Minutes](#)

1 A

5. Planning / Programs / Monitoring

5.1. [2020 Countywide Transportation Plan: Draft Screening Approach](#)

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5.2. [Alameda County Federal Inactive Projects Update](#)

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5.3. ACTAC Member Roster

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6. Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Thursday, January 9, 2020

Notes:

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



Alameda CTC Schedule of Upcoming Meetings for November 2019 through January 2020

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board Vice 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

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember 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 Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Finance and Administration Committee (FAC)	November 18, 2019 January 13, 2020
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	November 18, 2019 Cancelled January 13, 2020
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	November 18, 2019 Cancelled January 13, 2020
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	
2:00 p.m.	Alameda CTC Commission Meeting	December 5, 2019 January 23, 2020

Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	November 18, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019 January 13, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 21, 2019
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	January 9, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	January 14, 2020

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



Alameda County Technical Advisory Committee Fiscal Year 2019-2020

Member Agencies

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

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

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1. Call to Order

Gary Huisingsh called the meeting to order.

2. Roll Call/Introductions

Introductions were conducted. All members were present with the exception of Kevin Connolly, Amber Evans, Anthony Fournier, Johnny Jaramillo, Fred Kelley, Christy Leffal, and John Xu.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of September 5, 2019 ACTAC Meeting Minutes

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

Yes: Ayupan, Chiu, Gonzles, Horvath, Imai, Izon, Javandel, Khan, Larsen, Lee, Lizzarago, McCaulay, Novenario, Payne, Peterson, Prasad, Stella, Victor, Williams

No: None

Abstain: None

Absent: Connolly, Evans, Fournier, Jaramillo, Kelley, Leffal, Xu

5. Programs/Projects/Monitoring

5.1. Approve the 2020 State Transportation Improvement Program

Vivek Bhat stated that staff is requesting the Commission approve Resolution 19-005 regarding the approval of the Alameda County 2020 State Transportation Improvement Program (STIP), which identifies \$15.7 million of new 2020 STIP funding for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project. Staff also recommends identifying the I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project as a contingency project for the 2020 STIP.

Farid Javandel commented that the Gilman Project is in the PS&E phase and these funds will allow the project to move to construction.

Obaid Khan asked for further clarification on the \$18 million savings for the I-680 Express Lanes Gap Closure project. Mr Bhat clarified that combining the Gap Closure project with Caltrans' State Highway Operation and Protection Program (SHOPP) project could potentially yield savings to the tune of \$18-20 million. He mentioned that staff is proposing to submit a Congested Corridor Program application for Senate Bill 1 funds and are working closely with the Metropolitan Transportation Commission for Regional Measure 3 funds for this project.

Farid Javandel made a motion to approve this item. Donna Lee seconded the motion. The motion passed with the following votes:

Yes: Ayupan, Chiu, Gonzles, Horvath, Imai, Izon, Javandel, Khan, Larsen, Lee, Lizzarago, McCaulay, Novenario, Payne, Peterson, Prasad, Stella, Victor, Williams

No: None

Abstain: None

Absent: Connolly, Evans, Fournier, Jaramillo, Kelley, Leffal, Xu

5.2. 2020 Countywide Transportation Plan: Initial Discussion of Draft Screening Approach and Shared Mobility Overview

Tess Lengyel introduced this item and noted that this is part of the development of the long-range Countywide Transportation Plan (CTP) that staff have been sharing with the Commission since January. At the Commission Retreat in May, the Commission noted their interest in shared mobility. This is a two-part presentation: to share with ACTAC a preview on what is going before the Planning, Policy and Legislation Committee this month regarding shared mobility and soliciting input on the screening approach. Kristen Villanueva presented this item and requested ACTAC to provide feedback on the screening approach for the CTP and stated that staff's intent is to have a discussion on the trends and emerging effects of mobility services.

ACTAC raised several issues and concerns that were both upsides and downsides to these new mobility services. Some of the issues they mentioned included competition for curbspace and a need to understand the safety impacts of shared mobility, particularly for the motorized bikes and scooters. They appreciated a convening of knowledge sharing and suggested that the CTP can investigate policies for more comprehensive Travel Demand Management (TDM) that includes the services discussed in this item as well as car-share and carpool apps.

ACTAC provided high-level comments on the draft screening approach noting that the screening should not interfere with local prioritization efforts. Several

ACTAC members appreciated the approach to prioritization and suggested considering geographic equity in the approach.

This item is for information only.

5.3. Metropolitan Transportation Commission's Federal Fiscal Year (FFY) 2019-20 Annual Obligation Plan and Project Delivery Requirements

Jacki Taylor presented an update on the final FFY 2019-20 Annual Obligation Plan and requirements for federal and State funded projects. Ms. Taylor explained that ahead of each new Federal Fiscal Year (FFY), Metropolitan Transportation Commission (MTC) develops an annual obligation plan for federally-funded projects in coordination with local agencies and Caltrans. Starting this year, MTC has also developed a CTC Allocation Plan to monitor the various State Senate Bill 1 funding sources administered by Caltrans Local Assistance. Caltrans and MTC will require local agencies to assign and maintain a local agency Single Point of Contact for all federal and state-funded projects administered by Caltrans Local Assistance. Once an annual obligation plan is developed MTC continues to monitor the status of individual project delivery against the requirements, which include MTC's Annual Obligation Plan Requirements document and Regional Project Delivery Policy, Resolution 3606.

This item is for information only.

5.4. Alameda County Federal Inactive Projects Update

Jacki Taylor provided an update on the Federal Inactive List and she highlighted potential deobligation dates for inactive projects. She encouraged ACTAC members to stay current with their federal invoicing and highlighted key dates for projects on the Inactive List.

This item is for information only.

6. Members Report

Donna Lee requested staff provide ACTAC with committee members phone numbers. Gary Husingh responded that staff will provide a list at the next ACTAC meeting.

7. Staff Report

Tess Lengyel gave an update on FASTER Bay Area, a potential November 2020 regional transportation measure to create a seamless Bay Area transit network. Ms. Lengyel noted that FASTER Bay Area held a workshop at Alameda CTC offices on October 3, 2019 and many of the ACTAC representatives attended and gave them good feedback.

ACTAC raised the following concerns:

- The process is moving too fast and being mostly business-led without enough public agency involved

- The process could end up like Regional Measure 3, which was not fair to Alameda County
- Concerned about the overall equity and land use involved to address the housing job imbalance
- Concerned that FASTER's process is too high-level and not enough planning knowledge involved
- Concerned that the sales-tax will affect the low-income community and small local businesses adversely

8. Adjournment

The meeting adjourned at 3:35 p.m. The next meeting is scheduled for November 7, 2019 at the Alameda CTC offices.



Memorandum

5.1

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

DATE: October 31, 2019

TO: Alameda County Technical Advisory Committee

FROM: Carolyn Clevenger, Director of Planning
Kristen Villanueva, Senior Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Draft Screening Approach

Recommendation

Receive draft screening approach for projects and programs in the 2020 Countywide Transportation Plan (CTP). This item is for information only.

Summary

In October, staff presented a high-level screening approach for the 2020 CTP. This memo provides more detail on this approach for ACTAC discussion. From the Plan goals adopted in September, staff have developed a list of performance objectives and evaluation factors that will be used to inform an evaluation of projects and programs for the CTP. The screening will be qualitative, primarily involve spatial assessment, and use information that is readily available for projects and programs. Draft performance objectives and evaluation factors are presented in attachments to this memo.

Developing the 2020 CTP will be an iterative process from now through draft plan release in July 2020. The screening outlined in this memo will provide one input for developing the CTP that will be coupled with findings from a needs assessment, gaps analysis, public engagement and informed by discussions with jurisdictions and our Commissioners. These components are described in the [CTP approach memo](#) from July and were discussed with ACTAC in September. Staff plan to bring updates to ACTAC throughout the first half of 2020 as findings from the needs assessment, gaps analysis, and public engagement are refined. Additionally, staff plan to hold meetings with jurisdictions in early spring 2020 to discuss preliminary project and program screening results in detail. These meetings will likely be with groups of jurisdictions in the same planning area.

This item is for information and discussion. If ACTAC members have additional comments than what will be discussed at the meeting on November 7, **please email comments to Kristen Villanueva by November 22 at kvillanueva@alamedactc.org.**

Screening Approach for 2020 CTP

As an initial input to developing priorities for the CTP, staff are planning to evaluate the projects submitted in October for their ability to address the goals approved by ACTAC and the Commission in September. **Attachment A** includes the final goals for reference. To do this, staff have developed a list of performance objectives and associated evaluation factors for each of these objectives. As shown in **Attachment B**, the draft list of performance objectives covers the four goals and, given the broad nature of the goals, each objective generally covers the intent of at least two of the goals. There are also three objectives that assess the project's current status in terms of funding, community engagement, and phases completed. The CTP team developed this list of objectives through a review of Alameda CTC's countywide modal plans as well as planning best-practice examples around the state. To conduct the screening, there will be evaluation factors associated with each objective.

Attachment C presents the draft performance objectives and evaluation factors. Application of these objectives generally supports the following principles:

- Promotes multimodal nature of projects
- Promotes safety in all investments, particularly improvements to the high-injury network and access to major transit corridors
- Promotes investment within the County's Communities of Concern
- Promotes infrastructure that increases the opportunity to carpool, transit, walk or bike for local and long-distance travel
- Highlights projects of countywide significance by virtue of size and level of effect
- Promotes projects that have been identified through community outreach and have some level of project readiness

In November, staff are seeking feedback from ACTAC on the performance objectives and evaluation factors, particularly whether the objectives cover the full intent of the approved goals and if there is anything missing in terms of evaluation factors. Staff anticipate applying all performance objectives to each project regardless of type but that the eventual prioritization would occur within five modal types: active transportation, arterials, freeways, transit, and goods movement.

How will the results be used in the CTP?

The screening will serve as the first input to developing priorities and informing a final list of projects and programs in the CTP. Screening for the CTP will be done through a combination of a qualitative screening application, an iterative discussion with jurisdictions and Commissioners, and informed by input from the public, to accurately reflect local priorities.

The results of the project screening will be used to make a variety of comparisons to inform potential prioritization. Examples include comparing projects of similar types or modes to one another, or comparing all projects within a certain geography, such as planning area, to one another. Segmentation for phases of larger projects that could be advanced in the nearer term will be handled in later phases of CTP development. Overall, describing the priority

projects and programs in the CTP will be an iterative process through draft plan release in July 2020.

Concurrently with project screening, the 2020 CTP team is developing a needs assessment and several strategy papers for transit, safety, and economic development. These efforts will also inform the projects, programs and policies included in the CTP, including what is prioritized for the near-term. The needs assessment will source data and findings from a multitude of planning efforts that have been completed or are underway since the 2016 CTP as well as assess a new source of travel flow data in the form of cellphone and GPS data. The gaps analysis involves comparing projects to the needs and strategies identified in these other efforts. Together with partner agencies, the CTP team will then use this information for understanding where there are existing gaps in physical infrastructure or gaps in planning and policy development for the county. The gaps analysis will be another source of submission to the 2020 CTP that will not necessarily lead to specific projects, but rather identification of initiatives and scoping to conduct in the near-term. The goals and goal statements will inform what additional initiatives and policies are included in the plan.

Next Steps

In November, staff will present the draft list of performance objectives and evaluation factors for ACTAC review. Please submit any comments on the screening approach to Kristen Villanueva by **November 22**. Staff anticipates that an initial screening of the projects that have been submitted for the 2020 CTP will occur in late 2019/early 2020.

Staff plan to bring CTP updates to ACTAC throughout the first half of 2020 as findings from the needs assessment, gaps analysis, and public engagement are refined. Additionally, staff plan to hold meetings with jurisdictions in early spring 2020 to discuss preliminary project and program screening results in detail. These meetings will likely be with groups of jurisdictions in the same planning area.

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

Attachments:

- A. 2020 CTP Commission-Approved Goals
- B. Draft Performance Objectives
- C. Draft Evaluation Factors for each Performance Objective

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Attachment A. 2020 CTP Commission-Approved Goals

- 1 Accessible, Affordable and Equitable**

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

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

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

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

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Attachment B. Draft Performance Objectives**Goal 1. Accessible, Affordable and Equitable****Goal 2. Safe, Healthy and Sustainable****Goal 3. High Quality, and Modern Infrastructure****Goal 4. Economic Vitality**

ID	Draft Performance Objectives	CTP Goals			
		1	2	3	4
1	Improves transit access, frequency, reliability, and/or affordability in a Community of Concern	x	x	x	x
2	Improves pedestrian and/or bicyclist safety regarding collisions and/or personal security in a Community of Concern	x	x	x	x
3	Improves pavement condition in a Community of Concern	x	x	x	x
4	Improves or prioritizes travel by transit and/or active transportation modes in areas with heavy pollution burden	x	x		
5	Improves travel options and/or improves travel reliability to major employment centers for modes other than single-occupant vehicles	x	x	x	x
6	Improves access and circulation for modes other than single-occupant vehicles in areas with high projected residential and employment growth	x	x		x
7	Upgrades facilities on the Arterial Network/CMP network per the modal needs identified in countywide plans	x	x	x	x
8	Improves safety on the High-Injury Network	x	x	x	
9	Improves access to/from stops/stations on transit priority corridor	x	x		
10	Increases transit service with peak headways of 15 minutes or less	x		x	x
11	Increases coverage of high-quality active transportation facilities and protected intersections	x	x	x	
12	Closes gap in transportation network and/or resolves or removes a barrier of countywide significance	x			x
13	Improves freight efficiency, freeway system management, or transit operations through technology or other operational treatments to maximize efficiency			x	x
14	Reduces impacts of goods movement through communities		x		x
15	Increases productivity of congested corridors in terms of vehicles and people per hour and/or implements travel demand management practices			x	x

ID	Draft Performance Objectives	CTP Goals			
		1	2	3	4
16	Reduces the impact of inter-regional and cross-jurisdictional vehicle traffic on travel within Alameda County		x		x
17	Does not substantially increase operations and maintenance costs			x	x
18	Does project have other allocated funding sources?	Project status questions for 10-year horizon			
19	Has community outreach been conducted for project?				
20	Have prior phases of project been completed?				

Attachment C. Draft Evaluation Factors for each Performance Objective

ID	Draft Performance Objectives	Draft Evaluation Factors
1	Improves transit access, frequency, reliability, and/or affordability in a Community of Concern	<ul style="list-style-type: none"> • Access point in Community of Concern • Project responds to identified community need
2	Improves pedestrian and/or bicyclist safety regarding collisions and/or personal security in a Community of Concern	<ul style="list-style-type: none"> • Within a Community of Concern • Project responds to identified community need
3	Improves pavement condition in a Community of Concern	<ul style="list-style-type: none"> • Within a Community of Concern • Project responds to identified community need
4	Improves or prioritizes travel by transit and/or active transportation modes in areas with heavy pollution burden	<ul style="list-style-type: none"> • Transit or active transportation improvements in areas with a high pollution burden
5	Improves travel options and/or improves travel reliability to major employment centers for modes other than single-occupant vehicles	<ul style="list-style-type: none"> • Improvement to transit, carpooling, or walking and biking to major employment centers within and outside of the county • Degree of improvement (e.g. regional rail, multiple miles of managed lanes, high projected travel time reduction, etc)
6	Improves access and circulation for modes other than single-occupant vehicles in areas with high projected residential and employment growth	<ul style="list-style-type: none"> • Improvement to transit, carpooling, or walking and biking to an area with substantial projected service population (employment + residents) growth • Degree of projected growth

ID	Draft Performance Objectives	Draft Evaluation Factors
7	Upgrades facilities on the Arterial Network/CMP network per the modal needs identified in countywide plans	<ul style="list-style-type: none"> • Implements any of the following on the Arterial/CMP network: <ul style="list-style-type: none"> ○ Transit improvements on transit priority corridors, the rail network, or ferries ○ Bicycle improvements in areas with low existing connectivity ○ Pedestrian improvements in areas with high pedestrian emphasis ○ Goods movement improvements on high-priority goods movement routes ○ Roadway improvements on Arterial network where automobiles are prioritized • Based on Multimodal Arterial Plan and Active Transportation Plan
8	Improves safety on the High-Injury Network	<ul style="list-style-type: none"> • Implements improvements on high-injury network segments: <ul style="list-style-type: none"> ○ Pedestrian safety improvements on pedestrian high-injury network segment ○ Bicycle safety improvements on bicycle high-injury network segment ○ Automobile safety improvements on automobile high-injury network segment • Based on countywide high-injury network developed for Active Transportation Plan
9	Improves access to/from stops/stations on transit priority corridors	<ul style="list-style-type: none"> • Access improvements to/from stops on transit agency priority corridors, the rail network, or ferries • Consideration for bicycle/pedestrian safety improvement to access major transit stop
10	Increases transit service with peak headways of 15 minutes or less	<ul style="list-style-type: none"> • Length and degree of high frequency transit
11	Increases coverage of high-quality active transportation facilities and protected intersections	<ul style="list-style-type: none"> • High-quality active transportation facilities (e.g. multi-use trails, buffered or protected bicycle lanes) • Degree of protection, over longer distances, and for active transportation upgrades to intersections or interchanges

ID	Draft Performance Objectives	Draft Evaluation Factors
12	Closes gap in transportation network and/or resolves or removes a barrier of countywide significance	<ul style="list-style-type: none"> • Closes an active transportation or transit network gap • Resolves an active transportation barrier of countywide significance per Active Transportation Plan • Closes a transit gap along transit priority corridors, or closing a gap in HOV/express lane network
13	Improves freight efficiency, freeway system management, or transit operations through technology or other operational treatments to maximize efficiency	<ul style="list-style-type: none"> • Improvements to freight efficiency, freeway management, or transit operations • Operational improvements on the freight network (including streets, Port, rail, etc.)
14	Reduces impacts of goods movement through communities	<ul style="list-style-type: none"> • Reduces noise and/or delay from goods movement through communities • Increase safety of freight rail in communities and reduces emissions from goods movement in communities near the Port • Based on Goods Movement Plan
15	Increases productivity of congested corridors in terms of vehicles and people per hour and/or implements travel demand management practices	<ul style="list-style-type: none"> • Increases capacity on a congested corridor and/or implements TDM practices • Adds priority infrastructure for HOV and/or transit
16	Reduces the impact of inter-regional and cross-jurisdictional traffic on travel within Alameda County	<ul style="list-style-type: none"> • Project creates new connections that reduces vehicle traffic on local roads • Significantly reduces the use of single-occupant vehicle on freeways and local roads
17	Does not substantially increase operations and maintenance costs	<ul style="list-style-type: none"> • Located within existing curb-to-curb width and does not result in substantial additional O&M costs • Reduces O&M costs due to operational efficiencies
18	Does project have other allocated funding sources?	<ul style="list-style-type: none"> • Amount of project cost covered by other allocated funding
19	Has community outreach been conducted for project?	<ul style="list-style-type: none"> • Project developed through community engagement process

ID	Draft Performance Objectives	Draft Evaluation Factors
20	Have prior phases of project been completed?	<ul style="list-style-type: none">• Amount of project development completed (e.g. planning, environmental, and design phases)



DATE: October 31, 2019

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Alameda County Federal Inactive Projects

Recommendation

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

Summary

Federal regulations require local 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 members are requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation. Local agencies are expected to regularly submit invoices and close out projects in a timely manner. Project sponsors with inactive projects identified in the attached report are to work with directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status and provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report.

Background

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

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive Obligations. The list is posted on the Caltrans website and updated weekly: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>.

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

It is the responsibility of local agencies to work in collaboration with their DLAE to ensure projects are removed from the inactive list and avoid deobligation.

Regional Requirements

The Metropolitan Transportation Commission (MTC) Regional Project Delivery Policy, MTC Resolution 3606, states that “Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.” Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on future federal funds. MTC actively monitors inactive obligations and periodically contacts project sponsors for status updates.

Next Steps

ACTAC members are requested to ensure timely invoicing against each federal obligation and work directly with their Caltrans DLAE to clear inactive projects. Sponsors with inactive projects are requested to provide periodic status updates to Alameda CTC until the project is removed from the Caltrans report. Email status updates to Jacki Taylor, JTaylor@alamedactc.org.

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

Attachment:

- A. Alameda County Federal Inactive Projects List, dated 10/25/19.

Alameda County Inactive Obligations

Updated by Caltrans, 10/25/19

5.2A

Updated on 10/25/2019

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5057051	Inactive	Invoice overdue. Contact DLAE.	Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMONA AVENUE; FULTON STREET FROM CHANNING WAY TO BANCROFT WAY, AND TELEGRAPH AVENUE FROM CHANNING WAY TO BANCROFT WAY BERKELEY; VARIOUS LOCATIONS SOUTH OF UC BERKELEY;	11/28/2019	11/28/2018	11/28/2018		11/28/2018	\$1,129,561	\$1,000,000	\$0	\$1,000,000
5057042	Inactive	Invoice under review by Caltrans. Monitor for progress.	Berkeley	IN BERKELEY: PEDESTRIAN ACCESS THROUGHOUT THE BERKELEY MARINA. CONSTRUCT CLASS I MULTI-USE TRAIL	01/24/2019	01/24/2018	01/24/2018		01/24/2018	\$599,698	\$483,925	\$0	\$501,904
5322019	Inactive	Invoice returned to agency. Resubmit to District by 11/20/2019	Fremont	NILES BLVD.OVERHEAD(BART/UPRR).BR#33CO 128 BRIDGE REPLACEMENT (TC)	08/24/2019	08/24/2018	03/01/2001	08/24/2018	12/28/2018	\$13,181,297	\$12,108,441	\$11,606,537	\$483,925
5012155	Inactive	Invoice returned to agency. Contact DLAE.	Oakland	IN OAKLAND: ON HARRISON STREET FROM 20TH STREET TO 27TH STREET. GRAND AVENUE FROM W/O HARRISON STREET TO E/O BAY PLACE. INSTALL CYCLE TRACK, PARKING PROTECT BIKEWAYS AND INTERSECTIONS, ROAD DIET	11/07/2019	11/07/2018	11/07/2018		11/07/2018	\$453,000	\$400,000	\$0	\$400,000
5012125	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	Oakland	CITYWIDE STREETS - SEE STATE COMMENT SCREEN FOR ELIGIBLE LOCATIONS, ROAD REHAB & DIETING, BIKE LANES, AND ADA UPGRADES	08/25/2018	08/25/2017	06/08/2014	08/25/2017	08/25/2017	\$5,568,845	\$4,422,000	\$4,077,358	\$392,584
5354039	Inactive	Invoice overdue. Contact DLAE.	Union City	WHIPPLE ROAD/CENTRAL AVENUE AND DECOTO ROAD/PERRY ROAD UPGRADE TRAFFIC SIGNALS; INSTALL LIGHTING	09/25/2019	09/25/2018	10/21/2016	09/25/2018	04/12/2019	\$552,716	\$437,700	\$45,116	\$344,642
5014038	Future	Invoice under review by Caltrans. Monitor for progress.	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE, INSTALL LEFT TURN LANES PHASE, UPGRADE SIGNALS	02/12/2020	02/12/2019	01/18/2012	02/12/2019	02/12/2019	\$964,300	\$733,400	\$243,096	\$871,704
6480010	Future	Invoice under review by Caltrans. Monitor for progress.	Alameda County Transportation Commission	THE EAST BAY GREENWAY-OAKLAND-HAYWARD, CLASS I BIKE FACILITY	01/25/2020	01/25/2019	03/26/2015	01/25/2019	01/25/2019	\$3,000,000	\$2,656,000	\$2,575,508	\$490,304
5057046	Future	Invoice returned to agency. Contact DLAE.	Berkeley	CITY WIDE IMPLEMENT PARKING PRICING PILOT PROGRAM IN NEIGHBORHOODS ADJACENT TO GO-BERKELEY METER AREA.	01/25/2018	01/25/2017	01/25/2017		03/07/2019	\$1,187,500	\$950,000	\$78,296	\$354,499
5050046	Future	Invoice ASAP to avoid inactivity.	Hayward	MAIN STREET FROM MCKEEVER AVENUE TO D STREET REDUCE ROADWAY FROM 4 TO 2 LANES, CONSTRUCT BIKE LANES, WIDEN SIDEWALKS AND ADD COMPLETE STREET ELEMENTS	01/14/2020	01/14/2019	01/14/2019		01/14/2019	\$350,000	\$175,000	\$0	\$337,000

Alameda County Inactive Obligations

Updated by Caltrans, 10/25/19

Updated on 10/25/2019

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5012139	Future	Invoice under review by Caltrans. Monitor for progress.	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: 10TH/OAK, 10TH/JACKSON, 10TH/HARRISON, 11TH/JACKSON, 11TH/HARRISON, 12TH/FRANKLIN, 12TH PED. SIGNAL, 13TH/FRANKLIN, 17TH/FRANKLIN, 19TH/FRANKLIN. UPGRADE SIGNALS FOR PEDESTRIAN SAFETY TO INCLUDE COUNTDOWN SIGNALS ACCESSIBLE...	03/13/2020	03/14/2019	10/14/2016	03/14/2019	03/14/2019	\$466,888	\$420,199	\$65,700	\$175,000
5012128	Future	Invoice ASAP to avoid inactivity.	Oakland	MARTIN LUTHER KING WAY FROM 32ND ST TO 35 TH ST. AND STRIPING FR. WEST GRAND TO 40TH ST. STREET SCAPE IMPROVEMENT, SIDEWALK REPAIR,CURBS AND GUTTER, ADA RAMPS, PEDESTRIAN LIGHTING, BICYCLE RACKS, BENCHES AND TRAFFICS SIGNALS.	02/26/2020	02/26/2019	02/16/2016	02/26/2019	02/26/2019	\$3,015,722	\$2,352,857	\$2,015,857	\$165,501
5012144	Future	Invoice ASAP to avoid inactivity.	Oakland	IN OAKLAND ON 20TH ST. BETWEEN BROADWAY AND HARRISON ST. PEDESTRIAN IMPROVEMENT SIDEWALK WIDENING, BULB OUT PED CROSSWALK IMPROVE, BUFFERED CLASS 2 BIKE LANE NEW TRAFFIC SIGNAL STREET LIGHTS SIGNAGE AND MINOR	01/25/2020	01/25/2019	02/07/2017	01/25/2019	01/25/2019	\$700,000	\$700,000	\$534,499	\$80,492
5012127	Future	Invoice ASAP to avoid inactivity.	Oakland	ON PERALTA ST FROM 7TH ST TO 10TH ST AND FROM 32ND ST TO HAVEN STREET. STRIPPING FROM 7TH ST TO WEST GRAND AVE. AND FROM HOLLIS ST. TO 36TH ST. STREET SCAPE IMPROVEMENT, RESURFACING AC, STRIPING, SIDEWALK REPAIR,CURBS AND GUTTER, ADA RAMPS, PEDESTRIAN	02/26/2020	02/26/2019	02/16/2016	02/26/2019	02/26/2019	\$3,943,753	\$3,098,415	\$3,036,697	\$61,718

Color Key

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- Invoice Overdue. Agency needs to provide justification to DLAE.

Alameda County Inactive Obligations

(Balances < \$50,000)

Updated by Caltrans, 10/25/19

Updated on 10/25/2019

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5014040	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	03/07/2018	03/07/2017	03/22/2013	03/07/2017	03/07/2017	\$319,633	\$282,885	\$253,486	\$29,399
5012117	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	Oakland	ON W. MACARTHUR BLVD. BETWEEN MARKET ST. & TELEGRAPH AVE., MODIFY TRAFFIC SIGNALS	04/26/2018	04/26/2017	10/22/2013	04/26/2017	04/26/2017	\$1,012,927	\$699,400	\$659,400	\$40,000
5012122	Inactive	Invoice overdue. Contact DLAE.	Oakland	IN OAKLAND: ADJACENT TO LAKE MERITT PROJECT AREA BORDERED BY HARRISON ST, GRAND AVE., LAKESHORE AVE., AND LAKESIDE DRIVE. RECONFIGURE ROADWAYS AND	07/03/2019	07/03/2018	05/23/2016	07/03/2018	07/03/2018	\$1,547,945	\$827,758	\$787,758	\$40,000
5012118	Inactive	Invoice overdue. Contact DLAE.	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	11/30/2019	11/30/2018	10/22/2013	11/30/2018	11/30/2018	\$827,745	\$656,900	\$621,091	\$35,809
5041045	Inactive	No funds remaining to invoice.	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF DAVIS ST AND CARPENTIER ST. INSTALL PEDESTRIAN ACTIVATED HAWK SIGNAL, ACCESSIBLE PEDESTRIAN SIGNAL EQUIPMENT, IMPROVE STREET LIGHTING FEATURES	04/21/2018	04/21/2017	04/21/2017		11/27/2018	\$44,300	\$37,655	\$37,655	\$0
6204105	Future	Invoice ASAP to avoid inactivity.	Caltrans	I-580 LIVERMORE; GREENVILLE RD TO ISABEL AVE, CONSTRUCT W/B HOV LANE	02/20/2020	02/20/2019	07/10/2012	02/20/2019	02/20/2019	\$73,055,000	\$6,187,759	\$6,187,484	\$275
5012126	Future	Invoice ASAP to avoid inactivity.	Oakland	SEVEN BLOCK AREA OF GRAND AVE. FROM PARK VIEW TO EUCLID UPGRADE CROSSWALKS: SIGNING, STRIPING, PED SIGNALS	01/25/2020	01/25/2019	08/27/2014	01/25/2019	01/25/2019	\$1,046,847	\$636,756	\$596,754	\$40,002
5012129	Future	Invoice ASAP to avoid inactivity.	Oakland	9TH ST/MADISON, 8TH ST/JACSON, 8TH/MADISON, 8TH ST/OAK ST, 7TH ST/MADISON UPGRADE TRAFFIC SIGNALS	01/15/2020	01/15/2019	09/02/2014	01/15/2019	01/15/2019	\$936,439	\$606,000	\$566,753	\$39,247

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