



## Alameda County Technical Advisory Committee Meeting Agenda Thursday, March 5, 2020, 1:30 p.m.

Chair: Tess Lengyel

Staff Liaison: [Gary Huisingsh](#)

Clerk: [Vanessa Lee](#)

### 1. Call to Order

### 2. Introductions/Roll Call

### 3. Public Comment

### 4. Consent Calendar Page/Action

- |   |   |   |
|---|---|---|
| 4.1. <a href="#">Approve the February 6, 2020 ACTAC Meeting Minutes</a> | 1 | A |
|---|---|---|

### 5. Planning / Programs / Monitoring

- |  |    |   |
|--|----|---|
| 5.1. <a href="#">Approve Plan Bay Area 2050 Revised List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission</a> | 5  | A |
| 5.2. <a href="#">2020 Countywide Transportation Plan: Needs Assessment Part 2</a>  | 19 | I |
| 5.3. <a href="#">Alameda County Federal Inactive Project Update</a>  | 29 | I |

### 6. Member Reports

### 7. Staff Reports

### 8. Adjournment

**Next Meeting:** Thursday, April 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 March through April 2020

**Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

Board Vice President Elsa Ortiz

**Alameda County**

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

**BART**

Vice President Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezy Ashcraft

**City of Albany**

Mayor Nick Pilch

**City of Berkeley**

Mayor Jesse Arreguin

**City of Dublin**

Mayor David Haubert

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Barbara Halliday

**City of Livermore**

Mayor John Marchand

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**

Mayor Robert McBain

**City of Pleasanton**

Mayor Jerry Thorne

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	March 26, 2020 April 23, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	April 13, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

### Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	March 23, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	April 9, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee	April 30, 2020

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



## **Alameda County Technical Advisory Committee Fiscal Year 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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# Alameda County Technical Advisory Committee Meeting Minutes Thursday, February 6, 2020, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 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 Connally, Osh Felfala, Anthony Fournier, Johnny Jaramillo, Farid Javandel, Christy Leffal, Steven Lizzarago, and Zhongping "John" Xu

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approval of January 9, 2020 ACTAC Meeting Minutes

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

Yes: Campbell, Chiu, Evans, Ferrara, Fried, Horvath, Huisingsh, Imai, Izon, Khan, Lee, Ng, Novenario, Obaid, Peterson, Solla, Stella, Veloso, Victor, Yeamans

No: None

Abstain: None

Absent: Connally, Felfala, Fournier, Jaramillo, Javandel, Leffal, Lizzarago, Xu

## 5. Programs/Projects/Monitoring

### 5.1. Approve Transportation Fund for Clean Air (TFCA) FY 2020-21 Expenditure Plan Application and Call for Projects

Jacki Taylor recommended the Commission approve resolution 20-003 regarding the TFCA County Program Manager (CPM) FY 2020-21 Expenditure Plan Application, due to the Bay Area Air Quality Management District (Air District) by March 3, 2020, and approve the release of a FY 2020-21 TFCA call for projects for approximately \$2.9 million of available funding. She stated that as the designated TFCA CPM for Alameda County, Alameda CTC is required to annually program the TFCA revenue received from the Air District. She mentioned the TFCA call for projects is scheduled for release in early March 2020.

Jayson Imai stated Newark have a high balance and requested if Newark can trade with another City. Mr. Bhat stated that a new Comprehensive Investment

Plan call for projects and Alameda CTC will keep this in mind and will try to address this concern at that time.

*Obaid Khan made a motion to approve this item. Amber Evans seconded the motion. The motion passed with the following votes:*

Yes: Campbell, Chiu, Evans, Ferrara, Fried, Horvath, Huisingsh, Imai, Izon, Khan, Lee, Ng, Novenario, Obaid, Peterson, Solla, Stella, Veloso, Victor, Yeamans

No: None

Abstain: None

Absent: Connally, Felfala, Fournier, Jaramillo, Javandel, Leffal, Lizzarago, Xu

## **5.2. Implementation of Senate Bill 743 (SB 743) in Alameda County**

*(This item was presented after 5.4)*

Saravana Suthanthira and Aleida Andrino-Chavez presented this item. Ms. Suthanthira stated that this item is to provide the committee with an update on the implementation of the SB 743 requirements in Alameda County. SB 743 changed the significance metric for assessing transportation impacts of projects under the California Environmental Quality Act (CEQA) from a delay-based Level of Service (LOS) to the vehicle miles travelled (VMT) metric for CEQA purposes. Several jurisdictions in Alameda County are engaged in a process to transition from using LOS to VMT. Alameda CTC is working on developing a countywide guidance to support Alameda County local jurisdictions in implementing SB 743.

Radijah Victor asked if a jurisdiction can continue to use LOS. Ms. Andrino-Chavez said that local jurisdictions can still use LOS for their purposes.

Andrew Thomas and Nicole Ferrara asked when will Alameda CTC change their Congestion Management Program (CMP) related thresholds from LOS to VMT as all jurisdictions will be using VMT as the significance metric starting July 1, 2020. Carolyn Clevenger stated that the CMP legislation requires agencies to use LOS and the legislation has not changed yet and that the County Transportation Agencies are aware of this conflict.

*This item is for information only.*

## **5.3. 2021 Transportation Improvement Program Update**

*(This item was presented before 5.2)*

Jacki Taylor presented an update on the 2021 Transportation Improvement Program (TIP). She noted that currently the Metropolitan Transportation Commission

(MTC) does not have a timeline for the development of the 2021 TIP, which is when MTC allows agencies to update their detailed TIP project listings for inclusion in the new TIP. Ms. Taylor noted that MTC currently does not have a timeline set but Alameda CTC will notify agencies when it's been announced.

*This item is for information only.*

#### **5.4. Alameda County Federal Inactive Projects Update**

*(This item was presented before 5.2)*

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.

*This item is for information only.*

### **6. Members Report**

Amber Evans said the City of Emeryville City Council approved \$3.2 million, which included installing paid parking meters and kiosk.

Donna Lee and Andrew Thomas stated there was a ribbon cutting scheduled on February 29th for the Cross Alameda Trail Project, which the City of Alameda and BART had partnered on.

Noe Veloso provided feedback on Fremont's Mobility Summit and thanked Alameda CTC for their participation.

Obaid Khan said that the City of Dublin is working on an autonomous vehicle and that they were scheduled to test with LAVTA at the East Dublin BART Station.

### **7. Staff Report**

There were no staff reports.

### **8. Adjournment**

The meeting adjourned at 3:00 p.m. The next meeting is scheduled for February 6, 2020 at the Alameda CTC offices.

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** February 27, 2020

**TO:** Alameda County Technical Advisory Committee

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

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

## Recommendation

Staff recommends approval of the revised Alameda County project list and performance strategies for submittal to the Metropolitan Transportation Commission (MTC) for purposes of developing the region's transportation plan, Plan Bay Area 2050 (PBA 2050). Upon approval, the list and associated details will be sent to MTC to meet their deadline of March 27, 2020. This is an action item.

## Summary

Development of PBA 2050 has been underway since early 2018 and is approaching a critical milestone of Draft Plan approval in summer 2020. To support that deadline, MTC has reached out to the region's County Transportation Agencies (CTAs) to submit revised project lists for inclusion in the Draft Plan, which they are calling the Blueprint. The revised project list must address the following:

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

## Project List

This agenda item presents a revised project list, Attachment A, for submission to MTC reflecting Alameda County's transportation projects and programs that fit within the county budget and identifies regional discretionary funding requests. Attachment A includes a combination of three distinct types of projects and programs: 1) "transformative" projects in Alameda County that MTC solicited in 2018 directly from partner agencies that have project costs of over \$1 billion that staff are proposing to assign county discretionary funding based on discussions with the project sponsors; 2)

updated list of regionally-significant projects first submitted to MTC by Alameda CTC in June 2019; and 3) programmatic projects and programs that include groupings of numerous smaller and more local projects into programmatic categories per MTC's guidance.

As part of this project submittal to MTC, CTAs must assign county discretionary funding and identify requests for regional discretionary funding. Over the course of the spring, MTC will work with CTAs and project sponsors to determine final amounts, if any, of regionally discretionary funding that will be assigned to each project or program. Alameda CTC will then need to approve in June 2020 a final project list that accounts for MTC's regional discretionary funding assignments. Please note that it is anticipated that the project list will need to be reduced and/or projects will need to be phased at that point due to funding constraints. Attachment A includes an initial assignment of county discretionary funds and identifies a request for regional discretionary funding, based on the two time periods identified above.

### Project Performance

MTC is also requiring all CTA Boards to identify how any performance issues MTC identified as part of its project assessment will be addressed if projects are requesting regional discretionary funding. Attachment B details MTC's performance results for the major projects in Alameda County that have been identified by MTC as having performance shortcomings and potential strategies to address the concerns raised by MTC.

Attachments A and B are subject to Commission approval before submitting to MTC.

### **Background**

MTC and ABAG have been working on developing a long-range plan for the region since 2017. This Plan has been developed in two phases– Horizon and Plan Bay Area 2050 (PBA 2050). In the Horizon phase, MTC/ABAG conducted scenario planning through the creation of three divergent Futures and assumptions. MTC then evaluated proposed projects and strategies against all three futures to see which projects and strategies would be the most resilient in an uncertain future

Federal requirements stipulate that a region's long-range transportation plan must include a list of transportation projects and investment categories for the next 30 years and be fiscally constrained. To develop this list, Alameda CTC and our partner agencies have submitted projects via a number of different calls for projects to MTC for consideration. Between now and late summer 2020, a final list of projects and programs will be determined for inclusion in PBA 2050. The Alameda CTC Commission has approved two sets of submittals for consideration for PBA 2050 thus far, one in May 2018 for "transformative projects" and one in June 2019 for regionally-significant projects. We are now at the point in the process to revise submittals based on the evaluations conducted under the Horizon/Futures effort, add in local projects, and submit an initial draft list of fiscally-constrained investments that assume an estimate of county discretionary funding and requests for regional discretionary funds.

## PBA 2050 Performance Assessment

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

Attachment B presents the key performance issues that staff will need to address in order to advocate for inclusion in PBA 2050. The projects identified by MTC as having performance shortcomings that are led either by Alameda CTC or our partner agencies include:

- Roadway projects
  - Quarry Lakes Parkway/Union City-Fremont East-West Connector
  - SR-262 Widening and Interchange Improvements
  - Regional Express Lanes
- AC Transit Local and Transbay Networks
- Regional and interregional rail:
  - Altamont Corridor Vision
  - Dumbarton Rail
  - Commuter Rail through Transbay
- WETA Ferry Service

Two overarching concerns that staff have communicated to MTC about this assessment include:

- A. **Equity Assessment for Major Transit Projects:** The equity assessment was conducted by MTC staff using a Travel Demand Model to generally estimate if more project's benefits would accrue to residents making greater than the Bay Area's median household income. This was a new approach to the equity analysis as compared to previous regional planning efforts. Alameda CTC agrees that equity is a critical issue facing the region and needs to be a major factor in decision-making. However, the assessment resulted in a number of major transit investments being flagged for equity, particularly projects such as commuter rail, AC Transit Transbay, regional express bus, and ferry services that focus on serving commuters, who generally earn more than the region's median household income. Transit projects that focus on serving commute markets, which MTC's recent Transit Usage Study found to be the only stable transit market in the region, are critically important to the region meeting many of its performance goals, including greenhouse gas emission reduction and supporting economic vitality across the region. AC Transit as an overall system provides major mobility benefits to low-income communities.

Alameda CTC will continue to work with MTC and partner agencies to identify acceptable paths forward to allow these important transit investments to be considered for PBA 2050. Given that MTC is working directly with a number of the transit agencies on a mean-based fare pilot and is also exploring a number of fare integration/seamless transit initiatives, Alameda CTC believes those are the appropriate venues for discussions regarding how to address the equity concerns of these transit investments. Those initiatives, however, are nascent and therefore it is premature for the Alameda CTC Commission to take any official position on implementing the outcomes of those initiatives until they are better defined.

- B. **Operational Improvements:** MTC's analysis has significant limitations in estimating the benefits of alleviating bottlenecks. For this reason, projects that are more operational in nature are typically excluded from the analysis. Alameda CTC believes that the State Route 262 project and to a certain extent, express lanes, are more operational in nature and the true benefits are not reflected with MTC's current benefit-cost tool. An example is that MTC's analysis of the SR 262 project does not account for any impacts of queuing on local roads, nor does it adequately capture the benefits to local circulation and safety.

### **Revised Project List for PBA 2050**

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

MTC provided a budget for Alameda County of \$3.7 billion in the first 15 years, and \$5 billion in the second 15 years. These funds include anticipated Measure BB, county shares of Transportation Fund for Clean Air and Vehicle Registration Fees, as well as an estimate of future federal Congestion Mitigation and Air Quality and State Transportation Planning funds (CMAQ/STP) that have historically come to the counties as part of the One Bay Area Grant program. MTC expects CTAs to assign these funds primarily to "programmatic categories", which are bundles of local projects. The rest can be put toward regionally significant projects, which are typically funded by a mix of regional, state, and federal funds. **It is important to note that this exercise is for long-range planning purposes only and in no way indicates a future funding commitment to any project.**

This will be the first time MTC requires funding constraint by time period. This may result in projects being pushed to later years in order to have PBA 2050 meet the financial constraint requirement, which is a federal requirement of all regional transportation plans once MTC determines what level of regionally discretionary funding projects can assume. Although the discussions of constraint by time period are just beginning, staff anticipates this will be an issue the Commission will need to discuss for the final June 2020 project list submittal.

Attachment A includes the revised list for Alameda County that shows several programmatic categories at the top of the list, as well as individual projects that meet MTC's requirement for triggering an air quality assessment and therefore must be listed individually in PBA 2050. The vast majority of projects and programs can fit within the programmatic categories for the regional transportation plan. For the Countywide Transportation Plan, staff will provide more information on all local projects, including those in the programmatic categories. Staff have associated county budget values to each project and program with the following principles:

- Categories addressing the multimodal CTP goals received the highest shares of county budget.
- Projects that are on the interstate, associated with the Port or that meet one of MTC's regional strategies in PBA 2050 received the highest share or future regional funding.

This process resulted in a regional ask of \$4.1 billion in the first 15 years and \$4.5 billion in the second 15 years. The current project list does not fully assign the county budget. This will give us flexibility to assign additional county discretionary funding over the spring as we see what level of regional discretionary funding MTC will assign, and as project sponsors continue to update project costs.

MTC will receive these requests from all CTAs in March and that will kick off more detailed discussions with MTC and project sponsors regarding what projects and strategies to include in PBA 2050. MTC will be considering how to assign regional discretionary funding (including funds such as Regional Measure 3, SB 1 competitive funding programs, federal programs, etc.) both to projects as well as strategies that MTC is testing as part of the Draft Blueprint. Strategies MTC is considering that are most relevant to transportation investment tradeoffs include balancing expansion of the system and operation and maintaining the existing system, low-income fare discounts or programs, and tolling. MTC is currently considering a number of different levels of fiscal constraint to account for the uncertainties surrounding a potential future mega-measure for transportation. These various scenarios will significantly impact the amount of regional discretionary funding available for projects and programs.

### **Next Steps**

Upon Commission approval of Attachments A and B, staff will work closely with partner agencies to submit a package to MTC by March 27, 2020. MTC will return to CTA's with a further constrained list in the spring and are requiring CTA board approval in June of the final list.

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

### **Attachments:**

- A. Proposed Revised List for Alameda County for PBA 2050
- B. Approach to Address Performance Shortcomings for PBA 2050

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## Attachment A. Revised Project List

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

Attachment A. Revised Project List

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



Attachment A. Revised Project List

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

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## Approach to Address Performance Shortcomings for PBA 2050

Overview of MTC's performance assessment:

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

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

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

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

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

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

Table B.1 List of Investments Requiring Action

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

	Performance Flag:			
Major Project	GP	BC	Equity	Proposed Path Forward
<b>Overarching issues for Road Projects:</b> MTC's analysis assumes all road projects increase emissions and collisions. SR-262 is assumed to divide a community. MTC tool does not capture benefits of traffic operations projects.				
<b>SR-262 Widening and Interchange Improvements</b>	x	x	x	Staff will work with MTC to articulate the benefits of this project. This project has notable safety, emissions, and community access benefits: <ul style="list-style-type: none"><li>• Project removes current barrier in the community along 262 caused by severe traffic</li><li>• Project reduces air pollution from vehicles idling in congestion</li><li>• Project reduces conflicts at intersections and reduces cut-through traffic, increasing community safety</li></ul> Staff will also work with MTC on a potential phasing that will implement the highest benefit pieces within the first 15 years of the plan.
<b>Regional Express Lanes (MTC + VTA + ACTC + US-101)</b>	x	x	x	The project sponsor is MTC but includes future Alameda CTC lanes along I-680 and I-580. MTC Express Lanes staff is leading discussions VTA, SFCTA and C/CAG to address the performance issues flagged by MTC. A joint letter is under development and includes strategies such as phasing to improve the benefit cost, support for transit and future roadway tolling, and equity-based toll discounts. This coordinated approach is anticipated to be presented to the MTC Operations Committee this spring for consideration.

	Performance Flag:			
Major Project	GP	BC	Equity	Proposed Path Forward
Quarry Lakes Parkway/Union City-Fremont East-West Connector	x			Staff will work with project sponsor to better define project scope in order to determine how to address the emissions and safety flag and resubmit to MTC.
Overarching issues for Local Rapid and Express Bus: Transit projects that primarily benefit commute trips receive an equity flag. Projects were originally submitted with visionary costs and need to be revised to prioritize higher performing routes.				
AC Transit Local Rapid Network: Capital Improvements + Service Increase		x		Staff have worked with AC Transit to scale the projects down to the highest performing routes.
AC Transit Transbay Network: Capital Improvements + Service Increase		x	x	Staff will support regional mitigation measures developed by MTC in collaboration with bus operators such as a means-based fare program for express and Transbay bus.
Overarching issues for Regional and Interregional Rail: Staff have communicated to MTC the limitations of evaluating rail network projects in isolation, and the limitations of the tool to estimate benefits of interregional projects. Transit projects that primarily benefit commute trips receive an equity flag.				
ACE Rail Service Increase (10 Daily Roundtrips)			x	Project sponsors are rail operators so those sponsors will be submitting responses directly to MTC. These projects are included here because rail service is vital to Alameda County. Staff will support regional mitigation measures developed by MTC in collaboration with rail operators such as a means-based fare program for commuter rail.
Altamont Corridor Vision Phase 1 (to San Joaquin Valley)		x	x	
Dumbarton Rail (Redwood City to Union City)		x	x	
Overarching issues for Ferry: Transit projects that primarily benefit commute trips receive an equity flag.				
WETA Ferry Service Frequency Increase			x	The project sponsor is WETA. Staff will work with WETA to identify potential cost savings or phasing and regional means-based fare programs.
WETA Ferry Service: Redwood City-San Francisco- Oakland		x		

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**DATE:** February 27, 2020

**TO:** Alameda County Technical Advisory Committee

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

**SUBJECT:** 2020 Countywide Transportation Plan: Needs Assessment Part 2

### Recommendation

This item is to provide the Commission with an update on the second of two parts of the Needs Assessment conducted of the Alameda County transportation system for the 2020 Countywide Transportation Plan (CTP). This item is for information only.

### Summary

Each year, Alameda CTC produces a Performance Report, which compiles data on countywide trends and issues and how performance of the transportation system has changed over time. Developing the CTP every four years provides the opportunity to investigate these issues at a deeper level and recommend strategies for addressing them. The Needs Assessment for the 2020 CTP organizes challenges and strategies for five types of transportation modes or facilities in Alameda County: active transportation, transit, arterial roadways, freeways, and goods movement. While people use multiple facilities and multiple modes in the course of their travel, it is still helpful to consider the needs by facility type and mode; findings and strategies will be integrated to ensure multimodal needs and strategies are identified. The assessment also identifies challenges for each of the four planning areas in the county. This effort will help inform how the Commission ultimately identifies a 10-year set of priority projects and programs to advance through the CTP as well as a focused set of strategies for Alameda CTC to advance that would address remaining gaps in the transportation system.

This memo presents Part 2 of the Need Assessment, focused on transit, arterials and goods movement. The strategies included in this memo have been compiled based on a review of recent county plans and relevant local planning initiatives, and are aligned with the four goals adopted by the Commission in September 2019 for the 2020 CTP. Staff shared Part 1 of the Needs Assessment on active transportation and freeways in January 2020 and plans to release the final Needs Assessment document in May 2020.

## Approach to CTP Needs Assessment

As presented in January, the Needs Assessment sourced data, findings and recommendations from a multitude of planning efforts that have been completed or are underway since the update to the previous countywide plan was adopted in 2016. Table 1 presents the main sources referenced. Needs for the CTP are also summarized by planning area. Planning areas represent collections of 3-6 Alameda County jurisdictions that have similar characteristics in travel and development patterns. Attachment A presents the four Alameda County Planning Areas and the jurisdictions contained within each one.

Table 1. Sources for 2020 CTP Needs Assessment

Plan/Project Name and Year Adopted	
<ul style="list-style-type: none"><li>• 2015 BART Station Profile Study</li><li>• 2016 Countywide Transportation Plan</li><li>• 2016 Alameda Countywide Multimodal Arterial Plan</li><li>• 2016 Alameda Countywide Transit Plan</li><li>• 2016 Alameda County Goods Movement Plan</li><li>• 2016 AC Transit Major Corridors Study</li><li>• 2017 Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County</li></ul>	<ul style="list-style-type: none"><li>• 2018 Level of Service Monitoring Report – Traffic and Transit 18 Rail Strategy Study</li><li>• 2018 and 2019 Corridor Projects: East 14th Street/Mission Boulevard and Fremont Boulevard, San Pablo Avenue</li><li>• 2019 Countywide Active Transportation Plan</li><li>• 2019 MTC Transit Use Study (UCLA)</li><li>• Alameda CTC Safe Routes to Schools Site Assessments (on-going) and Evaluation Reports (underway)</li></ul>

## Needs Assessment – Transit

Alameda County is served by two of the region's highest-ridership operators, yet only 15% of residents take transit to work each day. Part of the reason for this is the high degree of variation in land use intensity, from high density houses and jobs in north county to more suburban homes and office parks in south and east county. A key overarching challenge for this CTP will be to identify ways to increase transit ridership across the entire county, leveraging innovative strategies already employed by our operators and continuing to focus on strong markets for transit.

From a review of previous plans and agency performance monitoring reports as well as discussions with transit operators, the key challenges for transit in the county include:

- Countywide congestion results in increasingly slow and unreliable local and express bus service.
- Some high-quality transit services lack safe and comfortable walking and biking connections.
- Limited hours of operations and low frequency of service deter ridership growth, especially during weekends and evenings when competition from Transportation Network Companies is also the highest.



- Different payment options and ticketing systems make the county's (and region's) transit system difficult to use.
- Interregional service is limited between Alameda County and Contra Costa, San Joaquin, San Mateo and San Joaquin counties despite high shares of regional trips between these areas.
- Systemwide operating costs are increasing faster than ridership and revenues.
- Core BART service is at-capacity and over-subscribed during peak periods.
- Paratransit users face on-time performance issues and longer rides, which have been exacerbated by increasing regional congestion.

To address these needs, Table 2 presents an initial set of potential strategies the Commission may consider as part of the 2020 CTP. These strategies will be refined throughout the first half of 2020 via discussions with ACTAC, smaller planning area meetings with agency staff and Commissioners, and public engagement. Staff have also conducted focused meetings with the major transit operators in Alameda County to vet these strategies. Table 2 incorporates suggested comments from AC Transit, BART, LAVTA and WETA staff.

**Table 2. Potential Strategies to Consider Including in CTP for Transit**

Potential Strategy	Brief Description
<b>Dedicated Infrastructure</b>	Improve bus service speed and reliability by prioritizing transit through treatments like queue jumps, signal priority, dedicated bus lanes, and bus boarding islands. Increases in transit speeds are needed for frequency improvements to effectively boost ridership and minimize increases in operating costs.
<b>Fare Integration</b>	Facilitate transfers between transit systems by reducing or eliminating the transfer cost penalty for riders through interagency discounting agreements, or through fare integration.
<b>More Comfortable Transit Stops and Stations</b>	Improve the comfort and safety of transit riders by providing amenities like lighting, transit shelters, Wi-Fi and benches. At BART stations, locate bus stops and pickup/drop-off areas in well-lit locations near the station.
<b>Fare-Free Zones and Passes</b>	Consider establishing free transit zones or lines. Potential locations include areas with high ridership where fare collection slows transit speeds, as well as lines and areas with substantial ridership from disadvantaged populations. Enact means-based fare policies that keep fares affordable for youth, seniors, and people with disabilities.
<b>Targeted Service Improvements</b>	Focus service improvements, such as frequency increases, as well as operational improvements, such as signal priority, on lines with high existing or potential ridership that experience heavy congestion and slow transit speeds.
<b>First/Last Mile Access</b>	Provide high-quality pedestrian and bicycle facilities and bikeshare stations near major transit stops, including ferry terminals, to improve first/last mile access. Improve wayfinding and consider supporting a regional standard for wayfinding. Consider shuttles and other motorized forms of first/last mile access.
<b>Supportive Land Use Strategies</b>	Encourage local jurisdictions to enact and enforce transit-supportive design standards for developments along transit routes, as well as car-light or car-free land use regulations near major transit stops.

Potential Strategy	Brief Description
<b>Developer Agreements/TDM</b>	Partner with the private sector to expand or enhance service or provide funding for capital projects, particularly as part of large land use developments. Consider transit services such as buses and ferries as an option in local TDM programs.
<b>Interregional Service Expansion</b>	Expand interregional transit services that would facilitate and encourage the use of transit for travel into, out of, and through Alameda County, reducing strain on congested freeways and local roadways.
<b>Operator Shortage Strategy</b>	Support policies that would allow transit operators to live closer to their jobs and reduce commute burdens.

## Needs Assessment – Arterials

Alameda County's 1,200 miles of arterials carry approximately 40% of daily trips, making arterials key connections between the varied activities that residents complete in a given day. Arterials are where regional and local transportation networks connect to communities and also where opportunities exist to support planned development and local growth strategies. In response to a strong regional economy, demand for roadway use is rising, with cars, transit, bikes, pedestrians and trucks all trying to navigate the same roads.

From a review of previous plans and agency performance monitoring reports, the key challenges for arterials in the county include:

- Arterials have multiple competing goals among mobility, access and placemaking for local development, all of which require different transportation solutions.
- Major arterials account for 14% of road miles in Alameda County but for 71% of the mileage of the High-injury Network.
- Many arterials are wide and currently not attractive or safe for walking and biking. Congestion on freeways spills onto arterials further decreasing attractiveness for non-auto modes.
- Congestion on arterials has led to a 15% decline in peak arterial speeds in the last four years, which negatively affects bus speeds and reliability.
- People frequently travel between jurisdictions along arterials yet traffic signal operations, infrastructure quality and street design are not connected and coordinated.
- Arterials across the county serve a large variety of functions that require local context sensitive solutions.
- Competition for roadway and curb space are forcing hard trade off discussions within cities.

To address these needs, Table 3 presents an initial set of potential strategies the Commission may consider as part of the 2020 CTP. These strategies will be refined throughout the first half of 2020 via discussions with ACTAC, smaller planning area meetings with agency staff and Commissioners, and public engagement.

**Table 3. Potential Strategies to Consider Including in CTP for Arterials**

Potential Strategy	Brief Description
<b>Multimodal Corridor Projects</b>	Work with partner agencies to identify the next set of corridors to address as countywide multimodal projects and initiate a game plan through the CTP.
<b>Pilot “Quick Build” Projects</b>	Pilot quick-build projects to make improvements on a segment-by-segment basis and demonstrate the effects of the improvements. This may be particularly effective on transformative projects where consensus around a final design may be difficult to reach quickly in all locations.
<b>First/Last Mile Transit Access</b>	Consider transit first/last mile access needs in street design for multimodal corridor improvements.
<b>Reducing Conflict through Design</b>	Improve safety by reducing conflicts between cars, trucks, transit vehicles and active modes on arterials through the adoption of updated Complete Streets design standards.
<b>Vision Zero on Arterials</b>	Include street design elements that reduce vehicle speeds, such as tightening curb radii and narrowing and/or reducing automobile travel lanes to provide high-quality bicycle and pedestrian facilities. Improve bicycle and pedestrian safety at intersections by providing protected intersections, extending curbs, installing high-visibility crosswalks, providing pedestrian-friendly signal timings, and improving pedestrian-scale lighting, among others.
<b>Curbspace Management</b>	Facilitate the adoption of best practices in curb space management by local jurisdictions by organizing learning sessions on how to use curbside use designations, pricing, and enforcement to optimize use of valuable curb space.
<b>Advanced Technologies</b>	Use ITS technologies to improve the operational efficiency of roadways while also supporting active transportation modes and vulnerable users.
<b>Transportation Demand Management</b>	Encourage local agencies to implement or expand TDM programs and policies to incentivize and encourage travel via transit, carpooling, and active transportation to reduce single-occupancy vehicle mode share.
<b>Economic Development</b>	Assess the impact of transportation improvements on the economic vitality of corridors and focus investments where they will have substantial positive impacts. Partner with economic development agencies and the private sector to jointly implement infrastructure projects.
<b>Placemaking</b>	Enhance the pedestrian experience along major arterials to create inviting, attractive spaces for all by widening sidewalks and providing pedestrian amenities like plazas and street trees.

### **Needs Assessment – Goods Movement**

Alameda County is the goods movement hub of the Bay Area and Northern California Megaregion including the Port of Oakland, Oakland International Airport, and a robust network of rail, roads, and highways. The Port of Oakland handles 99% of container volume in Northern California and is the eight busiest port in the nation by volume.

From a review of previous plans and agency performance monitoring reports, the key challenges for goods movement in the county include:

- Current truck and freight rail networks are constrained. There are existing congestion, reliability and safety issues on shared-use interregional highway and rail corridors with limited ability for expansion.
- Truck route continuity across jurisdictions is fragmented and there are minimal heavy weight truck routes in the county.
- Increasing freight demand exists on a finite rail network that travels through many communities.
- Changing local land use development patterns increase modal conflicts on local truck routes and lead to increased conflicts with industrial uses.
- Emissions and noise exposure from goods movement can create significant health risks and negatively affect the well-being of residents, especially in the region's Communities of Concern that are located near high-intensity industrial areas and truck corridors.

To address these needs, Table 4 presents an initial set of potential strategies the Commission may consider as part of the 2020 CTP. These strategies will be refined throughout the first half of 2020 via discussions with ACTAC, smaller planning area meetings with agency staff and Commissioners, and public engagement.

**Table 4. Potential Strategies to Consider Including in CTP for Goods Movement**

Potential Strategy	Brief Description
<b>Targeted Infrastructure Investments</b>	Scope new projects on regionally significant freight routes and facilities to address identified truck delay, truck reliability, and truck safety issues on routes including I-880, I-580, I-680, and I-80, as well as multi-modal projects improving access and efficiency at the Port of Oakland.
<b>Freight Guidelines for Complete Streets</b>	Develop toolkits, guidelines, and best practices for incorporating freight into Complete Streets design to reduce conflicts between goods movement and transit, bicycles, and pedestrians on arterial routes.
<b>Near-Zero and Zero-Emission Technology</b>	Fund and demonstrate Near-Zero and Zero-Emission goods movement technologies, potentially including incentives for engine retrofits to low-emission and ZEV technology. Target freight corridors and facilities in communities with greatest adverse impacts from freight emissions.
<b>Land use guidelines and incentive programs</b>	Coordinate with regional and state efforts to address industrial land use planning and preservation for industrial uses and priority production areas. This could include technical assistance to update zoning, guidance on setting up buffer zones, incentives to preserve buffers, identification of funding for assembling of fragmented parcels, and reduction of negative impacts on communities from freight operations.
<b>Truck Access Management</b>	Work with Caltrans and local jurisdictions to update truck routes through communities and design recommendations for intersections. Evaluate direct truck access between the Port and I-880 and lift the exemption of overweight trucks on I-880 to minimize impacts on local surface streets.

Potential Strategy	Brief Description
<b>At-Grade Crossing Safety and Grade Separation Policy and Program</b>	Develop an at-grade crossing safety and grade separation policy and implement a countywide priority list of grade-crossing improvements in partnership with local jurisdictions.
<b>Vehicle Safety Technology</b>	Encourage the adoption of vehicle safety technologies that would specifically be used on medium and heavy-duty trucks such as blind spot detection and side guards.
<b>Resilient Airport and Seaport</b>	Protect existing critical infrastructure by investing in airport and seaport infrastructure that is resilient to the forecasted effects of climate change. This infrastructure may include flood protection, shoreline protection, power sources protection, and airport perimeter dyke expansion, among others.

### CTP Next Steps

Table 5 reflects a high-level schedule of CTP development topics through fall 2020. Staff will reflect Commissioner and ACTAC comments on draft strategies in a revised Needs Assessment document and in prioritization work on projects submitted to the CTP. To develop the draft plan, staff will conduct meetings with Commissioners and ACTAC members for each planning area with focused discussions on 10-year priorities and findings from a gaps analysis. In addition, two outreach efforts are planned: targeted outreach in the spring including focus groups, intercept surveys and pop up events throughout the county, and broad public outreach in the summer when the draft CTP is released.

**Table 5. Draft Milestone Schedule for 2020 CTP**

<b>Jan 2020</b>	<ul style="list-style-type: none"> <li>Performance Report and Needs Assessment Part 1</li> </ul>
<b>March – April</b>	<ul style="list-style-type: none"> <li>Needs Assessment Part 2: arterials, transit, goods movement</li> <li>Planning area meetings with ACTAC on 10-year priorities</li> <li>Targeted public outreach: Focus group meeting, intercept surveys and pop up events</li> </ul>
<b>May – June</b>	<ul style="list-style-type: none"> <li>Update on outreach and community-based transportation planning</li> <li>Planning area meetings with Commissioners on 10-year priorities</li> <li>Targeted public outreach: Focus group meeting, intercept surveys and pop up events</li> </ul>
<b>July</b>	<ul style="list-style-type: none"> <li>Presentation on the draft 2020 CTP</li> </ul>
<b>Summer</b>	<ul style="list-style-type: none"> <li>Broad public outreach on draft Plan</li> </ul>
<b>Fall</b>	<ul style="list-style-type: none"> <li>Review and adoption of the final 2020 CTP</li> </ul>

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

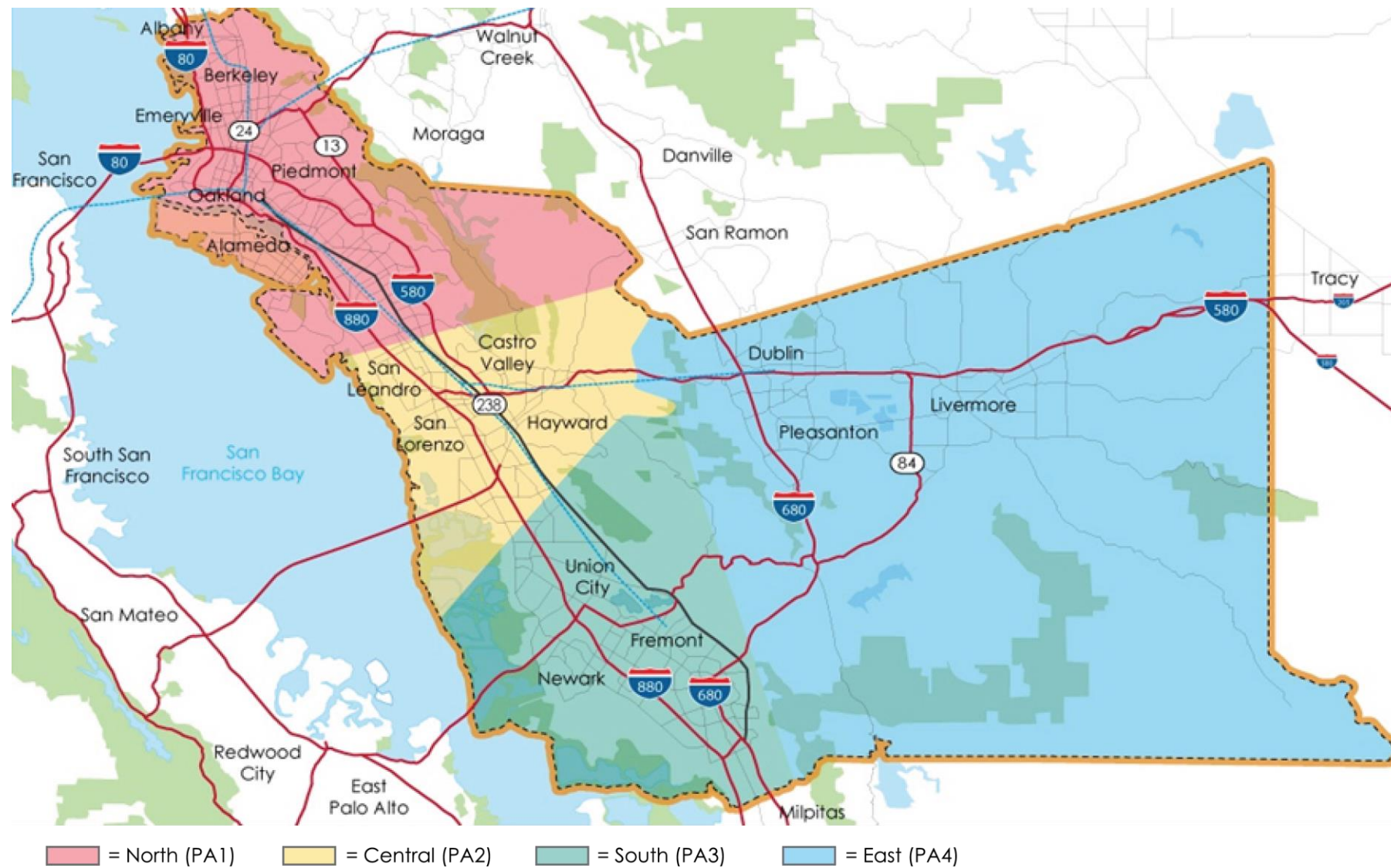
### Attachment:

- A. Four Planning Areas of Alameda County

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## Attachment A: Four Planning Areas of Alameda County



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# Memorandum

5.3

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**DATE:** February 27, 2020

**TO:** Alameda County Technical Advisory Committee

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

**SUBJECT:** Alameda County Federal Inactive Projects

## Recommendation

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

## Summary

Federal regulations require local agencies receiving federal funds to regularly invoice against each federal obligation. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for the past six months. If Caltrans does not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation by the Federal Highway Administration (FHWA). ACTAC members are requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation. Local agencies are expected to regularly submit invoices and close out projects in a timely manner. Project sponsors with inactive projects identified in the attached report are to work 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](mailto:JTaylor@alamedactc.org).

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

### **Attachment:**

- A. Alameda County Federal Inactive Projects List, dated 2/18/20.

**Alameda County Inactive Obligations**

Updated by Caltrans 2/18/2020

Project Balances > \$50,000

5.3A

Updated on 02/18/2020

Project Number	Status	Agency Action Required	Project Prefix	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5014038	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE, INSTALL LEFT TURN LANES PHASE, UPGRADE SIGNALS	2/12/2020	2/12/2019	1/18/2012	2/12/2019	2/12/2019	\$964,300	\$733,400	\$243,096	\$490,304
6480010	Inactive	Invoice overdue. Contact DLAE.	ATPL	Alameda County Transportation Commission	THE EAST BAY GREENWAY-OAKLAND-HAYWARD, CLASS I BIKE FACILITY	1/25/2020	1/25/2019	3/26/2015	1/25/2019	1/25/2019	\$3,000,000	\$2,656,000	\$2,575,508	\$80,492
5057051	Inactive	Invoice overdue. Contact DLAE.	CMSTPL	Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMONCE AVENUE; FULTON STREET FROM CHANNING WAY TO BANCROFT WAY, AND TELEGRAPH	11/28/2019	11/28/2018	11/28/2018		11/28/2018	\$1,129,561	\$1,000,000	\$0	\$1,000,000
5057046	Inactive	Invoice under review by Caltrans. Monitor for progress.	CMLNI	Berkeley	CITY WIDE IMPLEMENT PARKING PRICING PILOT PROGRAM IN NEIGHBORHOODS ADJACENT TO GO-BERKELEY METER	3/6/2020	3/7/2019	1/25/2017	3/7/2019	3/7/2019	\$1,187,500	\$950,000	\$78,296	\$871,704
5322019	Inactive	Final Invoice under review by Caltrans. Monitor for progress.	BRLZ	Fremont	NILES BLVD.OVERHEAD(BART/UPRR), BR#33C0128 BRIDGE REPLACEMENT (TC)	12/28/2019	12/28/2018	3/1/2001	12/28/2018	12/2/2019	\$14,791,794	\$13,490,483	\$11,606,537	\$1,883,946
5012125	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE	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
5012127	Inactive	Invoice overdue. Contact DLAE.	CML	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	2/26/2020	2/26/2019	2/16/2016	2/26/2019	2/26/2019	\$3,943,753	\$3,098,415	\$3,036,697	\$61,718
5041045	Inactive	Invoice overdue. Contact DLAE.	HSIPL	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	11/27/2019	11/27/2018	4/21/2017	11/27/2018	10/17/2019	\$292,655	\$254,405	\$37,655	\$216,750
6480007	Future	Invoice ASAP to avoid inactivity.	STPL	Alameda County Transportation Commission	ALAMEDA COUNTY - COUNTYWIDE, COMMUNITY -BASED TRANSPORTATION PLAN UPDATES	4/17/2020	4/18/2019	10/29/2013	4/18/2019	4/18/2019	\$593,750	\$475,000	\$370,599	\$104,401
5057045	Future	Invoice ASAP to avoid inactivity.	STPL	Berkeley	SHATTUCK AVENUE, SHATTUCK SQUARE, AND BERKELEY SQUARE FROM ALLSTON WAY TO UNIVERSITY AVENUE. INTERSECTION RECONFIGURE TRAVEL LANES AND PARKING, REPAIR PAVEMENT, AND OTHER IMPROVEMENTS	6/12/2020	6/13/2019	2/20/2018	6/13/2019	6/13/2019	\$7,298,924	\$2,777,000	\$315,772	\$2,461,228
6204118	Future	Invoice ASAP to avoid inactivity.	HPLUL	Caltrans District 4	INTERSECTION OF I-880/SR92, PLANTING AND IRRIGATION (TC)	6/5/2020	6/6/2019	7/11/2014	6/6/2019	6/6/2019	\$1,259,859	\$1,259,859	\$932,041	\$327,818
5050041	Future	Final invoice paid. Sent to Final Voucher	STPL	Hayward	INDUSTRIAL BLVD. - CLAWITER RD. TO 659 FT. SOUTH OF DEPOT RD. PAVEMENT REHABILITATION	4/10/2020	4/11/2019	1/23/2014	4/11/2019	4/11/2019	\$1,538,563	\$1,335,000	\$1,266,235	\$68,765
5012123	Future	Invoice returned to agency. Contact DLAE.	STPL	Oakland	LAKESIDE DR. FROM MADISON ST. TO HARRISON, HARRISON ST FROM 19TH AVE TO GRAND AVE. THE INTERSECTION OF 19TH ST AND ALICE ST. AND 20TH ST	5/13/2020	5/14/2019	2/9/2016	5/14/2019	5/14/2019	\$12,643,334	\$9,200,000	\$8,116,700	\$1,083,300
5012028	Future	Invoice ASAP to avoid inactivity.	STPLZ	Oakland	23RD AVE BR 33C0148, CAMPUS DR BR 33C0238 & COLISEUM WAY BR 33C0253 SEISMIC RETROFIT	5/23/2020	5/24/2019	9/1/1996	5/24/2019	5/24/2019	\$3,312,953	\$2,897,545	\$2,245,843	\$651,702
5012103	Future	Invoice ASAP to avoid inactivity.	BHLO	Oakland	ADELIN STREET BRIDGE OVER UPRR AMTRAK, BRIDGE# 33C0028 SEISMIC RETROFIT	6/12/2020	6/13/2019	5/4/2011	6/13/2019	6/13/2019	\$712,000	\$630,334	\$386,742	\$243,592
5041048	Future	Invoice ASAP to avoid inactivity.	STPL	San Leandro	IN SAN LEANDRO: WASHINGTON AVENUE FROM WEST JUANA AVENUE TO CASTRO STREET RECONSTRUCT ROADWAY	5/28/2020	5/29/2019	5/29/2019		5/29/2019	\$83,000	\$73,000	\$0	\$73,000
5041046	Future	Invoice ASAP to avoid inactivity.	HSIPL	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF EAST 14 TH STREET (SR 185 ) AND JOAQUIN AVE. UPGRADE TRAFFIC SIGNALS, INSTALL PED. SIGNAL PHASING,	6/12/2020	6/13/2019	10/13/2017	6/13/2019	6/13/2019	\$66,500	\$59,850	\$4,670	\$55,180

**Alameda County Inactive Obligations**

Updated by Caltrans 2/18/2020

Project Balances < \$50,000

Updated on 02/18/2020

Project Number	Status	Agency Action Required	Project Prefix	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5012126	Inactive	Invoice overdue. Contact DLAE.	HSIPL	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
5012122	Inactive	Final invoice under review by Caltrans. Monitor for progress.	HP21L	Oakland	IN OAKLAND: ADJACENT TO LAKE MERITT PROJECT AREA BORDERED BY HARRISON ST, GRAND AVE., LAKESHORE AVE., AND LAKESIDE	07/03/2019	07/03/2018	05/23/2016	07/03/2018	07/03/2018	\$1,547,945	\$827,758	\$787,758	\$40,000
5012129	Inactive	Final invoice under review by Caltrans. Monitor for progress.	HSIPL	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
5012118	Inactive	Invoice overdue. Contact DLAE.	HSIPL	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	11/30/2019	11/30/2018	10/22/2013	11/30/2018	11/30/2018	\$827,745	\$656,900	\$621,091	\$35,809
5014040	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN	03/07/2018	03/07/2017	03/22/2013	03/07/2017	03/07/2017	\$319,633	\$282,885	\$253,486	\$29,399
6204105	Inactive	Invoice overdue. Contact DLAE.	HPLUL	Caltrans District 4	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
5012136	Future	Invoice ASAP to avoid inactivity.	ATPL	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: (1) 35TH AVE. @ WISCONSIN ST, (2) PLEASANT ST @ BOSTON AVE, (3) SCHOOL ST. @ BOSTON AVE, (4)	05/06/2020	05/07/2019	07/27/2016	05/07/2019	05/07/2019	\$1,466,091	\$1,236,000	\$1,187,860	\$48,140
5178013	Future	Final Invoice under review by Caltrans. Monitor for progress.	SRTSLNI	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL PROGRAM	05/20/2020	05/21/2019	08/16/2012	05/21/2019	05/21/2019	\$200,000	\$185,000	\$167,803	\$17,197
5012110	Future	Invoice ASAP to avoid inactivity.	STPL	Oakland	CITYWIDE AC OVERLAY AC PAVEMENT	05/23/2020	05/24/2019	02/22/2010	05/24/2019	05/24/2019	\$5,160,262	\$4,051,851	\$4,051,844	\$7