



OCTOBER 2018

# EXECUTIVE DIRECTOR'S REPORT

The Executive Director's Report provides focused updates on Alameda CTC's work to improve transportation throughout Alameda County. This report provides status updates on key activities, including capital projects management and express lane operations; planning, policy and program implementation; finance and contracting; and programming and project controls. In addition, it contains brief summaries of advisory committee and agency activities.

This monthly update provides a synopsis of transportation project and program implementation funded with local, regional, state and federal funds.

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## Project Updates

### Sunol Smart Carpool Lane draft audit



The I-680 Sunol Smart Carpool Lane FY2017-18 Third Quarter Financial Report summarizes revenues and expenses related to the I-680 Sunol Smart Carpool Lane for the fiscal year through March 31, 2018. The actual revenue was \$2 million, or 13.5 percent more than projected revenues. Operating expenses totaled \$1 million, or 35.4 percent less than budgeted. Non-operating expenses through the third quarter totaled close to \$89,000 or 5.7 percent less than budget. This results in a net increase of \$1 million – mostly attributable to actual toll revenue coming in higher than projections and expenses coming in lower than projections. As of March 31, 2018 cash and investments totaled \$4.27 million.

### I-580 Express Lanes After Study

The I-580 Eastbound Auxiliary Lane Project, completed in May 2016, constructed eastbound auxiliary (AUX) lanes between Isabel Avenue

and North Livermore Avenue and North Livermore Avenue and First Street in Livermore. In addition, the project widened two eastbound bridges at Arroyo-Las Positas, and provided new asphalt concrete pavement across all lanes in the eastbound direction from Hacienda Drive to Greenville Road. State legislation requires an after study no later than three years after the facility opens. The I-580 Express Lanes After Study was conducted in spring 2018 and concluded that the project reduced travel times, alleviated bottlenecks and increased travel time reliability. The full report is available [here](#).

### GoPort Freight Intelligent Transportation System

Alameda CTC is the implementing agency for the **Freight Intelligent Transportation System** (FITS) project – one of several projects encompassed

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## Planning and Program Updates

### Share Your Ride Month



October is National Rideshare Month and this year Alameda CTC is building support for Share Your Ride Month in coordination with other transportation partners. Outreach efforts this year focus on encouraging motorists to change their commute trip at least once a week to reduce traffic congestion and improve air quality. Alameda CTC is participating in a series of events at employers throughout the County during the month.

### Performance Report on Alameda County's transportation system

Each year Alameda CTC collects system-wide data on all modes and factors relevant to transportation demand. The purpose of this effort is to identify countywide trends to assess the performance of the transportation system.

The 2017 Performance Report modal fact sheets inventory facilities throughout Alameda County and highlight key trends for each mode:

- **Alameda County's rapid population and job growth continues.** The County added 30,000 jobs and 13,000 residents in 2017.
- **Commutes are increasingly multimodal.** Over the last decade for every new solo driver, seven people have chosen to ride BART, the bus, trains, the ferry, walk, bike, or telecommute. The share of solo driving trips is down 10 percent

since peaking at 70 percent in 2005. Telecommuting is growing the fastest now at seven percent of all commutes.

- **Freeway speeds stable.** After a continued decline since the recession, freeway and highway speeds leveled off or increased slightly in 2018. Arterial roads, however, have continued to slow in 2018.
- **Overall transit ridership has declined, though commute markets remain strong.** Total ridership declined by four percent in 2017 down to 94 million annual boardings. However, transit commute mode share increased, and services like AC Transit's Transbay routes continued to add riders.
- **Roadway safety has declined.** Collisions resulting in injury and fatality have risen steadily from recession lows; nearly one in five collisions involve pedestrians and bicyclists.

Each year, the IWC reports directly to the public on the agency's Measure B and Measure BB expenditures, performance measures and IWC activities. The IWC reached out to inform the public beginning in August by way of its annual press release, Twitter, Facebook and advertisements in publications reaching a broad segment of Alameda County residents, the October Alameda CTC Executive Director's Monthly Report and the October Alameda CTC E-newsletter.

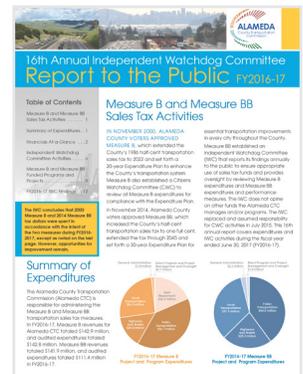
The report provides an update on the delivery of programs and projects funded by Measure B and Measure BB, both of which were approved by Alameda County voters. In FY2016-17, Alameda CTC received \$142.9 million in Measure B revenue, expending \$142.8 million and received \$141.9 million in Measure BB revenue, expending \$111.4 million.

The following publications are on the Alameda CTC website: [16th Annual Report to the Public](#), the Executive Summary in [English](#), [Chinese](#) and [Spanish](#), and [audits of each agency receiving Measure B and BB funds](#).

## Publication

### Independent Watchdog Committee Annual Report

In its [Annual Report to the Public](#), for the 16th year in a row, Alameda CTC's [Independent Watchdog Committee \(IWC\)](#) affirmed that the agency spent Measure B and Measure BB tax dollars during fiscal year (FY) 2016-17 in compliance with voter-approved expenditure plans and identified no accounting concerns.



### New Carpooling Options

**511** A number of new options to facilitate carpooling are now available in the Bay Area, all aimed at making carpooling more convenient. Carpool apps make it easy to schedule one-way carpool trips and allow you to be either a driver or a passenger.

Try the 511 RideMatch Service to find and email neighbors with



similar commutes, or try one of the carpool apps available at [rideshare.511.org](http://rideshare.511.org).

### Commute Options

Whether you're a commuter trying to affordably and safely get around Alameda County or an employer coordinating staff transportation options, the [Commute Choices website](#) has the resources you need.

## Programming Updates

### Transportation Fund for Clean Air Program FY2018-19

Transportation Fund for Clean Air (TFCA) Program is generated by a regional \$4 vehicle registration fee collected by the Bay Area Air Quality Management District. Alameda CTC is responsible for annually programming a portion of the TFCA revenue generated in Alameda County. Projects eligible for TFCA are to promote the reduction of motor vehicle emissions and include shuttles, bicycle lanes and lockers, alternative fuel vehicles, signal timing and trip reduction programs.

Per Alameda CTC's TFCA Guidelines, 70 percent of available funds are programmed to the cities/county based on population. The remaining 30 percent are programmed to transit-related projects on a discretionary basis. For the FY2018-19 TFCA Program, approximately \$2.3 million is available and a program of projects is recommended for Commission consideration in October 2018.

### Pothole repairs at risk – planned local road repairs would be delayed or eliminated

If Proposition 6 passes on the November 6, 2018 ballot, Alameda County cities and the County would lose over \$40 million per year in road repair funding, over 40 percent of current state funding for pothole repairs. Each city and the county already have projects underway that are relying on these funds.

Without SB 1 funding, Alameda County's Pavement Condition Index (PCI) is forecast to drop from a "fair" score of 68 to the "at risk" level of 58 by 2027 and the backlog of funding for repairs in Alameda County alone would grow to over \$2 billion.

## Finance Updates

### FY2017-18 independent audit and CAFR updates

Staff continues work on the Comprehensive Annual Financial Report (CAFR) to implement significant Government Accounting Standards Board (GASB) requirements effective this year. The requirements include GASB 75, which requires governments to report liability on financial statements for Other Postemployment Benefits and extensive note disclosures, and those effective in later years including GASB 87, which requires recognition of certain assets and liabilities for leases that were previously classified as operating. The draft CAFR will go to Alameda CTC's Audit Committee for review in October 2018 and its Finance and Administration Committee (FAC) and Commission for review and approval in November and December, respectively.

### Contracting opportunities

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

- Professional services contracts:
  - Professional Services for Express Lane Toll Revenue Forecasting
  - Professional Services (Outreach, Translation and General Planning) for Community-based Transportation Plans
  - Audit Services
  - Final Design Plans, Specifications and Estimate (PS&E) Phase Services for Dublin Boulevard-North Canyon Parkway Extension

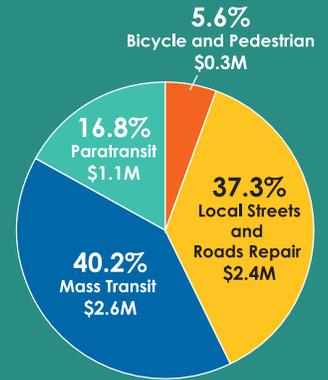
For more information, visit the

[Contracting Opportunities web page.](#)

## Transportation Investments

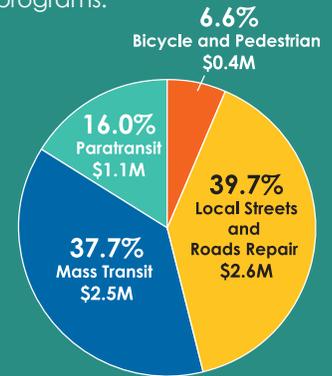
### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$233.6 million; over \$6.4 million was distributed in July 2018.



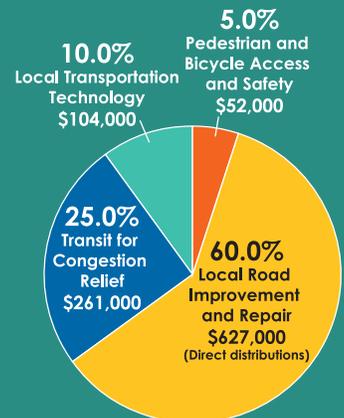
### Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.0 billion since 2002. In July 2018, over \$6.6 million was distributed for four programs.



### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$51.3 million for local road repair; over \$1.0 million was collected in July 2018.



## Agency Activities

In October, Alameda CTC hosted or participated in the following events:

- Bikemobile events and school visits:
  - October 2 – Encompass Academy Elementary
  - October 4 – Ashland/Cherryland Walk and Roll Party
  - October 5 – Wood Middle, Alameda
  - October 6 – Science in the Park, Hayward
  - October 9 – Rancho Las Positas Elementary, Livermore
  - October 10 – Martin Luther King, Jr. Middle, Berkeley
  - October 11 – Parkmont Elementary, Fremont
  - October 12 – Bancroft Middle, San Leandro
  - October 13 – Peralta Elementary, Oakland
  - October 16 – Christensen Middle, Livermore
  - October 19 – Pioneer Elementary, Union City
  - October 23 – Creekside Middle, Castro Valley
  - October 25 – Amador Valley High, Pleasanton
  - October 26 – Strobridge Elementary
  - October 28 – Forest Park Elementary, Fremont
  - October 31 – Dayton Elementary, San Leandro
- October 2 – Senior Health and Resource Faire, Newark
- October 5 – Roche Employee Transportation Fair, Pleasanton
- October 6 – Senior Info Fair, Dublin
- October 9 – Chinatown Chamber of Commerce, Oakland; San Leandro Chamber of Commerce Government Affairs Committee, San Leandro; Public Information meeting for I-680 HOV/Express Lanes From SR-84 to Alcosta Boulevard project, Dublin
- October 10 – Walk and Roll to School Day, throughout Alameda County; Kaiser Hospital Transportation Fair, San Leandro
- October 16 – Kaiser Hospital Transportation Fair, Oakland; Public Information meeting for I-680 HOV/Express Lanes From SR-84 to Alcosta Boulevard project, Sunol
- October 17 – Tri-Valley Community Television (TV 30) discussion with Supervisor Scott Haggerty, Pleasanton
- October 18 – Downtown Berkeley BART Plaza and Intermodal Transit Area ribbon cutting; Public Information meeting for I-680 HOV/Express Lanes From SR-84 to Alcosta Boulevard project, Pleasanton
- October 25 – Share Your Ride Month, University of California, Berkeley
- October 27 – Dougherty Road Improvement Project ribbon cutting, Dublin
- October 31 – Share Your Ride Month, University of California, Berkeley

### Project Updates cont'd from page 1

by the Global Opportunities at the Port of Oakland (GoPort) Program. The FITS project is a comprehensive transportation technology and congestion management project consisting of a suite of 15 technological deployments, with an estimated total project cost of \$30.6 million.

Advanced technology elements include a Port-specific traffic management/emergency operations center, upgraded closed-circuit television and queue detection software, which will improve the efficiency, safety, and overall circulation within and near the Port. Other elements, such as changeable message signs, a GoPort web/mobile application and smart parking system, will provide improved truck traveler information by disseminating real-time data to users. Overall, the FITS project will cost-effectively manage Port roadways and improve incident management and Port operations.

In August 2018, the FITS project achieved National Environmental Policy Act (NEPA) approval. To date, Alameda CTC, in partnership with the Port, has successfully leveraged \$6.6 million of local Measure BB sales tax funds to secure over \$22 million of external funding for the project. Alameda CTC's investment yielded awards of two highly competitive federal grants from the Port Security Grant Program and Advanced Transportation and Congestion Management Technologies Deployment program. Senate Bill 1's competitive Trade Corridor Enhancement Program was able to close the \$12.4 million funding gap, which will allow the first set of construction contracts to be released by mid-2019.

For project updates, visit the [Projects web page](#).

## Committee Activities

### Advisory committees

In October, the following advisory committees met. Highlights include:

October 4 – The [Alameda County Technical Advisory Committee](#) (ACTAC) approved Congestion Management Program Conformity findings, Level of Service (LOS) Performance Reporting, the 2017 Performance Report modal fact sheets and the FY2018-19 Transportation Fund Clean Air Program. The committee was updated on Senate Bill 1, the Metropolitan Transportation Commission's FY2018-19 Annual Obligation Plan and Alameda County Federal Inactive Projects. ACTAC members also received a presentation from CyberTrans and reviewed Active Transportation Program Cycle 4 application submissions.

October 18 – The [Bicycle and Pedestrian Advisory Committee](#) (BPAC) received a detailed review of the East 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor Project and the Countywide Active Transportation Plan Prioritization Framework.



Port of Oakland.