



JANUARY 2017

# EXECUTIVE DIRECTOR'S REPORT

## Director's Message

Happy New Year and welcome to our new Commissioners. 2016 was a year of delivering on the promises of our voter-approved sales tax measures. A number of project and programs were launched or broke ground, including the [Student Transit Pass Program](#) and the county's first bus rapid transit (BRT) line. Significant Measure-B and I-Bond-funded projects opened for the public including the [I-580 Express Lanes](#) and the [I-80 SMART Corridor](#). Also in 2016, our planning staff completed three major modal plans as well as the [Countywide Transportation Plan](#). In just two years since the passage of Measure BB, Alameda CTC distributed more than \$220 million directly to your jurisdictions to support local priorities.

The coming year will be one of partnership, advocacy and delivery.

[Director's Message cont'd on page 2](#)

## TABLE OF CONTENTS

- 1 Project Updates**  
Roundabouts improve safety
- 2 Transportation Planning Updates**  
A 2017 look-ahead  
**Policy News**  
State infrastructure priorities
- 3 Finance Updates**  
Agency receives clean financial audit  
**Programming Updates**  
2018 Comprehensive Investment Plan
- 4 Outreach and Events**  
January activities  
**Committee Activities**  
January advisory committee highlights  
**Other News**  
Central County Complete Streets Implementation Project

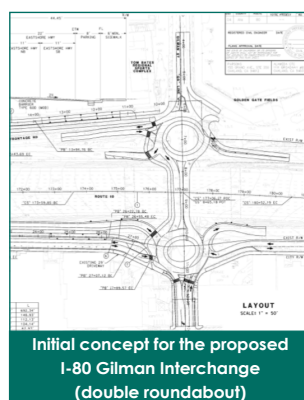
## Project Updates

### Roundabouts improve safety

Modern roundabouts have been proven to increase traffic safety and reduce annual maintenance costs, and in the coming years they will be featured in some of Alameda CTC's projects.

In Oakland at the southbound off-ramp of the I-880/29th Avenue interchange, a single roundabout is being constructed as part of Alameda CTC's [I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project](#). Improving safety and relieving congestion on I-880 at this location is a key goal for this project, which began construction in 2014.

The [I-80 Gilman Interchange Improvement Project](#) in the City of Berkeley will reconstruct the intersections of on- and off-ramps on

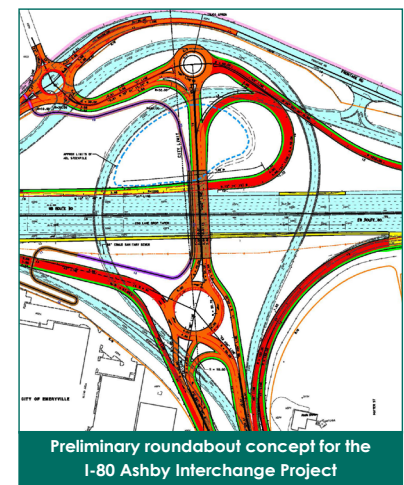


both sides of the freeway as roundabouts to improve traffic circulation and safety for all on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange.

The roundabouts will reduce congestion, shorten queues and minimize merging and turning conflicts.

In addition to improving mobility through the Gilman street corridor, the project will provide safe and convenient access to the San Francisco Bay Trail and the Tom Bates Regional Sports Complex for adjacent communities by way of a new pedestrian and bicycle overcrossing structure and

segments of Class I trail and Class IV bikeway that provide access to the overcrossing. Environmental clearance is anticipated late 2017.



The [Ashby Interchange Project in the City of Emeryville](#) proposes to use a roundabout design to address similar traffic operational needs at the interchange and will provide a direct connection between westbound I-80 and Emeryville via Shellmound Street. These improvements are anticipated to relieve traffic congestion in Emeryville and Berkeley by reducing traffic at the I-80/Powell Street interchange in Emeryville and at the intersection of Ashby Avenue/7th Street in Berkeley through redistribution of traffic via an increase in available travel routes.

The proposed project also provides an opportunity to add bicycle and pedestrian access across I-80 to link the San Francisco Bay Trail to the City of Emeryville and Berkeley's Aquatic Park. The environmental phase is anticipated to begin in winter 2017.

*Director's Message cont'd*

You will see significant progress on key projects, including [GoPort](#) to improve efficiency at the Port of Oakland, the I-680 Northbound Sunol Express Lane and the interchanges on I-80 at Ashby and Gilman. We will continue to strengthen and evaluate the [Safe Routes to Schools](#) and Student Transit Pass programs, work to implement key planning initiatives identified in the modal plans and launch several multimodal corridor studies and a rail study.

We are optimistic that in 2017 our partners at the state and federal levels may be able to develop and pass infrastructure initiatives, and staff stands by ready to ensure that any major legislative actions provide maximum benefits to Alameda County. We are also partnering at the regional level to support a successful Regional Measure 3 with the development of a comprehensive expenditure plan that supports Alameda County and the surrounding region.

I'm pleased to report that Alameda CTC's planning department had two papers accepted by the prestigious Transportation Research Board:

"A Countywide Planning Framework to Identify Continuous and Connected Multimodal Arterial Networks" and "Evaluating and Visualizing Multimodal Networks at Scale" — both byproducts of the agency's innovative [Multimodal Arterial Plan](#).

I wish you all a good 2017 and look forward to continuing to deliver transportation programs and projects through partnership and leveraging our local dollars.

ARTHUR L. DAO  
Executive Director  
Alameda County Transportation Commission

## Transportation Planning Updates

### A 2017 look-ahead

2016 was a significant year for planning work at Alameda CTC. The agency completed three major, first of their kind, modal plans as well as the [2016 Countywide Transportation Plan](#). In 2017, Alameda CTC will launch efforts to make progress on the path toward implementation of these plans.

Multimodal corridor studies will further advance planning and initial project alternative development of multimodal solutions in the plans, first on San Pablo Avenue, then on East 14th Street/Mission Boulevard.

Alameda CTC will also actively partner with the City of Oakland and AC Transit on improvements for the Grand Avenue and MacArthur Boulevard corridors. Building on the [Countywide Goods Movement Plan](#), Alameda CTC has



already initiated a rail study that will bring together multiple planning studies to identify appropriate outcomes for Alameda County.

Another focus in 2017 will be coordinating with the jurisdictions in their implementing Senate Bill 743 requirements to adopt the California Environmental Quality Act vehicle miles traveled metric. A transportation impact analysis will also begin in 2017.

Additionally, Alameda CTC will initiate other new efforts in 2017 such as developing a practical framework for advancing and implementing proven and tested transportation technologies to improve safety, mobility and the environment, and to reduce congestion and increase accessibility. In coordination with jurisdiction staff and partners, Alameda CTC will also launch an updated [Safe Routes to Schools Program](#).

To prepare for challenges and opportunities with these new efforts, Alameda CTC plans to host quarterly information-sharing forums with jurisdictions, transit agencies and other partners to exchange information and share best practices regarding improvements in Alameda County.

## Policy News

### State infrastructure priorities



Senate and Assembly Democrats took the opportunity on the first day of the session to introduce a package of bills to address California's aging infrastructure. Some of these measures are familiar reintroductions from last session, demonstrating that transportation infrastructure continues to be a priority at a state level.

[Senate Bill 1 \(Beall\) Transportation Funding](#) – SB 1 is similar to SBX 1 from last session. It would create the Road Maintenance and Rehabilitation Program directed at repairing and upgrading highways, local streets and roads, transit systems and trade corridors. SB 1 would also require loan repayments and provide additional revenue to transit.

Assembly member Frazier introduced a similar bill, [Assembly Bill 1 \(Frazier\)](#) with the same title. SB 1 and AB 1 would both generate about \$6.6 billion in new revenue for transportation programs. This is about \$1 billion less than proposals contained in SBX 1 and ABX 26 at the end of the previous session. The main difference is smaller excise tax increases for gasoline and diesel, and returning only 50 percent of the truck weight fee being used for debt service payments.

[Assembly Bill 28 \(Frazier\) Environmental Review Process](#) – AB 28 would re-enact provisions that sunset on December 31, 2016 that delegate the federal responsibility for completing National Environmental Protection Act review of transportation projects to the California Department of Transportation. While this same provision is also in SB 1 and AB 1, AB 28 is an urgency measure that can be moved ahead of any transportation funding agreement.

Staff will continue to monitor legislative developments.

## Finance Updates

### Agency receives clean financial audit

At its December 2016 meeting, the Commission approved Alameda CTC's Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2016. The agency's independent auditors, Vavrinek, Trine, Day & Co., LLP, provided an unqualified, or clean, opinion to Alameda CTC regarding the financial statements, notes and related information included in the CAFR.

Alameda CTC submitted the CAFR to the Government Finance Officers Association for consideration for an award for excellence in financial reporting. In addition, the CAFR was submitted to various regulatory agencies including the Department of Transportation, Metropolitan Transportation Commission, California State Controller's Office, Alameda County Auditor, Fitch Ratings and Standard and Poor's. It was also uploaded to the Electronic Municipal Market Access website as required by the Measure B Sales Tax Revenue Bonds (Limited Tax Bonds) Series 2014 continuing disclosure agreement.

### Contracting opportunities

Over the next six months, Alameda CTC anticipates soliciting statements of qualifications, bids and proposals for professional and maintenance services related to the following projects:

- Project Scoping and Project Approval and Environmental Document for Various Capital Projects in Alameda County
- Various Multimodal Corridor Projects
  - East 14th Street/Mission Boulevard
  - San Pablo (State Route 123)
- East Bay Greenway Maintenance: 75th Avenue to 85th Avenue in Oakland
- Countywide Bicycle and Pedestrian Plans Update
- Alameda County Safe Routes to Schools Program

For more information, visit the [Contracting Opportunities web page](#).

## Programming Updates

### 2018 Comprehensive Investment Plan

Alameda CTC is coordinating the programming of discretionary funding as part of its Comprehensive Investment Plan (CIP). The CIP is a programming and allocation document that establishes a financial investment strategy for funding under Alameda CTC's purview and targets available funds toward transportation priorities in Alameda County.

On September 1, 2016 Alameda CTC initiated a Call for Project Nominations for projects ready for implementation within the five-year horizon from fiscal years 2017-18 to 2021-22. Applications were due on October 31, 2016.

In response to this call, the Alameda CTC received approximately 230 applications with funding requests totaling approximately \$2.8 billion, competing for \$160 million in funding available between local, state and federal sources under Alameda CTC's purview. Over the next few months, Alameda CTC will evaluate submitted projects based on the Commission-approved CIP project selection criteria and match successful candidate projects with the appropriate fund source(s). Alameda CTC's programming recommendations will be considered by the Commission in late spring 2017.

### Measure B and Measure BB DLD programs update

Alameda CTC is responsible for administering the Measure B and Measure BB programs and distributes program funds in two ways:

- 1) monthly formula allocations to 20 eligible local jurisdictions and transit agencies known as direct local distribution (DLD) funds; and 2) reimbursement-based discretionary grants.

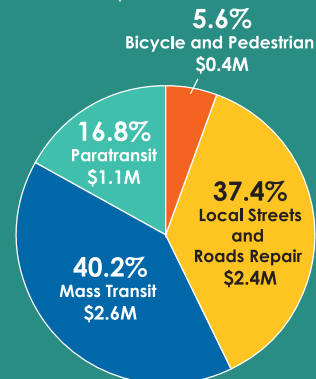
DLD recipients use their allocations to implement locally prioritized transportation improvements through their local transportation, bicycle and pedestrian, mass transit and paratransit programs. In fiscal year 2015-16, DLD recipients received approximately \$141.9 million in distributions: \$72.0 million from Measure B and \$69.9 million from Measure BB.

**Programming Updates cont'd on page 4**

## Transportation Investments

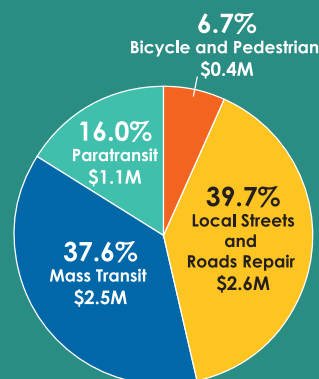
### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and now total over \$101.8 million; over \$6.5 million was distributed in September 2016.



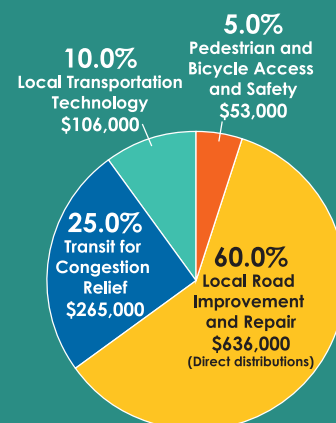
### Measure B Program Distributions

Measure B direct local distributions have totaled more than \$866.4 million since 2002. In September 2016, over \$6.6 million was distributed for four programs.



### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed over \$37.8 million for local road repair; in total, over \$1.0 million was collected in September 2016.





## Outreach and Events

In January, Alameda CTC participated in several events including:

- January 11 – Alameda CTC kicked off the New Year as a participant in the Pleasanton Chamber of Commerce's Pleasanton 2020 Forum, providing a countywide update with an emphasis on projects in the Tri-Valley.
- January 19 – Alameda CTC attended the East Bay Economic Development Alliance Annual Legislative Reception in Oakland, celebrating economic vitality of the region.

### 2016 Event Highlights



The BikeMobile visited events in and around schools in Alameda County during 2016.



The I-580 Express Lanes, specially designed to improve commuting for all motorists along the ~14-mile Tri-Valley corridor, opened early 2016.



The groundbreaking of the East Bay's first bus rapid transit system, from downtown Oakland to San Leandro, was in August 2016.

## Other News

### Central County Complete Streets Implementation Project

Through Alameda CTC's [Sustainable Communities Technical Assistance Program](#), the City of San Leandro, the City of Hayward and unincorporated Central Alameda County requested consultant assistance to support complete streets implementation. Alameda CTC grouped the separate technical assistance requests into a single project, the Central County Complete Streets Implementation Project, to promote cross-jurisdictional information sharing and to realize efficiencies in tool development.

Two key tools developed as part of this project include:

1. **Complete Streets Design Guidelines** will help ensure that Central County street designs consider the full range of users on every street and accommodate these users wherever possible. The goal of these design guidelines is to help staff from the three Central County jurisdictions clearly understand how to implement complete streets for each street type, for different modal priorities and for varying contexts.
2. **Complete Streets Checklists** support the complete streets implementation efforts. The Transportation Capital Project Complete Streets Checklist addresses key elements and stakeholder coordination/review during the planning and scoping, schematic design and final design phases of a project. The Development Review Complete Streets Checklist can be used throughout project development and design to identify and assess a range of complete-streets-related necessities in the vicinity to better serve the multimodal transportation needs of the people coming and going from that project area.

In addition to using tools with countywide applicability, the project seeks to build internal, external and cross-jurisdictional stakeholder consensus on necessary implementation steps to implement complete streets.

## Committee Activities

### January advisory committees

In January, several community advisory committees met. Highlights include:

- January 5 – The [Alameda County Technical Advisory Committee](#) (ACTAC) approved Safe Routes to Schools Program principles, goals and framework. ACTAC members also received a presentation of the Information Exchange Forum surveys regarding transportation demand management and NextGen technology as well as updates on the Central County Complete Streets Implementation Project.
- January 9 – The [Independent Watchdog Committee](#) (IWC) received updates on delivery and implementation of Measure B and Measure BB projects and programs. IWC members also received the fiscal year 2015-16 Measure B and Measure BB program compliance and audit reports.
- January 12 – The [Paratransit Technical Advisory Committee](#) (ParaTAC) received updates on paratransit direct local distribution estimates and the city-based program application web form, and discussed the review of implementation guidelines and performance measures. ParaTAC members also exchanged technical information.
- January 23 – The [Paratransit Advisory and Planning Committee](#) (PAPCO) reviewed and approved implementation guidelines and performance measures. PAPCO members also received a presentation on the 2018 Comprehensive Investment Plan Paratransit Program and received a mid-year report on the City of Newark Paratransit Program.

### Programming Update cont'd from page 3

As part of the Annual Program Compliance Reporting process, DLD recipients are required to submit an end-of-year report to describe the specific expenditures and program achievements. Alameda CTC, in conjunction with the Independent Watchdog Committee, will review recipients' reports this month to determine compliance with the DLD program requirements.