

FEBRUARY 2017

EXECUTIVE DIRECTOR'S REPORT

Director's Message

2017 is shaping up to be a year of significant progress at Alameda CTC. Congratulations to our Chair Rebecca Kaplan, re-elected last month, and to our new Vice Chair, Supervisor Richard Valle who will lead Alameda CTC as we accomplish significant project and program delivery this year including: expanding our Safe Routes to Schools program and strengthening paratransit programs; supporting the expansion of carpooling and rideshare technology to help fill the many empty seats on our freeways and crossing our bridges; advancing a new technology initiative to explore the use of next-generation ITS technology countywide; advancing goods movement solutions; and managing the delivery of more than

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Project Updates

I-580 Express Lanes celebrate one-year anniversary!



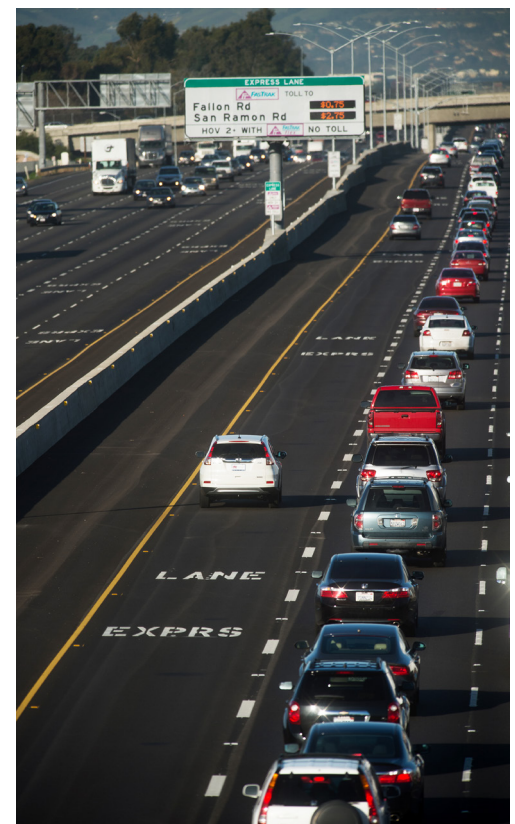
Since opening in February 2016, the I-580 Express Lanes have been operating along approximately 11 miles from Hacienda Drive in Pleasanton to Greenville Road in Livermore in the eastbound direction, and approximately 14 miles from Greenville Road to just before San Ramon Road/Foothill Road in Dublin in the westbound direction. In their first year of operation, the express lanes have provided motorists with significant benefits including travel-time savings and travel reliability by optimizing corridor capacity. In fact, implementing the I-580 Express Lanes and other congestion relief strategies has moved the I-580 corridor off the Metropolitan Transportation Committee's top 10 list of most congested freeways in the Bay Area.

The express lanes are toll-free for carpools, clean-air vehicles, motorcycles and transit vehicles. Drivers of single-occupancy vehicles can pay a toll to use the express lanes, which during peak times at congested locations have

recorded 10-25 mph faster lane speeds than the general purpose lanes.

Through December 2016, the I-580 Express Lanes have recorded over 6.8 million total trips and collected over \$7.4 million in gross toll revenues, which will fund ongoing operations and facility maintenance.

Visit [Alameda CTC's Express Lanes web pages](#) for more information or for questions related to the I-580 Express Lanes, call our Express Lanes Hotline at (510) 208-7499.



Director's Message cont'd

\$1 billion in voter-approved capital projects throughout the county.

I'm pleased to report that Alameda CTC is working with our 23-member Paratransit Advisory and Planning Committee to develop a work plan and conduct an assessment of mobility needs of seniors and people with disabilities in Alameda County to identify evolving needs and service gaps.

Staff is working with the California Transportation Commission, Caltrans and MTC to shape guidelines and identify priority goods movement projects in anticipation of federal formula funds becoming available at the state level later this year. The Countywide Goods Movement Plan, approved in 2016, frames our priority investments, and this effort further advances the vision and goals of the plan.

We continue to work to leverage our local Measure B/BB dollars, planning efforts and advocacy efforts to support regional and state funding opportunities for Alameda County transportation improvements. We will meet with our federal representatives this spring and anticipate working with the newly appointed Secretary of Transportation Elaine Chao as she focuses on technology and infrastructure investments.

Thank you for all your hard work here at Alameda CTC.

ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Transportation Planning Updates**Paratransit needs assessment**

Alameda CTC, in collaboration with partners, supports a wide variety of transportation programs for seniors and people with disabilities including Americans with Disabilities Act-mandated paratransit, city-based programs, taxi programs, fixed-route shuttles, volunteer-driver programs, travel training and more. Alameda CTC's Paratransit Coordination Team is conducting an Assessment of Mobility Needs of Seniors and People with Disabilities in Alameda County to identify service gaps.

Since paratransit needs and conditions evolve, assessing service gaps on a periodic basis helps ensure funding is directed to the most critical areas. The assessment in progress will provide an up-to-date understanding of where we are today, recent trends and future projections to inform planning efforts and funding decisions. A report will be presented at the joint [Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee meeting](#) on Monday, February 27, 2017 at 1:30 p.m.

Advancing transportation technology

In addition to assessing paratransit needs, Alameda CTC has been exploring opportunities to support the advancement of transportation technology to improve countywide multimodal mobility. During the annual Commission Retreat in November 2016, a "soft launch" of a new technology initiative — to explore the use and implementation of the next generation of intelligent transportation system (ITS) technology countywide — identified a set of potential initiatives encompassing all modes and shared-use mobility options.

In December 2016, Alameda CTC conducted a survey for members of local jurisdictions and partner organizations to assess the level of local ITS and next-generation technology efforts. Feedback provided a better sense of local technology use as well as insight into

the potential roles Alameda CTC could take in partnering, planning and implementing technology projects as well as promoting interjurisdictional integration.

In January 2017, Alameda CTC established an information exchange forum to serve as a platform to share technology strategies and approaches to implement projects as well as to showcase opportunities for partnership and funding. These exchanges are planned to coincide with future Alameda County Technical Advisory Committee meetings.

Policy News**State budget proposal**

Governor Brown released his proposed 2017-18 budget on January 10, 2016, which outlines a \$179.5 billion spending plan that includes \$122.5 billion in general fund spending, \$54.6 billion in special fund spending and \$2.4 billion in bond funds. The proposed budget projects a \$1.6 billion deficit by the end of the 2017-18 fiscal year. This deficit is based on revenue assumptions and assumes the continuation of existing federal policies. The governor noted that many of the proposed changes at the federal level could trigger a budget crisis.

As part of the governor's budget, he unveiled a similar, but updated, proposal compared to last year aimed at addressing the state's transportation funding needs. The new proposal would generate about \$4.2 billion annually, which is more than the prior version that would have raised \$3.6 billion annually, but still lower than the legislative proposals that currently hover around \$6 billion in both [Assembly Bill 1 \(Frazier\)](#) and [Senate Bill 1 \(Beall\)](#).

The main differences between the governor's new proposal and the AB1/SB 1 proposals is a lower excise tax increase, no sales tax increase on diesel fuel and the use of truck weight fees. The actual implementing language is not expected to be available until late February.

Finance Updates

Second quarter financial reports

During the month of January, the finance team concentrated on producing the Alameda CTC FY2016-17 second quarter financial report and investment report as of December 31, 2016 for presentation at the February Finance and Administration Committee meeting. In addition, the team prepared the FY2016-17 second quarter financial report for the Sunol Smart Carpool Lane Joint Powers Authority.

The financial reports present revenues and expenditures through



December 31, 2016 by line item and compare each line to 50 percent of the adopted budget, since the fiscal year is half way through.

The finance team also has kicked off the mid-year budget update process. With this process, finance will collaborate with all working groups and departments throughout the agency to update the FY2016-17 budget based on updated information and actual costs incurred through December 31, 2016. The mid-year budget update is scheduled to go before the Commission for approval in March 2017.

Contracting opportunities

Over the next six months, Alameda CTC anticipates soliciting statements of qualifications, bids and proposals for professional 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 Multimodal Corridor Project
 - Telegraph Multimodal Corridor Project
- Countywide Bicycle and Pedestrian Plans Update
- Alameda County Safe Routes to Schools Program

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

Programming Updates

Regional Measure 3 Update

The Metropolitan Transportation Commission (MTC) is considering pursuing a regional transportation funding measure, Regional Measure 3 (RM3), to increase tolls on the Bay Area's state-owned bridges by \$1-3 to support highway, transit and bicycle/pedestrian projects in the bridge corridors and their approaches, and transit services that have a congestion relief nexus to the bridges.

While Alameda CTC does not currently have a formal role in the RM3 development process, the agency has approved a candidate projects list to support future discussions with MTC on Alameda County's funding needs. As RM3 develops over the coming months, Alameda CTC will actively participate in forums and meetings to support future programming and funding investments for transportation projects that will result in efficiencies of transit, highway, goods movement and other transportation-related improvements in the county.

Measure B/BB/VRF FY2016-17 programs update

Each year, over half of revenues generated from the Measure B and Measure BB sales tax programs and the Vehicle Registration Fee are returned by a fixed formula to cities, the county and transit operators in Alameda County as direct local distributions (DLD) funds. These funds support the implementation of local transportation, bicycle and pedestrian, mass transit and paratransit programs and improvements.

In FY2016-17, Alameda CTC forecasts approximately \$150 million will be provided to DLD recipients. These funds are used to support annual locally implemented programs including sidewalk improvements, pavement rehabilitation, pothole repair, transit operations and paratransit services.

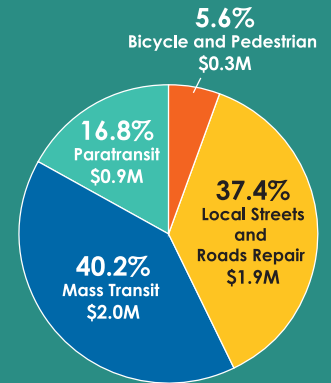
The remaining portion of Measure B, Measure BB and VRF funds reserved for discretionary projects are being programmed

Programming Updates cont'd on page 4

Transportation Investments

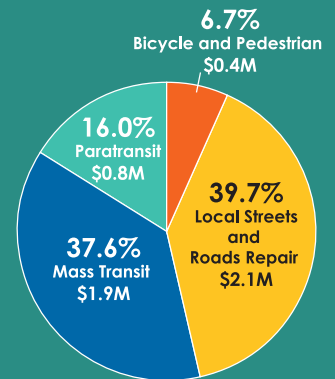
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and now total over \$113.8 million; over \$5.0 million was distributed in November 2016.



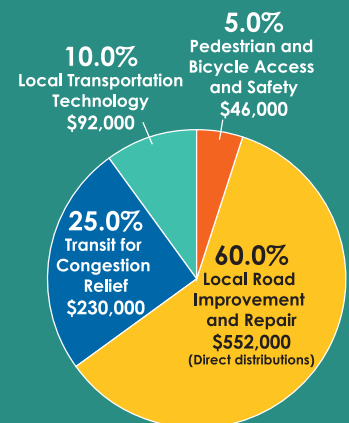
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$879.1 million since 2002. In November 2016, over \$5.2 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed over \$38.9 million for local road repair; in total, over \$0.9 million was collected in November 2016.



Outreach and Events

In February and March of this year, Alameda CTC will participate in the following events:

- February 23 – A Prime/Disadvantaged Business Enterprise Cooperative workshop sponsored by the California Department of Transportation was held in Oakland.
- February 27 – Alameda CTC will present at the 2017 National Association of Counties 2017 Legislative Conference in Washington D.C. to explore the importance of multijurisdictional cooperation, stakeholder involvement, freight movement and transportation infrastructure investments pertaining to national and international trends for megaregion planning and investments.



Washington D.C.

- March 10 – Alameda CTC will participate in the California High Speed Rail Small Business Certification workshop in San Jose.
- March 15 – A Meet the Primes meeting will be hosted by the Breakfast of Champions at Alameda CTC's office in Oakland.
- March 31 – A Building Opportunities for Business certification workshop will be hosted by Alameda County Public Works Agency in Hayward.

Other News

Affordable Student Transit Pass Program update



The Affordable Student Transit Pass Program (Affordable STPP) began during the 2016-2017 school year in middle schools and high schools in the four Alameda County planning areas. The program provides transit passes distributed or sold at a discount to students in selected schools for use on the various public transit providers that serve Alameda County.

During the first year of the program, Alameda CTC successfully implemented four pilot programs at nine middle and high schools across Alameda County. From implementation in August to the end of December, the Affordable STPP facilitated nearly 200,000 transit trips taken by students.

As part of the program evaluation framework, all students at participating schools, regardless of whether they were participating in the program or not, were invited to complete a survey in December. One of the key purposes of the survey was to understand how students travel. In terms of traveling to and from school, the majority of students who completed the survey are driven to school. However, taking transit and walking are more common modes in the afternoon hours than in the morning.

More than 50 percent of students in each planning area said that the cost savings provided by the transit pass program was important to the student and student's family. More than one-quarter of all participants indicated the cost savings the program provides is critical to the student and his/her family. The responses suggest the program has made progress toward the goal of reducing barriers to transportation.

Committee Activities

February advisory committees

Highlights for February community advisory committees are as follows:

- February 9 – The [Bicycle and Pedestrian Committee \(BPAC\)](#) received status reports on the East Bay Greenway: Lake Merritt BART to South Hayward BART Project and Central County Complete Streets Implementation Project. BPAC members also received updates on the 2018 Comprehensive Investment Plan call for projects, the Metropolitan Transportation Commission Complete Streets Checklist review, and implementation of the Countywide Bicycle and Pedestrian Plans.
- February 27 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) and the [Paratransit Technical Advisory Committee \(ParaTAC\)](#) met jointly to discuss the Paratransit Countywide Needs Assessment Report, a comprehensive analysis to identify gaps, inform grant making and shape the Paratransit Program. PAPCO and ParaTAC members also received updates from staff.



Programming Update cont'd from page 3

through the 2018 [Comprehensive Investment Plan](#). Funding recommendations that coincide with countywide transportation priorities will be presented to the Commission for consideration in April 2017.

