



MARCH 2016

EXECUTIVE DIRECTOR'S REPORT

Director's Message

In March 2016, Alameda CTC brings before the Commission its Measure BB Capital Projects Delivery Plan, a group of 20 major, regionally significant transportation improvement projects that span multiple jurisdictions. Alameda CTC will serve as project sponsor for these major projects with support from local jurisdictions and will partner to achieve early delivery. A majority of the 2000 Measure B projects were delivered ahead of schedule and within budget. We're taking the same approach with Measure BB. The projects in the Capital Projects Delivery Plan will create jobs, strengthen the economy and meet the needs of the public (see "Project Updates").

I also want to provide an update on the new [I-580 Express Lanes](#), the first-ever project of its kind in Northern California. The lanes have been open for a month and are

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Project Updates

Measure BB Capital Projects Delivery Plan

Alameda CTC is responsible for planning, programming and allocating local, regional, state and federal funding from a number of sources for transportation improvements and services that facilitate safe, efficient and accessible travel in all parts of Alameda County.

In 2014, Alameda County voters approved Measure BB and its 2014 Transportation Expenditure Plan. For effective delivery, Alameda CTC has identified a set of projects for which it will take the primary project sponsor role to ensure delivery as promised to the voters.

The remaining projects will be delivered by partner sponsor agencies with Alameda CTC as the co-sponsor. This initial

Measure BB Capital Project Delivery Plan (CPDP) provides information regarding the scope of these selected projects and how the agency will manage them. The draft CPDP, approved by the Programming and Projects Committee, will be presented to the Commission at its regularly scheduled meeting in March 2016.



Capital Project Delivery Plan Key Projects

Freight		Highways: I-80 Corridor	
1	7th Street Grade Separation, West and East	11	I-80/Ashby Avenue IC Improvements
2	Intelligent Transportation System and Technology Plan	12	I-80/Gilman Street IC Improvements
3	Middle Harbor Road	Highways: I-580 Corridor	
Arterials		13	I-580/I-680 IC Improvements
4	Ashby Avenue (SR 13) Multimodal Corridor	Highways: I-680 Corridor	
5	I-580 Freeway Corridor Management System	14	I-680 NB HOV/Express Lane (Auto Mall Pkwy to SR 84)
6	I-880 to Mission Boulevard East-West Connector	Highways: I-880 Corridor	
7	San Pablo Avenue Multimodal Corridor	15	I-880/Industrial Parkway West IC
8	Telegraph Avenue Multimodal Corridor	16	I-880/Whipple road Industrial Parkway Southwest IC
9	University Avenue Multimodal Corridor	17	I-880/Winton Avenue IC
Bicycle/Pedestrian		18	Oakland-Alameda Freeway Access (formerly I-880/Broadway-Jackson Improvements)
10	East Bay Greenway	19	South County Access (SR 262 (Mission Boulevard) Cross Connector)
		SR 84 Corridor	
		20	SR-84/I-680 Interchange and SR 84 Widening

Director's Message cont'd

working well. Alameda CTC will continue to make minor adjustments to operate them at optimal levels, while meeting policies and regulations. After the lanes have been open for a year, we'll have considerable data on lane usage that will show how the lanes are maximizing the highway's efficiency. Here's what one satisfied user said.

The Comprehensive Investment Plan (CIP) funds capital projects that benefit the region like the express lanes as well as programs. This spring, the annual CIP update begins and will help fund local jurisdiction's shovel-ready projects (read more in "Programming Updates").

Potential additional funding opportunities from the federal and state governments to support transportation improvements are in the works. Read "Policy News" to find out more about the Fixing America's Surface Transportation Act and state legislation in process to improve transportation funding.

Planning efforts highlighted this issue include projects being implemented as part of the Sustainable Communities Technical Assistance Program (see "Transportation Planning Updates").

The finance team has developed the mid-year budget update. Find out more about the team's activities and [contracting opportunities](#) in "Finance Updates."

For more information about the Transportation Open Houses we held earlier this year and other events you may find of interest, see page 4.

Sincerely,

ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Transportation Planning Updates

Sustainable Communities Technical Assistance Program (SC-TAP)

Alameda CTC's [SC-TAP](#) provides local jurisdictions with on-call consultant expertise primarily for projects located in priority development areas or growth opportunity areas. Since 2014, SC-TAP has enabled implementation of local complete streets policies, transit supportive land use projects, as well as bicycle and pedestrian improvement projects. Three SC-TAP projects are highlighted below.

Clement Avenue Complete Street Corridor Concept Study: The City of Alameda completed this project in fall 2015 to identify the best complete streets design options for the Clement Avenue corridor from Grand Street to Broadway. The project included a series of three community workshops and development of a concept proposal that met the needs of all corridor stakeholders. The concept proposal recommendations include installation of Class II bike lanes, removal of unused railroad tracks and utility undergrounding, driveway and intersection safety improvements, and maintaining truck access.

Iron Horse Trail Connectivity to BART Feasibility Study: Nearing completion, this project explores potential improvements on the Iron Horse Trail within the City of Dublin. An extensive public outreach effort and development of a draft report outlining a set of preliminary improvements for the trail are complete. These include additional Class II bike lanes connecting adjacent roadways to the trail, signal modifications at intersections, additional ramps and passive detection for crossings, and potential grade-separated crossings in the long-term, among other improvements.

Tri-Valley Integrated Transit and Park-and-Ride Study: This study aims to reduce vehicles miles traveled by increasing transit use, carpooling and shuttling in the Tri-Valley and is expected to be complete in fall 2016. An inventory of existing park-and-ride (PNR) facilities in the Tri-Valley is complete. The next step is finalizing a travel behavior and market analysis that will inform a set of proposed recommendations to improve

existing use of transit and PNR lots in the area, and identify the most feasible options for increasing lot capacity and improving transit service connections to PNR lots.

Policy News

Legislation for transportation funding

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act, a five-year, \$305 billion surface transportation program that will be a much-needed, long-term source of federal funding for highway and transit projects.

As part of the highway funding, there is a new focus on freight, including a multimodal freight network with a new National Highway Freight Program and a new freight discretionary program.

Alameda CTC plans to apply for funding for Port of Oakland projects through two federal grant programs: Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) and Transportation Investment Generating Economic Recovery (TIGER). Both FASTLANE and TIGER competitive grant program applications are due in April 2016.

State legislation in process

The state also has legislation in the works that will increase funding for transportation. The governor's transportation funding proposal released last August, which would generate \$3.6 billion annually, is reflected in his spending plan for FY2016-17. Funding includes allocations to the cities and counties for local streets and roads, cap-and-trade funds for the Low Carbon Road Program and the Transit and Intercity Rail Capital Program and funds for highway repairs and for the Trade Corridor Improvement Fund.

In February 2016, the Commission chose to formally support Assemblymember Jim Frazier's AB 1591, which would raise

[Policy News cont'd on page 4](#)

Finance Updates

Investment and financial reports

During the month of February, the finance team worked to develop the mid-year budget update which goes to the Commission for approval in March. Also in February, the Commission approved both the FY2015-16 second quarter investment report and the FY2015-16 second quarter financial report.

The investment report provides balance and average return on investment information for all cash and investments held by Alameda CTC as of December 31, 2015. Total cash and investments were \$389.2 million with bond proceeds accounting for \$29.2 million of the total.

The financial report provides a summary of actual revenues and expenditures through December 31, 2015 with comparisons to the year-to-date adopted budget. Alameda CTC had a net increase in fund balance of \$56.2 million as of the end of the second quarter, primarily due to sales tax funds collected but not yet distributed to fund projects and programs in the Transportation Expenditure Plans.

Contracting opportunities

Alameda CTC anticipates issuing an invitation for bids for maintenance services for the East Bay Greenway Project – Segment 7A and requests for proposals for professional services for system manager services for the I-580/I-680 Express Lanes, information technology support services, media and public relations services, paratransit coordination services and contract equity support services in early 2016. For more information, visit the [Contracting Opportunities web page](#).



I-580 Express Lanes Now Open

Programming Updates

Annual Comprehensive Investment Plan update

This spring, Alameda CTC will conduct its annual update of the agency's Comprehensive Investment Plan (CIP) for fiscal year 2016-17. The CIP represents a strategic planning and programming document that translates voter-approved transportation expenditures plans, countywide modal studies and long-range transportation plans into a five-year programming and two-year allocation plan.

This update will reflect the most recent revenue projections and programming and allocation guidelines for upcoming projects and programs funded through Alameda CTC. The CIP update also serves to satisfy the strategic plan requirements for the voter-approved expenditure plans (Measure B, Measure BB and Measure F). The annual update will include the status of previous funding allocations and may include adjustments to the programming recommendations for the FY2016-17 period. The full CIP update is anticipated to be approved by the Commission this spring.

Measure BB Community Development Improvement Program Guidelines

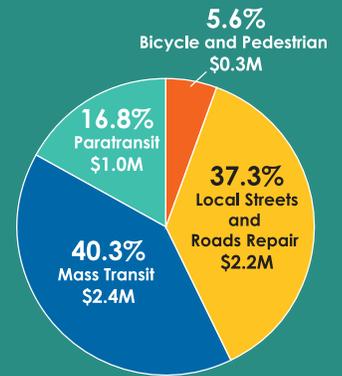
In March 2016, the Commission will consider approving draft Measure BB Community Development Investment Program (CDIP) Guidelines that designate investment strategies and priorities for this funding category in the 2014 Transportation Expenditure Plan, Measure BB. As part of the Expenditure Plan, voters approved dedicating \$300 million of sales tax revenues toward transportation investments that would specifically improve transit connections to jobs and schools.

These investments target immediate opportunities to enhance access, improve safety and support transit infrastructure near BART stations, transit facilities and transit oriented developments. The program guidelines define the priority implementation of CDIP investments into capital project infrastructure and transit operations, and provide a sample list of eligible projects and programs. Alameda CTC will program and allocate CDIP funds this summer through the Comprehensive Investment Plan.

Transportation Investments

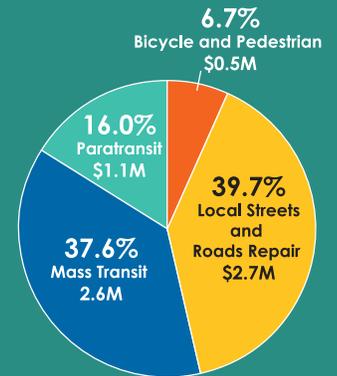
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and now total over \$48.3 million; over \$5.9 million was distributed in December 2015.



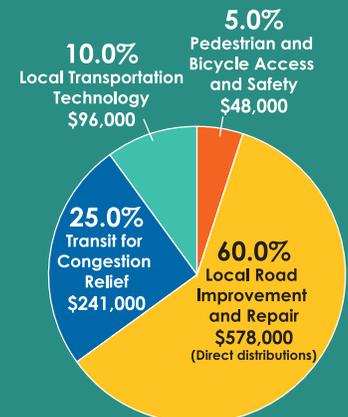
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$812.6 million since 2002. In December 2015, ~\$6.9 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed over \$32.0 million for local road repair; over \$0.9 million was collected in December 2015.



Outreach and Events



In March and April, Alameda CTC is hosting or participating in the following events:

- March 1 – Mobility and Transit Workshop and Fair in San Leandro
- March 4 – California Society of Municipal Finance Officers Annual Conference in Anaheim, CA
- March 12 – Transition Information Faire in Alameda
- March 16 – County Update sponsored by Alameda County Supervisor Wilma Chan, District 3 at the San Lorenzo Library Community Room in San Lorenzo; Association of Pedestrian and Bicycle Professionals (APBP) webinar at Alameda CTC: Understanding the Funding Process
- March 17 – Pleasanton Senior Center Annual Transit Fair, including I-580 Express Lanes presentation
- March 23 – Administrator's Beyond Traffic Roundtable on the Freight Economy sponsored by the Federal Highway Administration and Alameda CTC at Alameda CTC
- March 24 – National Association of Counties meeting at Alameda CTC
- April 5 – National Safe Routes to School Conference in Columbus, Ohio: Learning From Our Elders and Youngsters
- April 7 – National Safe Routes to School Conference in Columbus, Ohio: Bike Safety Before and After Your Ride
- April 8 – Oakland/San Francisco Regional Transportation Safety Summit at Alameda CTC
- April 13 – A presentation to Leadership Pleasanton
- April 20 – Alameda County City Managers' Association meeting at Alameda CTC; APBP webinar at Alameda CTC: Shared and Separated Off-street Paths
- April 21 – Senior Resource Expo at the Senior Center in Albany
- April 25 – Paratransit Strategic Planning Workshop at Alameda CTC
- April 29 – Bay Area THINK Forum at Lake Chalet in Oakland; United Seniors of Alameda County's Annual Convention

Other News Transportation Open Houses

Alameda CTC, together with transit partners AC Transit and Livermore Amador Valley Transit Authority/Wheels, hosted Transportation Open Houses in Dublin, Fremont, Hayward and Oakland in January and February 2016 to gather ideas from the public on these projects and programs: bicycle and pedestrian, goods movement, roads and highways and transit.

Alameda CTC is in the process of updating the [Countywide Transportation Plan](#), a performance-based, long-range plan through 2040 for Alameda County's multimodal transportation network.

Thanks to those of you who joined us and shared your priorities for the future of transportation in Alameda County. If you did not attend the open house in your area or would like more information, see the [Transportation Open House materials](#) or take [our survey](#).



Transportation Open House in Oakland

Policy News *cont'd from page 2*

approximately \$7 billion annually for trade corridor improvements and highway and bridge maintenance from multiple fund sources.

Other transportation funding proposals include those from the Assembly Republicans, the Senate Democrats and the Senate Republicans. Over the coming months, the legislature will debate the multiple proposals it has received to try to arrive at a consensus on how to fund transportation investments in California.

Committee Activities March advisory committees

Highlights for March community advisory committees include the following:

- March 8 – [Paratransit Technical Advisory Committee](#) (ParaTAC) offered feedback on the February 22nd Paratransit Strategic Planning Workshop. ParaTAC members also reviewed and received instruction for completing the FY2016-17 Program Plan applications, discussed the interactive version of the city-based paratransit application for the Access Alameda website and exchanged technical information.
- March 10 – The [Alameda County Technical Advisory Committee](#) (ACTAC) approved the Affordable Student Transit Pass Program site selection and model program evaluation framework, the Comprehensive Investment Plan, the draft Master Project Funding Agreements with Capital Project Fund recipients and the Measure BB Community Development Improvement Program. ACTAC received updates on the development of the 2017 Transportation Improvement Plan and on the Metropolitan Transportation Commission Local Streets and Roads Working Group.
- March 14 – The [Independent Watchdog Committee](#) (IWC) received an orientation and began review of the FY2014-15 Measure B and Measure BB Audit Reports and Compliance Reports. IWC members also established its Annual Report Subcommittee and signed up to watch Measure B- and Measure BB-funded transportation projects and programs.
- March 23 – The [Paratransit Advisory and Planning Committee](#) (PAPCO) convened a Finance Subcommittee and Program Plan Review Subcommittee, offered feedback on the February 22nd Paratransit Strategic Planning Workshop and received feedback on Gap Grant Cycle 5 extensions and updates on grant recipients' progress reports. PAPCO members also received a report from East Bay Paratransit.