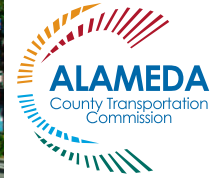




East Bay Bus Rapid Transit rendering



MARCH 2017

EXECUTIVE DIRECTOR'S REPORT

Director's Message

I'm pleased to report we have made good progress in furthering the Commission's goals of implementing technology and transportation demand management initiatives. We held our first quarterly Information Exchange Forum with the Alameda County Technical Advisory Committee earlier this month, which focused on technology initiatives with the potential for scalable expansion.

We also released data for the first year of operations of the I-580 Express Lanes, showing that they are well utilized and are providing the benefits we anticipated with speeds consistently higher than the general-purpose lanes during commute periods and effective management during incidents. More than 30,000 trips are taken

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

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Project Updates

Driving SMART on I-80

The [I-80 SMART Corridor Project](#), which runs along the 20-mile I-80 corridor from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge, is a network of integrated electronic signs, adaptive ramp meters and other state-of-the-art elements that work together to enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion. With as many as 270,000 vehicles per day driving through this major corridor, providing these benefits is critical to keeping the Bay Area moving.

Due to environmental and physical right-of-way constraints in this corridor, a different approach than widening the interstate was necessary to decrease congestion. After identifying a high rate of accidents as a primary reason for the traffic on I-80, the I-80 SMART Corridor Project was constructed to improve responses to accidents and reduce secondary accidents by providing real-time traffic information that allows motorists to drive smarter.

Since the initial activation of system elements in July 2016, early data shows a reduction of secondary accidents. Activation of the ramp metering has also improved overall freeway travel times. Collected data will be further analyzed as part of an after study to quantify the system benefits.

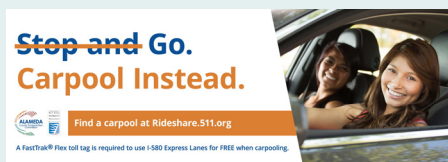
Alameda CTC's \$4 million investment was combined with contributions from the Contra Costa Transportation Authority (CCTA), regional, state and federal entities to deliver this \$79 million technology-driven project. Alameda CTC and CCTA, as the sales tax authorities and congestion management agencies for Alameda County and Contra Costa County, leveraged their relationships to reach agreement on a 17-party memorandum of understanding to outline the commitment and responsibilities regarding ownership, operations and maintenance of the various high-tech equipment installed.



Director's Message cont'd

on the express lanes every day, and more than 38 percent use the lanes toll free.

To promote carpooling in the express lanes, we have launched a carpool promotion program on this corridor, encouraging commuters to "Carpool Instead." This program leverages the benefits of the express lanes (toll free with a FasTrak Flex) and includes outreach to employers and partnerships between carpool app developers, and BART and the City of Pleasanton to further encourage ridesharing. Alameda CTC will expand carpool promotion to other commute corridors over the coming year.



Later this month, our chair, vice chair, several Commissioners, staff and I will travel to Washington, D.C. to meet with our legislators and agency staff in support of our 2017 Legislative Program. Key topics will include funding, partnerships and goods movement. We will report back in April.

Finally, we have a number of contracting opportunities coming in the next six months to support projects and programs, and we were happy to host a "Meet the Primes" business outreach event earlier this month during which more than 100 local businesses had the opportunity to discuss teaming possibilities. Events like this help ensure that we contract with a diverse group of talented consultants and that our local Measure B/BB dollars support Disadvantaged Business Enterprises and local and small local businesses, which is a key principle of our project delivery.

Sincerely,

ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Transportation Planning Updates

Information Exchange Forum

In November 2016, Alameda CTC established an Alameda County Technical Advisory Committee (ACTAC) Information Exchange Forum to provide a platform to effectively share information between Alameda CTC, local jurisdictions and transit agencies on new transportation efforts and solutions implemented locally and regionally. As a first step, Alameda CTC gathered information through surveys on three topic areas — NextGen technology, transportation demand management (TDM) and Safe Routes to Schools — to become better informed about current countywide efforts as well as to gain initial feedback on potential future partnerships.

In January 2017, ACTAC convened and received an update on survey results; discussed how Alameda CTC, local jurisdictions and transit agencies can collaborate more closely on implementing technology and TDM; and identified topic areas for future ACTAC Information Exchange Forums.



At the first ACTAC Information Exchange Forum on March 9, participants exchanged information on technology initiatives in Oakland, including the smart city application efforts, smart parking and efforts involving the city's expanded carshare program; AC Transit's design guidelines; and the recently implemented BART-Scoop pilot partnership to encourage carpooling by providing designated parking for carpoolers at the Dublin/Pleasanton BART station.

The forum will occur on a quarterly basis during the regularly scheduled ACTAC meeting and will include revolving panels on noteworthy topics with an emphasis on activities occurring within Alameda County that have the potential for scalable expansion. The next forum is scheduled for June 8.

Policy News

Legislative advocacy

Alameda CTC's 2017 Legislative Program supports activities that will:

- Increase transportation funding and protect and enhance voter-approved funding.
- Advance innovative and cost-effective project delivery.
- Reduce barriers to the implementation of transportation and land use investments; expand multimodal systems and flexibility.
- Support climate change legislation to reduce greenhouse gas emissions.
- Expand goods movement funding and policy development.
- Expand partnerships at the local, regional, state and federal levels.

The program is designed to be broad and flexible to allow Alameda CTC to pursue legislative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, D.C.

In early February 2017, Alameda CTC staff met with several state representatives regarding Alameda CTC legislative priorities, such as supporting AB1 and SB1, state transportation funding packages, as well as sharing information about transportation improvements that Alameda CTC plans, funds and delivers.

In late March 2017, Alameda CTC Commission Chair Kaplan, Commission Vice Chair Valle, Commissioners Haggerty, Halliday, Mei and Worthington and staff will travel to Washington, D.C. to meet with U.S. senators and representatives, transportation committees and Department of Transportation agencies. Discussions will center on Alameda CTC's legislative priorities, working together to support transportation innovations to improve mobility and better meet demand, and efficient goods movement that will create jobs and economic opportunities in the region, supporting national priorities.

Finance Updates

Mid-year budget update

During the month of February, the finance team worked with all departments to develop a mid-year update to Alameda CTC's FY2016-17 budget. The update accounts for changes to beginning fund balances for FY2016-17 based on ending fund balances in the FY2015-16 audited financial statements and the roll forward of available resources for the capital program. It also portrays changes in project and program needs, based on delivery schedules and how revenues and expenditures are being realized since the original budget was adopted in June 2016. This update is expected to go before the Commission for approval in March.

Also during February, the Commission approved the FY2016-17 second quarter investment report, which shows the agency is well positioned to meet expenditure requirements over the next six months, and the FY2016-17 second quarter financial report, which demonstrates that the agency is in a positive position as compared to the budget as of December 31, 2016.

Contracting opportunities

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

- General Counsel Services
- Countywide Bicycle and Pedestrian Plans Update
- East 14th Street/Mission Boulevard Multimodal Corridor Project
- Alameda County Safe Routes to School Program
- Project Scoping and Approval and Environmental Documents for Various Capital Projects in Alameda County

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

Programming Updates

2018 Comprehensive Investment Plan update

Programming of over \$160 million of local, state and federal fund sources is underway through Alameda CTC's 2018 Comprehensive Investment Plan (CIP). This includes Measure B and Measure BB sales tax revenues and Vehicle Registration Fee (VRF), Transportation Fund for Clean Air Program and One Bay Area Grant Cycle 2 funds.

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. Alameda CTC received approximately 230 applications in October with funding requests totaling approximately \$2.8 billion.

Alameda CTC is evaluating the candidate projects and will recommend projects for funding that support countywide transportation priorities and goals. The Commission will consider the programming recommendation in late spring of 2017.

VRF Grantee: Union City for BART Station improvements



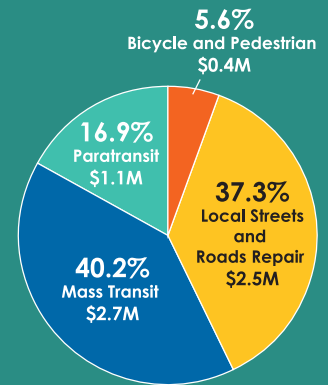
Alameda CTC funds various projects through Measure B, Measure BB and VRF grants. The City of Union City is a current recipient of \$5.7 million in VRF grant funds for the Union City BART Station Improvements and Railroad Pedestrian Crossing Component Project. VRF funds, when combined with an additional \$17 million in funds from other sources, are essential to transform the Union City BART Station into a two-sided multimodal station serving light rail, buses and planned heavy passenger rails.

Programming Updates cont'd on page 4

Transportation Investments

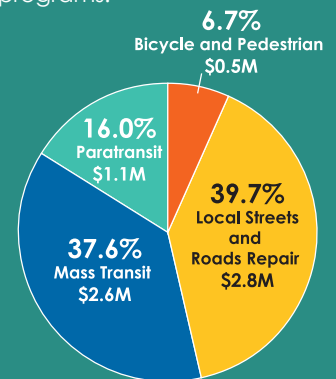
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$120.5 million; over \$6.7 million was distributed in December 2016.



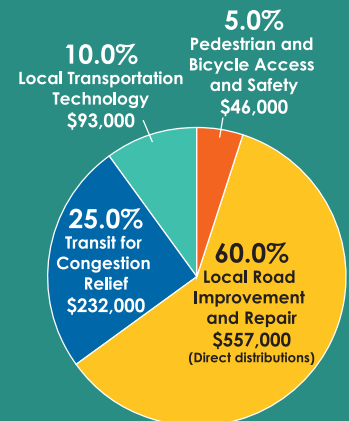
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$886.1 million since 2002. In December 2016, \$7.0 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed \$39.5 million for local road repair; over \$0.9 million was collected in December 2016.



Outreach and Events

In March and April, Alameda CTC will participate in the following events:

- March 10 – California High Speed Rail Small Business Certification Workshop in San Jose
- March 15 – Bay Area Business Outreach Committee Meet the Primes Event at Alameda CTC
- March 22 - A presentation to the AC Transit Board on the Student Transit Pass Program
- March 24 – Warm Springs BART Station opening in Fremont
- March 31 – Alameda County Public Works Agency's Building Opportunities for Business Certification Workshop in Hayward
- April 6 – City of Oakland's Department of Public Works Environmental Services' annual EarthEXPO at Frank Ogawa Plaza



Past Earth EXPO events in Oakland



Other News Golden Sneaker Contest



Golden Sneakers donated by the Golden State Warriors

Approximately 65,000 students from 96 Alameda County elementary and middle schools throughout Alameda County walked, biked, carpoled and took transit as frequently as possible from February 27 to March 10, competing in the Safe Routes to Schools Golden Sneaker Contest. For the first time trophies for the winning classrooms are extra golden, as they are made with sneakers donated by the Golden State Warriors.

At the end of the two-week contest, the classroom in each participating school with the highest percent of students using active or shared transportation to commute to and from school received a Golden Sneaker trophy in honor of their efforts to support a healthier environment. Families who live too far away to walk or bike to school participated in the contest by parking several blocks away and then walking to school together, taking the bus or carpooling.



The ultimate prize, the Platinum Sneaker award, will be presented to the school with the greatest percent increase of students using green modes of transportation during the contest, and will be honored by Alameda CTC at its March 23, 2017 Commission Meeting.

This annual contest is sponsored by Alameda County's Safe Routes to Schools Program and funded by the Alameda County Transportation Commission and the Metropolitan Transportation Commission.

Committee Activities March advisory committees

Highlights for March community advisory committees are as follows:

- March 9 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the 2017 Congestion Management Program Monitoring Network and the Three-Year Project Initiation Document Work Plan for Alameda County. In addition, ACTAC members exchanged information about Oakland technology initiatives, AC Transit's design guidelines and the BART-Scoop pilot program.
- March 14 – The [Paratransit Technical Advisory Committee \(ParaTAC\)](#) received information on a number of items this month including the Program Plan Application Workshop, Hospital Discharge Service and Wheelchair and Scooter Breakdown Transportation Service programs and same-day transportation options. ParaTAC members also exchanged technical information.
- March 27 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) will meet to approve the 2018 Comprehensive Investment Plan Paratransit Program recommendations, establish Program Plan Review Subcommittees and approve the Measure B and Measure BB funding formula for transportation for seniors and people with disabilities. PAPCO members will also review implementation guidelines and performance measures and receive a mid-year report from the City of Newark Paratransit Program.

Programming Update cont'd from page 3

The project's major Phase 2 elements will be constructed by mid-2017. Other project elements such as design and construction of the pedestrian at-grade crossing at the Union Pacific Railroad's Oakland Subdivision are underway with an anticipated completion date in 2019. Once complete, the entire project will create a critical pedestrian link from transit oriented development housing to transit facilities that will enhance mobility for residents and commuters in the Union City area.