



MAY 2017

EXECUTIVE DIRECTOR'S REPORT

Director's Message

Late last month, the Governor signed into law the Road Repair and Accountability Act of 2017 (Senate Bill 1), providing a significant and stable funding source for transportation improvements for the foreseeable future. All the cities in Alameda County, the County as well as all the transit operators in Alameda County will receive substantial new transportation funding, and it is incumbent on all of us to work together in delivering the many critically needed projects and programs throughout the County in the most cost-effective and timely fashion. With the adoption of our 2018 Comprehensive Investment Plan last month, which allocated over \$400 million of mostly Measure BB funds, Alameda CTC stands ready to partner with state, regional and local agencies to fix our transportation systems and keep the County moving.

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Project Updates

Environmental clearance milestones

Achieving environmental clearance allows a project to proceed into design and construction, because during this phase a preferred alternative is determined, and project risks are identified and quantified. The following three Alameda CTC-sponsored projects seek to meet key environmental milestones in 2017 to prepare for design and eventual construction.

East Bay Greenway – Lake Merritt to South Hayward: Stretching approximately 16 miles from Oakland to Hayward, this regional trail facility along the BART alignment from Oakland to Hayward will improve bicycle and pedestrian network connectivity in communities along the BART line. Target release date of draft environmental document: fall 2017.

Route 84 – Pigeon Pass to I-680 and SR84/I-680 Interchange: To alleviate traffic congestion, improve operations and safety, and improve bicycle access on SR84 and at the SR84/I-680 interchange, this project will widen and conform SR84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange in Sunol. The project will also improve SR84/I-680 interchange ramps and extend the existing southbound I-680 high-occupancy vehicle/express lane northward by approximately 2 miles. Target release date of draft environmental document: fall 2017.

7th Street Grade Separation and Port Arterial Improvements: This project seeks to improve three distinct Port of Oakland areas.

7th Street Grade Separation: Replacement of the existing railroad underpass at 7th Street and of the existing triangle area (Maritime Street, 7th Street and Navy Road).

Middle Harbor Road Improvements: Improving operations on a major last-mile access road to the adjacent marine terminals and rail yards.

Intelligent Transportation Systems (ITS) and Technology Master Plan: Applying ITS and other technologies to cost-effectively manage truck arrivals and improve incident response.

Anticipated benefits include congestion relief, efficiency improvements, sustainability and economic stimulation through job creation. Target date of final environmental document: summer 2017.

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Director's Message cont'd

Over the next several weeks, Alameda CTC will actively engage with the California Transportation Commission in its development of various programming and allocation guidelines for discretionary SB 1 funds that could benefit many of the major projects in our pipeline. Guidelines will be developed for programs including the Active Transportation Program, Local Partnership Program, Trade Corridor Enhancement Program and the Congested Corridor Programs. Also, at the regional level, we are prepared and look forward to working closely with our regional partners and legislators in Sacramento to advance Senate Bill 595 to support a Regional Measure 3 for critical funding to relieve congestion on all of our Bay Area crossings.

I'm also pleased to report that Alameda CTC's continued investment in the Safe Routes to Schools Program has resulted in an increase in Bike to School Day participation from 10 schools in 2011 to 130 schools this year. Supported by a strong team and our online resource center, more than 180 Alameda County schools now participate in the Safe Routes to Schools Program which has educational events and activities throughout the school year. Alameda CTC has also invested significantly in bicycle and pedestrian infrastructure and safety improvements throughout Alameda County, and we can see the results with smoother pavement, safer streets, more bike lanes and fewer system gaps.

Lastly, Alameda CTC continues to expand our transportation demand management efforts, collaborating with local and regional partners to promote carpooling, ridesharing and transit. You may see our "Share Your Ride" and "Carpool Instead" campaigns on buses, billboards and social media.

Sincerely,

ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Transportation Planning Updates

Passage of Senate Bill 1 provides \$5.2B annually for transportation

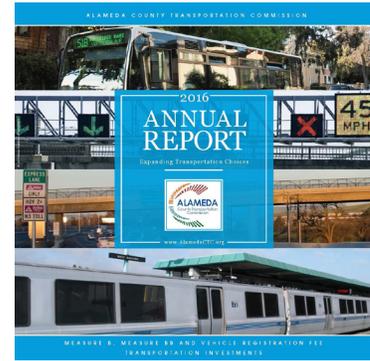
April 6, 2017 was a historic day for transportation funding, as both the California Assembly and the Senate passed a funding package that will provide \$5.2 billion annually for transportation. This is the first time that California has increased its gas tax in over two decades. The bill, which was signed into law in late April, increases the following taxes and fees for transportation purposes:

- Increases the excise tax on gasoline by \$0.12 per gallon, starting November 1, 2017.
- Increases the excise tax on diesel fuel by \$0.20 per gallon, starting November 1, 2017.
- Increases the sales tax on diesel fuels by an additional 4 percent increment, starting November 1, 2017.
- Creates a new annual Transportation Improvement Fee ranging from \$25-\$175 per year based on the market value of the vehicle, starting January 1, 2018 (\$600 million annually will be set aside for public transit, intercity/commuter rail and a new Congested Corridors Program).
- Creates the Road Improvement Fee of \$100 per vehicle for Zero-Emission Vehicles starting in 2020 for model year 2020 and later.

The bill also creates a Road Maintenance and Rehabilitation Program (RMRA) that would receive approximately \$2.3 billion annually and appropriates 50 percent of RMRA revenues to cities and counties using the same formula that applies to the existing base gasoline excise tax. Funding to address local street and road priorities in Alameda County is estimated by the Metropolitan Transportation Commission (MTC) to double, going from \$52 million to \$100 million per year. SB 1 also provides significant transit funding. MTC estimates the Bay Area would receive approximately \$94 million more per year.

Policy News

2016 Annual Report



In May 2016, Alameda CTC released its **2016 Annual Report**, which highlights key transportation programs and projects that Alameda CTC plans, funds and delivers to foster a vibrant and livable Alameda County.

Many of these transportation investments are funded largely through local, voter-approved Measure B and Measure BB sales tax dollars and Vehicle Registration Fee (VRF) funds. The annual report includes financial information related to Measure B and Measure BB revenues and expenditures for the year ended June 30, 2016 as well as information related to the VRF Program, including the total net VRF revenue from the start of the program and revenues and expenditures through June 30, 2016.

I-680 Southbound Express Lane Annual Report



In March 2017, Alameda CTC released its **I-680 Southbound Express Lane FY2015-16 Annual Report**, which includes key project and lane information and milestones for the I-680 Southbound Express Lane, as well as corridor usage, toll rates data and financial information.

Both reports are available on the Alameda CTC website.

Finance Updates

Consolidated FY2017-18 budget

During April 2017, the finance team developed a sustainable, consolidated Alameda CTC budget for FY2017-18, a draft of which will go to the Commission for approval in May. The draft consolidated budget includes revenues and expenditures necessary to deliver vital transportation programs, planning projects and significant capital projects, including many new Measure BB projects, which expand access and improve mobility in Alameda County consistent with the 2018 Comprehensive Investment Plan approved by the Commission in April.

In addition, the finance team prepared the revenues and expenditures report as compared to the year-to-date consolidated budget through March 31, 2017 and a cash and investments report as of March 31, 2017 for Commission approval in May.

Contracting opportunities

Over the next six months, Alameda CTC anticipates the solicitation of statements of qualifications, bids and proposals by Alameda CTC and/or sponsor agencies for the following:

- Professional services contracts related to:
 - East 14th Street/Mission Boulevard Multimodal Corridor Project
 - Project Scoping and Approval and Environmental Documents for Various Capital Projects in Alameda County
- Construction contracts related to:
 - Warm Springs BART – West Side Access
 - Dublin Widening, Westbound From Two to Three Lanes (Sierra Court – Dougherty Road)
 - Mission Boulevard Phases 2 and 3 (Complete Streets)
 - I-680 Sunol Express Lanes Improvements Project

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

Programming Updates

2018 Comprehensive Investment Plan update

Last month, Alameda CTC approved a five-year programming package of \$405 million through the 2018 Comprehensive Investment Plan (CIP) from fiscal years 2017-18 to 2021-22. The CIP includes a diverse package of countywide transportation improvements that targets investments over different project phases to establish a steady pipeline of projects ranging from planning to construction. Early investments in the pre-construction phases (35 percent of CIP funding) will put projects in a state of competitive readiness for future local, regional, state and federal discretionary funds anticipated to be available to Alameda County. The bulk of remaining funds are designated for construction activities and program operations.

Project Phase	Total (\$ million)	Total (%)
Planning/Scoping	\$ 12	3
PE/ENV	\$ 45	11
Design (PS&E)	\$ 61	15
ROW	\$ 25	6
CON	\$ 238	59
O&M	\$ 24	6
TOTAL	\$ 405M	100%

The 2018 CIP provides investments in all transportation modes (bicycle/pedestrian, freight, highway, local streets and roads, transit and paratransit projects and programs) that will address local and countywide transportation infrastructure gaps and needs.

Discretionary Paratransit Program investments

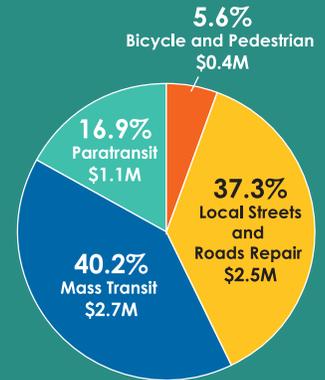
Alameda CTC's 2018 CIP allocates approximately \$2.2 million in Paratransit Discretionary Grant Program funds over fiscal years 2017-18 through 2018-19. Funded programs aim to improve availability, affordability and access to transit and paratransit services for seniors and people

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Transportation Investments

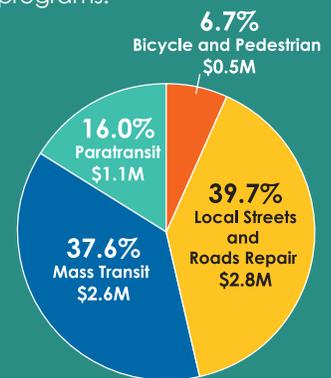
Measure BB Program Distributions

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



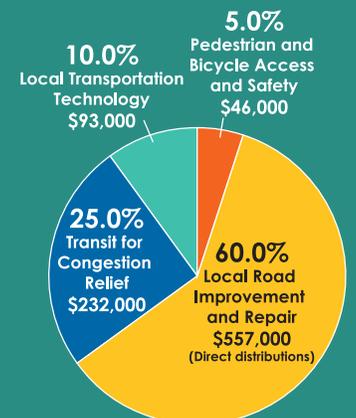
Measure B Program Distributions

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

During the month of May, Alameda CTC is hosting or participating in the following outreach events:

- May 3-5 – 2017 California Transportation Planning Conference: Partnering for Sustainable Transportation in Walnut Creek
- May 4 – Alameda County Open House for Draft Plan Bay Area 2040 hosted by the Metropolitan Transportation Commission in Fremont
- May 5 – Calmentor's 10th Anniversary event in Oakland
- May 6-9 – The American Planning Association National Planning Conference showcasing the Multimodal Arterial Plan adopted in 2016
- May 11 – Blue Book Construction Expo: Who's Who in Construction in Santa Clara
- May 17 – Breakfast of Champions' Meet the Buyers in San Francisco
- May 16-18 – California Transportation Commission/Self-Help Counties Coalition Town Hall Meeting
- May 24 – California Freight Advisory Committee meeting in Sacramento
- May 24-28 – Annual California Transportation Foundation Awards event in Sacramento; Alameda CTC may receive awards for I-580 Express Lanes, I-80 SMART Corridor and the Affordable Student Transit Pass Program
- May 27 – 2017 Upcoming A&E Contracting Opportunities sponsored by Alameda County Public Works Agency in Hayward

Other News

Priority Development Area Investment and Growth Strategy



As part of implementing the One Bay Area Grant (OBAG) Program, Alameda CTC has developed a Priority Development Area (PDA) Investment and Growth Strategy that prioritizes OBAG transportation funds in a way that supports and encourages residential and commercial development in the region's PDAs.

The 2017 PDA Investment and Growth Strategy contains the following elements:

- Background on policy that supports the integration of land use planning and transportation investment decisions; definition of PDAs and priority conservation areas.
- Overview of Alameda County's 46 PDAs, including updated maps of PDAs in North, Central, South and East Counties.
- Engagement of regional and local agencies, including outreach as part of the development of the Countywide Transportation Plan, three modal plans and the Comprehensive Investment Plan.
- An update on transportation and land use, including housing policies and current and future activities to support PDA development.
- OBAG 2 funding priorities that Alameda CTC identified and the selection process for funding PDA-supportive transportation programs and projects.

A Commission-adopted PDA Investment and Growth Strategy is due to the Metropolitan Transportation Commission by May 31, 2017. After that, Alameda CTC will provide biennial status report updates and develop a new PDA Investment and Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy.

Committee Activities

May advisory committees

May community and technical advisory committee highlights include the following:

- May 4 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) provided input on six Transportation Development Act Article 3 project nominations. BPAC members also reviewed the East Bay Greenway: Lake Merritt BART to South Hayward BART Concept Plan and received an update on AC Transit's Multimodal Corridor Guidelines. In addition, the committee received a report from its Repaving Subcommittee.
- May 23 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) held officer elections for its chair, vice chair, Service Review Advisory Committee representative and Independent Watchdog Committee representative. PAPCO members also approved the fiscal year 2017-18 PAPCO meeting calendar and the fiscal year 2017-18 paratransit direct local distribution program plans recommendation.

Programming Updates cont'd from page 3

with disabilities. These programs include volunteer driver programs, taxi programs, travel training programs and mobility management programs that support greater transportation mobility in Alameda County.

Through the 2018 CIP, programs that encourage seniors and people with disabilities to use fixed-route transit, improve the quality and affordability of transit and paratransit services, and improve an overall efficiency of Americans with Disability Act-mandated services were selected for funding.

