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JUNE 2016

EXECUTIVE DIRECTOR'S REPORT

Director's Message

Which roads in Alameda County are considered the best and the worst in the Bay Area? In a recent article published by the San Francisco Chronicle, based on the Metropolitan Transportation Commission's recent study that ranks cities with the best and worst road pavement conditions, Dublin tied Brentwood for the highest-ranking city; Union City also made the "very good" list. Yet four other cities in Alameda County are considered "at risk" — Albany, Berkeley, Oakland and San Leandro — meaning roads in these cities are in great need of repair.

Measure BB began to fund local street and road improvements in 2015, which almost doubles the Measure B funds cities receive, and over time the pavement condition in these cities should improve. Alameda CTC is monitoring expenditures on local streets and roads, and the recent Measure B/ Measure BB Direct Local Distributions

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Project Updates

New 29th Avenue overcrossing underway

Interstate 880 is a major north-south freight corridor that connects the Port of Oakland, Oakland International Airport and multiple economic centers in the Bay Area region. The I-880 North Safety and Operational Improvements project is currently under construction for operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland.

The area has long been identified as a major bottleneck on I-880, due to the low vertical clearance at the overcrossings and substandard interchange and on- and off-ramp configurations. The project includes replacement of the freeway overcrossing structures and safety improvements to the northbound on and off ramps as well as the freeway mainline.

Since project construction began in spring 2015, the 29th Avenue overcrossing has been demolished, and reconstruction of

the foundations and columns are underway for the replacement structure scheduled to be complete by late 2016. Additionally, a new soundwall is under construction on I-880 in the northbound direction between 29th and 23rd Avenues to provide noise protection for adjacent residents.

Regionally significant investment

Once complete in early 2018, this investment will improve access and safety for the public and contribute to more efficient goods movement throughout the region. The majority of the total project cost of \$105 million is funded by the State of California's Trade Corridor Improvements Fund under Proposition 1B, meaning the combined Measure B and Measure BB contribution of \$10 million resulted in an impressive 90 percent leveraging.

For project status, detour information and construction updates, visit the [California Department of Transportation project web page](#) or our [projects web page](#).

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29th Avenue Overcrossing Pre-Demo



29th Avenue Overcrossing Post-Demo

Director's Message cont'd

Program Compliance Report (see "Programming Updates") provides information on how the cities' spent their funds.

In addition, the recommendations in the [Multimodal Arterial Plan](#) along with the [Countywide Transit Plan](#) that the Commission will receive for approval in June will result in smoother streets, better transit and improved access to multimodal transportation options (see "Transportation Planning Updates"). However, there is more to do to improve our roads. Alameda CTC can work with local jurisdictions so that their dollars go further, and the state of California must continue to fund road maintenance.

Through its Trade Corridor Improvements Fund, the state is providing \$105 million for a regionally significant construction project that will address a major traffic bottleneck along the I-880 corridor. Alameda CTC is working closely with the California Department of Transportation to deliver a new overcrossing above I-880 at 29th Avenue (read more in "Project Updates").

Local businesses can learn more about opportunities to provide professional and construction services for projects in "Finance Updates," which also highlights the third-quarter revenue and expenditure reports the finance team has prepared.

Six new staff have come onboard recently, and I would like to give a warm welcome to Erika Cheng, Vanessa Herrera, Angelina Leong, Krystle Pasco, Cathleen Sullivan and Daniel Wu.

On July 11, our Independent Watchdog Committee is holding a public hearing to give the public the opportunity to comment on its Annual Report to the Public. This and other events that may be of interest to you this summer are on page 4.

Sincerely,
 ARTHUR L. DAO
 Executive Director
 Alameda County Transportation Commission

Transportation Planning Updates

Countywide Transit Plan



Public transit is one of the foundations of our transportation system. It provides numerous economic, environmental and social benefits. Alameda County is home to a robust and long-standing transit system. Alameda CTC has developed a [Countywide Transit Plan](#) to help Alameda County realize its adopted vision to "create an efficient and effective transit network that enhances the economy and the environment and improves quality of life."

The Countywide Transit Plan provides a framework for advancing our transit system by focusing investments in areas that have the greatest potential to increase transit ridership. The plan identifies a vision network that represents the best opportunities to improve transit performance and increase transit ridership. The type of improvements recommended for the vision network include:

- **Addressing geographic and temporal gaps in transit service:** While bus, rail and ferry transit service generally cover a large part of Alameda County, gaps in hours of operation, frequency of service and the amount of service affect ridership growth.
- **Increasing speed, frequency and reliability for bus transit:** For the bus corridors identified in the vision transit network, a variety of potential operational and capital improvements were included to address current and future needs and challenges.
- **Improving transit integration and coordination:** For a transit system to be successful, it needs to have both physical

and institutional integration that allow the customer to experience a seamless transit trip. Improving coordination between operators can make travel more convenient and less costly.

The Countywide Transit Plan is designed to complement and support specific planning efforts complete or underway in the County. The plan reflects a collaborative effort among diverse stakeholders who are invested in improving the future of transit in Alameda County including transit and paratransit operators and users, local jurisdictions and the general public.

Policy News

Assembly Bill 1919 advocacy

On June 14, 2016, Alameda CTC testified at an AB 1919 hearing in Sacramento to recommend an update in the Public Utilities Code (PUC) language to allow for all proceeds from the issuance of premium bonds to be used for the purposes for which the debt is incurred — eligible project costs.

This bill is specific to counties authorized under the PUC Section 180000: over half of all Self-Help Counties that received the two-thirds majority voter approval of sales tax measures to fund transportation projects.



AB 1919 modifies PUC Section 180260 that prohibits the use of bond premiums to be used to fund capital projects and would ensure that Self-Help Counties' tax dollars are used the most effective way to deliver the lowest-cost solutions to the traveling public through financing. Going to the bond market will allow Alameda CTC to deliver these projects early at the best possible price, in the most accountable way.

On May 12, 2016, the Assembly passed AB 1919, and the Senate Committee on Transportation and Housing passed the bill on June 14th. At the hearing the Self-Help Counties Coalition's testimony supported the bill and thanked Alameda CTC for leading this effort that will help other Self-Help Counties in California.

Finance Updates

Revenue and expenditure reports

During May, the finance team provided the Commission with detailed reports regarding FY2015-16 third-quarter revenues and expenditures by fund as compared to the adopted budget and consolidated investments. The team also brought a FY2016-17 draft balanced budget to the Commission for approval and the agency's investment policy for review and reaffirmation.

In addition, the Commission received a revised organizational structure for approval that was designed to help tackle the many new challenges the agency is undertaking in relation to the implementation of Measure BB, express lanes operations and a paradigm shift that will reduce the agency's dependence on consultant services.

Contracting opportunities

Alameda CTC recently completed procurement for services including media and public relations, paratransit coordination and contract equity support. In the coming months, Alameda CTC anticipates soliciting statements of qualifications, bids and proposals for information technology services and professional and construction services for the following projects and project-related services:

Projects:

- East Bay Greenway Maintenance: 75th Avenue to 85th Avenue, Oakland
- I-580 Freeway Corridor Management System
- I-580/I-680 Interchange
- I-80/Ashby Avenue Interchange with Bicycle and Pedestrian Ramps
- I-880/Industrial Parkway West and I-880 at Whipple Road/Industrial Parkway Southwest Interchanges
- Route 262 Mission Boulevard Cross Connector

Multimodal Corridor Projects:

- Ashby (State Route 13)
- San Pablo (State Route 123)
- Telegraph
- University

Services:

- Project Management and Project Management Oversight
- Project Controls and Programming Support

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

Programming Updates

FY2014-15 annual program compliance

Annually, Alameda CTC distributes over 50 percent of net revenues generated through voter-approved Measure B and Measure BB sales tax programs and the Vehicle Registration Fee (VRF) Program back to 20 recipient agencies in Alameda County for local transportation improvements. Each year, fund recipients are required to submit audited financial statements and compliance reports to account for their annual program expenditures.

In fiscal year 2014-15, Alameda CTC distributed approximately \$90.3 million in combined program revenues, and recipients reported \$79.2 million in expenditures from their annual distribution and prior fund balances.

Program	Fund Distribution	Recipient Expenditures
Measure B	\$69.5	\$71.0
Measure BB	\$13.4	\$1.0
VRF	\$7.4	\$7.2
Total	\$90.3	\$72.2

Alameda CTC reviewed the reports and confirmed the recipients' expenditures to support local streets and roads, bicycle and pedestrian, paratransit and mass transit improvements within Alameda County are in compliance with program requirements. These funds were used to sustain transit operations, provide trips for seniors and people with disabilities, repair streets and roads, and improve the safety and network connectivity for bicyclists and pedestrians. The recipients' [Measure B, Measure BB and VRF FY2014-15 Compliance Reports](#) are available on Alameda CTC's website.

Comprehensive Investment Plan 2016 update

This summer, Alameda CTC will seek Commission approval for the Comprehensive Investment Plan (CIP) 2016 update, which includes programming of voter-approved measures and state and federal funding sources under Alameda CTC's responsibility. The CIP provides an overview of the various programs and projects funded over a five-year programming horizon.

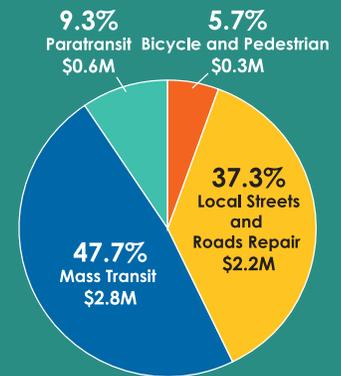
In June 2015, the Commission approved the first CIP for the period of FY2015-16 through

[Programming Updates cont'd on page 4](#)

Transportation Investments

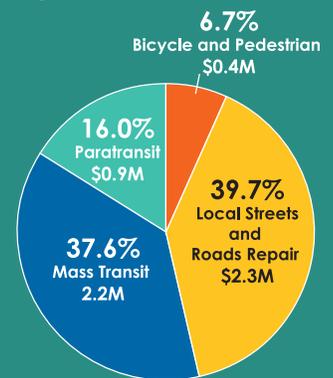
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and now total over \$66.5 million; over \$5.9 million was distributed in March 2016.



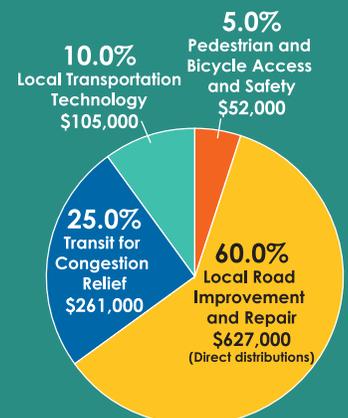
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$829.1 million since 2002. In March 2016, more than \$5.8 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed over \$33.5 million for local road repair; over \$1.0 million was collected in March 2016.



Outreach and Events

During the months of June and July, Alameda CTC is hosting or participating in the following events:

- June 1 – BikeMobile at Lafayette Elementary School in Oakland
- June 2 – Plan Bay Area 2040 Open House in Alameda County in Oakland; BikeMobile at Albany High School
- June 3 – Four Seasons of Health Expo in Fremont; BikeMobile at Oakland Technical High School
- June 4 – BikeMobile at Ocean View Elementary School
- June 6 – BikeMobile at Parkmont Elementary School
- June 7 – BikeMobile at Encompass Elementary School
- June 8 – BikeMobile at James Madison Elementary School
- June 14 - State Assembly Bill 1919 hearing in Sacramento
- June 15 – Association of Pedestrian and Bicycle Professionals (APBP) Webinar at Alameda CTC: Economic Impacts of Street Design
- June 17 – BikeMobile at the Livermore Public Library, Rincon Branch
- June 20 – State Assembly Transportation Committee and the Select Committee on Ports joint informational hearing entitled "Update on the Administration's Effort to Develop an Integrated Freight Plan" in Sacramento; BikeMobile at the Berkeley Public Library, South Branch
- June 24 - Contracts and Procurement Opportunities Workshop and Trade Fair in Oakland
- June 28 - The Emerging Northern California Megaregion panel at SPUR Oakland; projects and programs update at Breakfast of Champions in Oakland
- June 29 - AC Transit: The Next Generation at SPUR Oakland
- June 30 – Senior Day at the Alameda Community Fair in Pleasanton
- July 20 – APBP Webinar at Alameda CTC: Performance Measures to Evaluate New and Established Practices
- July 22 – I-80 Smart Corridor Ribbon-cutting Event

Other News

Independent Watchdog Committee Public Hearing on July 11

Measure BB established an Independent Watchdog Committee (IWC) that provides oversight by reviewing all Measure B expenditures and Measure BB expenditures and performance measures and reports its findings annually to the public to ensure appropriate use of sales tax funds.

The IWC invites the public to comment on its Draft 14th Annual Report to the Public at a public hearing on Monday, July 11, 2016 at 5:30 p.m. at Alameda CTC, 1111 Broadway, Suite 800, Oakland, CA. This 14th annual report covers expenditures and IWC activities during the fiscal year ended June 30, 2015.

The draft report will be available on the Alameda CTC website at <http://www.alamedactc.org/events/view/18767> prior to the public hearing or on request from the Alameda CTC office.

Programming Updates cont'd from page 3

FY2019-20, which includes the initial set of allocations for programs and projects in the 2014 Transportation Expenditure Plan. The CIP 2016 update adds over \$200 million of 2014 Measure BB funds over the five-year programming window for transportation improvements throughout the county.

The programming will be consistent with long-range objectives of the Countywide Transportation Plan to realize transportation system improvements in the near-term. Once implemented, the projects collectively will provide congestion relief, long-term reliability and increased connectivity for all transportation modes.

Webinar: Performance Measures to Evaluate New and Established Practices

On Wednesday, July 20 from 12-1 p.m. (PST), join us for an Association of Pedestrian and Bicycle Professionals free webinar at Alameda CTC, 1111 Broadway, Suite 800. The topic is "Performance Measures to Evaluate New and Established Practices." Feel free to bring a brown-bag lunch. Alameda CTC hosts the event and covers the registration fee, so attendance is free.

Committee Activities

June advisory committees

In June, the following community advisory committees met. Highlights include:

- June 9 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the draft Countywide Multimodal Arterial Plan, final Alameda Countywide Transit Plan, final 2016 Countywide Transportation Plan and One Bay Area Grant Principles. The committee also received the results of the 2016 Level of Service Monitoring Study and updates on the Transportation Fund for Clean Air Program, the Alameda County Federal Inactive Projects list and the Metropolitan Transportation Commission Local Streets and Roads Working Group meeting.
- June 14 – The [Paratransit Technical Advisory Committee \(ParaTAC\)](#) members offered feedback on the quarterly paratransit strategic planning workshop, "Taxi Card Feasibility Study and Taxi Program Incentives." The committee received updates on FY2016-17 Measure B and Measure BB Paratransit Program Plans and funding, the Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Programs and Travel Training Ambassador Program resources. Members also reviewed the Access Alameda website city-based paratransit application and exchanged technical information.
- June 27 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) elected its FY2016-17 committee chair, vice chair, Independent Watchdog Committee representative and East Bay Paratransit Service Review Advisory Committee representative. The committee received an update on the Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Programs as well as committee and transit reports.