



I-880 North Safety and Operational Improvements at 23rd and 29th Avenues

JUNE 2017

EXECUTIVE DIRECTOR'S REPORT

Director's Message

I'm pleased to report that the second phase of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project has been delivered. This included reconstruction of the 29th Avenue Overcrossing, between Ford Street and E. 10th Avenue, which connects Alameda and Oakland and opened to traffic on May 31st. The final two project phases began earlier this month and include reconstruction of the northbound I-880 off-ramp to 29th Avenue and reconstruction of the 23rd Avenue Overcrossing. Both are expected to be complete in fall 2018.

On June 13, we held a well-attended [project information meeting on the I-680 Sunol Northbound Express Lanes](#), providing an opportunity for prime consultants and subconsultants to network, review scopes of

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Project Updates

I-680 Express Lanes Improvements: Phase 1 Construction



According to the Metropolitan Transportation Commission's latest study, the I-680 corridor in Sunol ranks as the seventh most congested corridor in the Bay Area, with substantial congestion and delays between the hours of 1:30 p.m. and 7:30 p.m.

To enhance mobility along this critical connection to Silicon Valley, Alameda CTC has partnered with the California Department of Transportation to deliver the first phase of the I-680 Express Lanes improvements from Auto Mall Parkway to just north of SR-84. These improvements include nine miles of a new Northbound Express Lane, conversion of the existing Southbound Express Lane from a controlled access tolling configuration to an open access configuration, a single toll system for both the northbound and southbound lanes, and pavement rehabilitation of the northbound lanes.

Collectively, these improvements will provide congestion relief and travel time savings, improve travel reliability and enhance safety.

The primary construction contract is anticipated to be advertised in July 2017, with a target to award construction work in fall 2017. The contract will include mainline work such as paving, bridge replacement and modifications, overhead sign structures and safety lighting and retaining walls. At an estimated construction value of \$125 million (over \$30 million from federal funds), the project provides transportation benefits, creates jobs and increases the quality of life for commuters and residents in Alameda County.

For project updates, visit http://www.alamedactc.org/app_pages/view/4681.



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work and learn more about the project and schedule. We anticipate the construction contract, valued at approximately \$125 million, to be advertised by Caltrans next month, and project construction to begin in 2017. This project will provide the first high occupancy vehicle/express lane northbound over the Sunol Grade — ranked as the seventh most congested corridor in the Bay Area — while converting the southbound express lane to open access, similar to the I-580 Express Lanes.

Earlier this month, Alameda CTC and our regional partners participated in the California Transportation Commission's Kick-Off Meeting for [Senate Bill 1](#) Implementation to discuss and guide the Commission's development of allocation guidelines for discretionary SB 1 funds, including the Active Transportation Program, Local Partnership Program, Trade Corridor Enhancement Program and the Solutions for Congested Corridors.

Two reports are available now on Alameda CTC's website: the [2016 Performance Report](#), which assesses the state of the transportation system in Alameda County by tracking trends in a series of performance measures; and the [FY2015-16 Program Compliance Summary Report](#), which details the receipt and use of Measure B and Measure BB funds by recipients. For the FY15-16 reporting period, Alameda CTC provided approximately \$72.0 million in Measure B and \$69.9 million in Measure BB direct local distribution funds to the 20 eligible recipients including local cities, Alameda County and transit operators.

Lastly, keep your eyes out for our "Share Your Ride" and "Carpool Instead" campaigns on buses, billboards and social media, and save the date for Share Your Ride Week (a promotion of both transit and carpooling/vanpooling) the week of October 2-6.

Sincerely,

ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Transportation Planning Updates

2016 Performance Report

Alameda CTC's [2016 Performance Report](#) assesses the state of the transportation system in Alameda County, tracking trends in a series of performance measures in the areas of overall commuting patterns, roadways, transit, paratransit, biking, walking and livable communities.

The 2016 Performance Report, now available, shows several notable trends in Alameda County:

- **Alameda County's rapid population and job growth continues, contributing to increasing traffic.** A robust economy and regional employment growth have led to roadway traffic volume increases, particularly on "gateway" freeways and bridges leading into and out of Alameda County. From 2011 to 2016, average daily volumes at all gateways grew by 7 percent.
- **Commutes are increasingly multimodal.** Since 2000, BART's commute mode share saw the greatest increase at 3.7 percent, followed by working from home and biking. The countywide drive-alone commute share has declined since 2005, standing at 63 percent in 2015.
- **Alameda County's transportation system carries an outsized share of regional commutes.** Alameda County supports 31 percent of regional commutes, despite having only 21 percent of the regional population.
- **Overall transit ridership has flattened, though some operators are experiencing record-high ridership.** BART, WETA and commuter rail operators have experienced strong ridership growth (29 percent growth for BART). Yet bus operators have seen a nearly 20 percent decline in ridership. Transit agencies are working to better understand and address ridership issues.
- **Roadway safety has declined.** Collisions resulting in injury and fatality have risen steadily from recession lows; nearly one in five collisions involve vulnerable road users (pedestrians and bicyclists).

Together with Alameda CTC's other transportation system monitoring efforts, the Performance Report is critical for assessing the success of past transportation investments and illuminating transportation system needs.

Policy News

Senate Bill 1 guidelines engagement

In April 2017, the Governor signed into law the Road Repair and Accountability Act of 2017 (Senate Bill 1) that will provide a stable source of \$5.2 billion annually for transportation. The implementation process has already begun, and Alameda CTC is engaged in the California Transportation Commission's [development of the following guidelines](#), which will occur from June 2017 to January 2018:

- Active Transportation Program
- Local Partnership Program
- Local Streets and Roads Program
- Solutions for Congested Corridors
- State Highway Operation and Protection Program (SHOPP)
- State Transportation Improvement Program (STIP)
- Trade Corridor Enhancement Program

Staff provided input on the program guidelines at a workshop in Sacramento. The SHOPP and STIP guidelines are also being developed this month. Alameda CTC will continue to play an active role in guideline development over the next several months.

Regional Measure 3 framework

Alameda CTC has also been engaged in development of Regional Measure 3 (RM3) led by the Metropolitan Transportation Commission (MTC). If passed by voters, RM3 is estimated to provide funding from a bridge toll increase for capital improvements and operations. Alameda CTC adopted a list of candidate projects in January 2017 and submitted them to MTC.

In June 2017, MTC developed a [proposed framework for RM3](#) including a \$3 bridge toll increase and a draft set of projects and operational categories. Alameda CTC will continue to work with MTC and state representatives to support Alameda County transportation needs.

Finance Updates

Final FY2017-18 annual budget

During the month of May, the finance team brought a draft FY2017-18 consolidated budget to the Commission for approval. The budget is a sustainable, balanced budget with over \$300 million of both revenues and expenditures and a projected ending fund balance of \$284.5 million, to which the Commission recommended no changes and approved in May.

The Commission also approved in May the FY2016-17 third quarter financial report of revenues and expenditures as compared to the approved consolidated budget and the third quarter consolidated investment report. In addition, the Commission approved the investment policy which included a few minor clerical changes.

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
 - Transportation Demand Management and Guaranteed Ride Home Program
 - I-580 Express Lanes Performance Evaluation Study
- 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

FY2015-16 Measure B/BB Program Compliance Summary Report

Each year, Alameda CTC distributes Measure B and Measure BB funds to eligible fund recipients to support local transportation and maintenance needs. Fund recipients are required to submit annual audited financial statements and compliance reports that detail the receipt and use of Measure B and Measure BB funds on eligible bicycle and pedestrian, transit, paratransit and local transportation programs.

For the FY2015-16 reporting period, Alameda CTC provided approximately \$72.0 million in Measure B and \$69.9 million in Measure BB direct local distribution (DLD) funds to the 20 eligible recipients including local cities, Alameda County and transit operators. A combined total of \$120.2 million in Measure B (\$72.1 million) and Measure BB (\$48.1 million) DLD funds were expended in FY2015-16.

The majority of the expenditures (\$51.7 million) were directed toward transit to support transit operations and maintenance, and an additional \$33.9 million was expended on roadway rehabilitation, capital projects, pothole repair and bicycle and pedestrian safety enhancements. The complete FY2015-16 Program Compliance Summary Report is available on Alameda CTC's website: http://www.alamedactc.org/files/managed/Document/21186/FY15-16_MB-MBB_Summary_Report_20170531_FINAL.

2018 STIP update

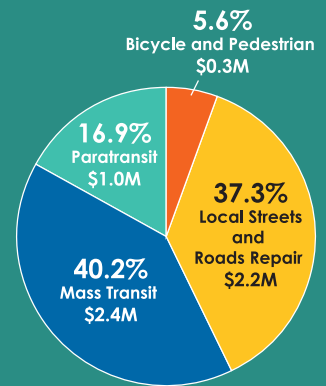
The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System. The STIP is composed of two sub-elements: 75 percent of STIP funds go toward the Regional Transportation Improvement Program (RTIP) and 25 percent go to the Interregional Transportation Improvement Program.

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Transportation Investments

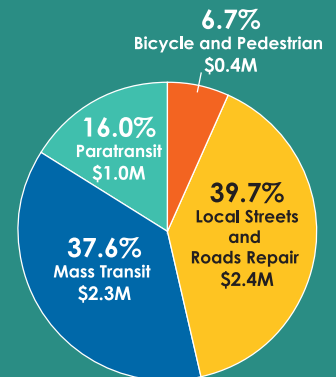
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$137.4 million; over \$5.9 million was distributed in March 2017.



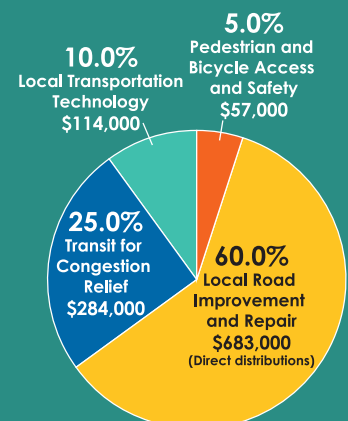
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$903.6 million since 2002. In March 2017, \$6.1 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed \$41.4 million for local road repair; over \$1.1 million was collected in March 2017.



Outreach and Events

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

- June 2 – Women in Apprenticeship Training Institute sponsored by Tradeswomen, Inc. in San Leandro
- June 8-9 – California Transportation Commission Kickoff Meeting for Senate Bill 1 Implementation in Sacramento
- June 13 – Local Business Contract Equity Program Event for the Northbound I-680 Express Lane Project in Oakland at Alameda CTC offices



Participants at the I-680 Sunol Express Lane – Northbound Project contractor outreach event.

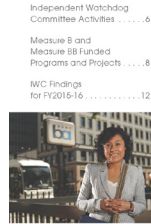
Other News

15th Annual IWC Report Public Hearing in July



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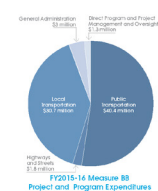
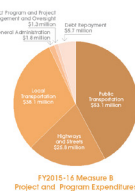
Measure B and Measure BB Sales Tax Activities



IN NOVEMBER 2000, ALAMEDA COUNTY VOTERS APPROVED MEASURE B, which extended the County's 1986 half-cent transportation sales tax to 2022 and set forth a 20-year Expenditure Plan to enhance the County's transportation system. Measure B also established a Citizens Watchdog Committee (CWC) to review all Measure B expenditures for compliance with the Expenditure Plan. In November 2014, Alameda County voters approved Measure BB, which augmented the County's half-cent transportation sales tax to one full-cent, extended the tax through 2045 and set forth a 30-year Expenditure Plan for essential transportation improvements in every city throughout the County.

Summary of Expenditures

The Alameda County Transportation Commission (Alameda CTC) is responsible for administering the Measure B and Measure BB transportation sales tax measures. In FY2015-16, Measure B revenues totaled \$127.3 million, and audited expenditures totaled \$125.8 million. Measure BB revenues totaled \$137.3 million, and audited expenditures totaled \$77.2 million in FY2015-16.



The Independent Watchdog Committee (IWC) reviews all Alameda CTC Measure B expenditures and Measure BB expenditures and performance measures. Each year, the IWC reports its findings annually to the public to ensure appropriate use of sales tax funds on transportation programs and projects.

The Draft 15th Annual Report to the Public covers expenditures and IWC activities during the fiscal year ended June 30, 2016 (FY2015-16). The report shows expenditures on transportation programs and projects throughout Alameda County that are intended to expand access and improve mobility to foster a vibrant and livable Alameda County. It also provides the status of active Measure B and Measure BB capital projects.

The IWC invites the public to comment on its Draft 15th Annual Report to the Public at a public hearing on Monday, July 10, 2017 at 5:30 p.m. at Alameda CTC, 1111 Broadway, Suite 800, Oakland, CA. The draft report is available on the Alameda CTC website at <http://www.alamedactc.org/events/view/21092>.

Committee Activities

June advisory committees

June community and technical advisory committee highlights include the following:

- June 26 – The **Paratransit Advisory and Planning Committee (PAPCO)** will hold officer elections and approve the fiscal year 2017-18 PAPCO meeting calendar and the fiscal year 2017-18 paratransit direct local distribution program plans recommendation.
- June 26 – The **PAPCO and the Paratransit Technical Advisory Committee (ParaTAC)** will hold a joint meeting in conjunction with their quarterly workshop. They will discuss implementation of the paratransit needs assessment, wrap up the fiscal year and receive staff updates.



Programming Updates cont'd from page 3

Projects funded through the STIP include state highways, local roads, transit, intercity rail, pedestrian and bicycle facilities, intermodal facilities and safety. A new STIP is adopted every two years, development of the 2018 STIP is underway, and a fund estimate and guidelines are expected to be released for the Bay Area region this summer. The 2018 STIP covers a five-year period from fiscal year 2018-19 through 2022-23.

Alameda CTC will develop a program of projects to be forwarded to the Metropolitan Transportation Commission for consideration and incorporation into the 2018 RTIP. A final RTIP program is expected to be adopted by MTC in late 2017 and forwarded to the California Transportation Commission for approval and incorporation into the 2018 STIP in spring 2018.