

JULY 2016

EXECUTIVE DIRECTOR'S REPORT

Director's Message

Alameda CTC's [Comprehensive Investment Plan](#) (CIP) provides major funding resources to local cities, transit operators and the county to protect critical transportation operations and infrastructure and to deliver projects and programs as promised to the voters. We update the CIP annually to reflect current programming and allocations and biennially to add projects and programs. A request for project submissions will open in September 2016 for sponsors to submit project information and funding requests for programming consideration in CIP 2018 (see "Programming Updates").

The CIP funds multimodal, complete street improvements such as the Dougherty Road Improvement Project (see "Project Updates"), transit services throughout the county, a variety of programs and major

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Project Updates

Dougherty Road Improvement Project breaks ground

In mid-June, the Iron Horse Transit Route, a 2000 Measure B project recently known as the Dougherty Road Improvements Project, reached a long-awaited milestone of "breaking ground."

In March 2016, Alameda CTC approved \$11.2 million of Measure BB funds, which when combined with previously approved 2000 Measure B funds, fully funded the construction

phase and allowed the project to move forward. The City of Dublin awarded a construction contract in May 2016 to an Alameda CTC-certified local business based in Dublin.

The project will include multimodal improvements and complete street elements on the 1.83-mile stretch of Dougherty Road from Dublin Boulevard to the Alameda/Contra Costa county line as follows:

- Two new vehicular travel lanes with landscaped median islands.
- 1.4 miles of new and improved bicycle and pedestrian infrastructure.
- New bus stops and bus pullouts.
- Roadway widening.
- Traffic signal modifications, signal interconnect and traffic signal timing adjustments.

- Americans with Disabilities Act-compliant curb ramps and sidewalks.

Once complete, these improvements will address traffic congestion and multimodal circulation issues for commuters traveling



Dougherty Road, including improved access to the Dublin/Pleasanton BART station. The project is anticipated to be complete and fully open to the public in fall 2017. For project updates and

construction impacts, please visit the [Dougherty Road Improvements project page](#).

Downtown Oakland Streetscape Improvement Project

This Measure B-funded project that will provide streetscape improvements along Broadway, Latham Square — Inner Telegraph Avenue and Washington Street in downtown Oakland has achieved yet another major milestone with the completion of Latham Square. The reconfiguration of Latham Square added new plaza space and improved pedestrian safety and movement through the square. The City of Oakland plans to host a ribbon-cutting event later this year.

Director's Message cont'd

capital projects that improve access to transportation and move people and goods.

To plan, fund and deliver these transportation projects and programs, Alameda CTC is growing the organization sustainably and enticing the top talent in the industry to join our staff. At the agency's helm, two of our executive team staff have assumed new titles: Finance and Administration Deputy Executive Director Patricia Reavey leads finance and administration activities and Planning and Policy Deputy Executive Director Tess Lengyel leads planning and program implementation as well as government affairs and communications.

New to Alameda CTC: Carolyn Clevenger leads planning activities, and Cathleen Sullivan leads programs implementation (for seniors, youth, people with disabilities, transit). I also want to call attention to key staff taking on greater responsibilities: Lily Balinton leads finance, Vivek Bhat leads programming and project controls, Seung Cho leads budgets and administration, Trinity Nguyen leads project delivery, and Saravana Suthanthira leads the technical side of transportation planning. She was the project manager for the [Countywide Multimodal Arterial Plan](#) (see "Transportation Planning Updates").

Our finance team has developed our budget for the next fiscal year and is going through the independent audit process. See "Finance Updates" for more information about these activities as well as [contracting opportunities](#).

Information about an upcoming bicycle-pedestrian webinar and other events that may be of interest to you this summer are on page 4.

Sincerely,

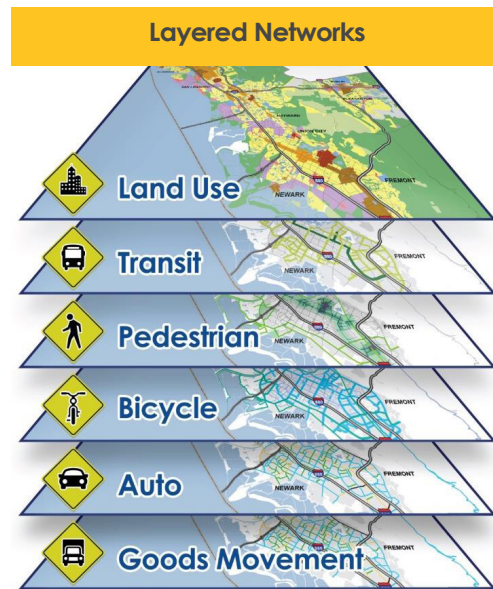
ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Transportation Planning Updates

Countywide Multimodal Arterial Plan

In June 2016, the Commission adopted an important plan for multimodal transportation in Alameda County: the [Countywide Multimodal Arterial Plan](#) to move people and goods within Alameda County and throughout the Bay Area region. Major arterial roadways can have multiple users: bicyclists, pedestrians and vehicles including cars, public transit, freight trucks and emergency vehicles. With growing population and employment in the county and the region, travel demand on Alameda County's arterial network will continue to grow.

Alameda CTC led the development of the Countywide Multimodal Arterial Plan to support the movement of people and goods through all modes and to better connect the arterial roadways to different areas within and beyond Alameda County. The plan identifies multimodal improvements to accommodate increasing demands on Alameda County's transportation system and to create a continuous, connected network for all modes.



These improvements were developed based on a technical typology framework that layered multimodal networks across the county and identified modal priority on the arterial roadways. Alameda CTC worked extensively with local agency staff and other stakeholders to ensure that their input was incorporated

into the improvements identified through the technical process. The project team held over 69 meetings and received over 1,000 comments.

In addition, the plan development was informed by local and planning efforts, including the [Countywide Transit Plan](#) and [Alameda County Goods Movement Plan](#). The plan includes the elements needed to deliver the proposed investments, including local community-based engagement, design and funding.

Policy News

State budget implications for transportation

Governor Brown signed the \$167 billion 2016-17 budget the last week of June. This includes approximately \$122 billion in general fund spending and \$45 billion in special fund spending. What does this mean for transportation?

Only time will tell. Several key areas where negotiations continue will not be resolved until the legislature returns from its summer recess in August.

- Transportation trailer bills: Both the Senate and Assembly adopted similar, but not identical, budget trailer bills. Both houses adjourned without concurring with either bill; ultimately, these bills were not advanced to the governor. The only difference between the proposals pertains to changes to the program that exempts specified vehicles from high-occupancy vehicle lanes requirements. Regarding this difference, Alameda CTC submitted a letter to members opposing the lift on the cap for clean air vehicle stickers.
- Governor's transportation proposal: Both the Senate and the Assembly rejected the governor's transportation funding proposal, which was estimated to generate \$3.6 billion annually for transportation and transit projects. Both the Senate and Assembly felt that this issue would be better addressed through the transportation special session and not the budget process.
- Cap-and-trade program: The budget does not appropriate any cap-and-trade

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Finance Updates

Independent audit began in June

During June 2016, independent auditors were in Alameda CTC's offices for two weeks for the interim portion of the financial audit for FY2015-16. They performed testing and review related to single audit activities required for federal funding, and testing and review of expenditures, policies and procedures, internal controls and procurement documents.

The finance team also brought a proposed budget to the Commission for approval that will govern Alameda CTC's activities over the next fiscal year. In addition, the Commission elected to implement California Government Code Section 935.4, which allows delegation of authority to staff to settle claims of \$50,000 or less under the Government Claims Act.

Contracting opportunities

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

- Alameda County Rail Strategy Study
- Ashby (SR 13) Multimodal Corridor
- 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
- Project Management and Project Management Oversight Services; Project Controls and Programming Support Services
- Route 262 Mission Boulevard Cross Connector
- San Pablo (SR 123) Multimodal Corridor
- Telegraph Multimodal Corridor
- University Multimodal Corridor

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

Programming Updates

One Bay Area Grant Program Cycle 2 programming principles and guidelines

The Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) Program provides federal funding to county congestion management agencies (CMAs) for programming to projects, programs and planning activities that advance the goals and objectives of Plan Bay Area, the region's first Sustainable Communities Strategy. This month, Alameda CTC adopted programming principles for Alameda County's OBAG Cycle 2 program that are intended to be consistent with the goals and objectives of MTC's Resolution 4202, the [Countywide Transportation Plan](#) and Alameda CTC's [Comprehensive Investment Plan](#) (CIP).

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.

Alameda County's estimated share of OBAG 2 is approximately \$70.2 million of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds spread over five fiscal years (FY2017-18 through FY2021-22). Similar to OBAG 1, 70 percent of OBAG 2 funding must be programmed to transportation projects that support priority development areas (PDAs), and 30 percent may be programmed for transportation projects anywhere within the county.

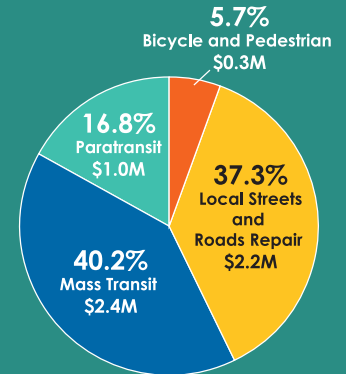
The OBAG 2 programming is constrained to transportation projects that conform to the eligibility requirements of federal STP and CMAQ funds. Alameda CTC is required to provide a final program of projects to

Programming Updates cont'd on page 4

Transportation Investments

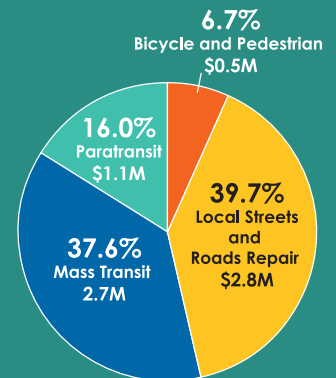
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and now total over \$72.5 million; over \$5.9 million was distributed in April 2016.



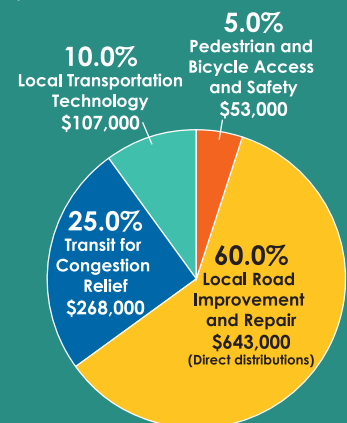
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$836.2 million since 2002. In April 2016, more than \$7.1 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed \$34.5 million for local road repair; over \$1.0 million was collected in April 2016.



Outreach and Events

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

- July 20 – Association of Pedestrian and Bicycle Professionals (APBP) Webinar at Alameda CTC: Performance Measures to Evaluate New and Established Practices
- July 25 – Quarterly Paratransit Workshop hosted by the Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee on "Gap Priorities and Integration with the Comprehensive Investment Plan"
- August 17 – APBP Webinar at Alameda CTC: Street Design and Planning in Suburban Contexts
- August TBD – I-80 Smart Corridor Ribbon-cutting Event

Other News

Sustainable Freight Action Plan

At a joint Assembly Committee on Transportation and Select Committee on Ports informational hearing in Sacramento on June 20, 2016, Alameda CTC was one of five stakeholders that had the opportunity to provide comments on the draft [California Sustainable Freight Action Plan](#), a statewide effort to improve freight efficiency and transition the freight transport system to zero-emission technologies, while continuing to support California's economy.

At the hearing titled "[Update on the Administration's Effort to Develop an Integrated Freight Plan](#)," Executive Director Arthur L. Dao lauded the unprecedented level of inter-agency coordination involved in preparing the document and provided overall comments about the plan as well as comments on specific actions in the plan.

Alameda CTC reinforced these points in early July 2016 by sending a follow-up letter that provides the detailed comments to the California State Transportation Agency.

Policy News cont'd from page 2

funds. While funding for high-speed rail, low-carbon transit operations, transit capital and intercity rail, and sustainable communities and affordable housing programs are continuously appropriated and do not require legislative approval, the funding outlook for these programs is questionable. The May auction was expected to generate over \$500 million in auction revenue, but it only generated \$10 million. Therefore, the legislature will wait until after the August auction, before deciding how much money will be available for an expenditure plan.

Programming Update cont'd from page 3

MTC by summer 2017 and will evaluate and recommend OBAG 2 projects as a part of the CIP 2018 programming process.

Comprehensive Investment Plan 2016 update

Alameda CTC updates the CIP annually to reflect current programming and allocations required throughout the fiscal year. This month, the Commission will consider approving the CIP 2016 update, which includes over \$200 million in programming and allocations to projects from FY2015-16 through FY2019-20 and reflects updates to the base CIP 2016 approved last summer. Fund sources committed through the CIP include federal, state and local sources under Alameda CTC's programming authority.

Additionally, the CIP 2016 update includes programming principles and program guidelines to establish the framework for future programming and allocation decision making by Alameda CTC through subsequent CIP updates. The CIP considers all available fund sources and prioritizes, evaluates and recommends funding to critical transportation infrastructure and operations that build and maintain the county's transportation system. The CIP 2018 will provide an opportunity for project sponsors to nominate projects for available funding as the programming window shifts and expands to include FY2020-21 and FY2021-22. A nomination period is anticipated to be announced this September, with programming recommendations following in spring 2017.

Committee Activities

July advisory committees

In July, several advisory committees met. Highlights include:

- July 7 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the One Bay Area Grant Program Cycle 1 funding strategy for the City of Berkeley's Hearst Avenue Complete Streets project, the One Bay Area Grant Program Cycle 2 programming principles for Alameda County and Alameda CTC's Comprehensive Investment Plan 2016 update.
- July 7 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) reviewed the SR 84 Expressway Widening and SR 84/I-680 Interchange project and received an update on the Bicycle/Pedestrian County Program. BPAC members also elected FY2016-17 officers and reviewed the FY2016-17 BPAC meeting calendar.
- July 11 – The [Independent Watchdog Committee \(IWC\)](#) held a public hearing on its 2016 IWC Annual Report. After receiving public comment, the committee approved the report and discussed outreach for it. IWC members also elected FY2016-17 officers and approved the FY2016-17 IWC meeting calendar/work plan.
- July 25 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) and [Paratransit Technical Advisory Committee \(ParaTAC\)](#) met jointly to discuss gap priorities and integration with the Comprehensive Investment Plan as well as the Metropolitan Transportation Commission's Coordinated Plan.



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SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project