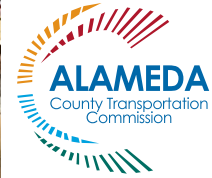




Potential corridor for I-680/I-880 Cross Connector project



SEPTEMBER 2016

EXECUTIVE DIRECTOR'S REPORT

Director's Message

Welcome all back from the summer break. Now that students are back in school, please drive carefully and get ready for a productive year ahead as Alameda CTC continues to improve transit access, mobility and safety in Alameda County. Several schools have already received free or discounted transit passes, and students are using them to get to school as part of the pilot Affordable Student Transit Pass Program launched in August 2016 (read more in "Transportation Planning Updates").

Congratulations to AC Transit and other project partners on the recently successful groundbreaking of the [East Bay Bus Rapid Transit Project](#) that will transform mass transit and communities in Oakland and San Leandro. As one of the partners, Alameda CTC contributed significant and critical funding for this pioneering project that will provide fast, safe, reliable and efficient bus service in one of the most

Director's Message cont'd on page 2

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Project Updates

AC Transit East Bay Bus Rapid Transit Groundbreaking



On Friday, August 26, 2016, Congresswoman Barbara Lee and U.S. Transportation Secretary Anthony Foxx joined local leaders and funding partners to celebrate the groundbreaking of the East Bay Bus Rapid Transit (BRT) project. Dubbed by some as "light rail on wheels," this innovative BRT system offers all the benefits of a light rail train system at a fraction of the cost of constructing a rail line.

Sponsored by AC Transit, the high-capacity BRT project will provide bus service in the East Bay along a 9.5-mile stretch from Oakland's Uptown district (20th Street and Broadway) to the San Leandro BART station via Broadway, International Boulevard and East 14th Street.

Features include a transit-only lane, curbside and center median elevated boarding stations, signal prioritization and improved street lighting and crosswalks. In addition to increased

reliability and reduced travel times, with stops spaced a third mile apart on average, riders will have more direct access to homes, businesses, education and medical facilities.

This \$174 million project, funded with over \$80 million

in federal funds and a combination of state, regional and local Measure B and Measure BB funds, represents a major reinvestment in the local economy that supports job creation including apprenticeships for Oakland and San Leandro residents and businesses.

To track the progress of the East Bay Bus Rapid Transit project, visit <http://brt.actransit.org/>.



U.S. Transportation Secretary Anthony Foxx, U.S. Congresswoman Barbara Lee and AC Transit Board Vice President Elsa Ortiz at the BRT groundbreaking.

Director's Message cont'd

populous urban corridors in the East Bay (see "Project Updates").

Also congratulations to our partner Caltrans for the completion of another major capital project, the **I-80 SMART Corridor**, to reduce congestion on the most congested freeways in the Bay Area. The backbone of the project is an intelligent transportation system, which was fully activated in September, that will improve travel time reliability and enhance safety in the 22-mile corridor spanning two counties. Alameda CTC advocated for and received significant funding for the project and led the research and development of this project, one of the most comprehensive in the nation. Watch for the new **roadside signs**.

Also this month, Alameda CTC's **Comprehensive Investment Plan** (CIP) call for projects and programs seeks applications from local cities, transit operators and the county for transportation improvements for programming consideration in CIP 2018 (see "Programming Updates").

Our finance team tracks all the funding we distribute and is closing out the independent audit process. See "Finance Updates" for more information about these activities as well as **contracting opportunities**.

This fall, you may have seen the **Independent Watchdog Committee's Annual Report to the Public** in the media, on buses and at BART stations (see "Policy News").

Walk and Roll to School Day, which encourages students to use alternatives to cars to get to school, is coming up on Wednesday, October 5. Find out more about this event and others on page 4.

I look forward to a very productive fall with ongoing delivery of projects and programs as promised to voters.

Sincerely,

ARTHUR L. DAO
Executive Director
Alameda County Transportation

Transportation Planning Updates

Affordable Student Transit Pass Program update



Alameda CTC has developed and is in the process of implementing the Affordable Student Transit Pass Program (Affordable STPP) in middle schools and

high schools throughout Alameda County. The pilot program began in the 2016-2017 school year and provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs by implementing a sustainable transit pass program.

The pilot program distributes transit passes for free or at a discounted price to select students for use on the various transit providers that are part of the pilot program that serve schools, after-school activities and job locations in Alameda County. This program is identified in the **2014 Transportation Expenditure Plan** and is funded by Measure BB.

The Affordable STPP aims to do the following:

- Reduce barriers to transportation access to and from schools.
- Improve transportation options for Alameda County's middle and high school students.
- Reduce the burden of transportation costs on families.
- Build support for transit in Alameda County.
- Develop effective three-year pilot programs.

Students at pilot schools have already received their free or discounted transit passes and are using them to get to school. Alameda CTC is monitoring the performance of this program.

Policy News

IWC Annual Report



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- Measure B and Measure BB Funded Programs and Projects 5
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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 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.

Measure BB established an Independent Watchdog Committee (IWC) that reports its findings annually to the public to ensure appropriate use of sales tax funds and provides oversight by reviewing all Measure B expenditures and Measure BB expenditures and performance measures. The 14th annual report covers expenditures and IWC activities during the fiscal year ended June 30, 2015 (FY2014-15). The IWC replaced and assumed responsibility for the CWC in July 2015.

The IWC concludes that 2000 Measure B and 2014 Measure BB tax dollars were spent during FY2014-15 in accordance with the intent of the two measures. However, opportunities for improvement remain.

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 FY2014-15, Measure B revenues totaled \$132.5 million, and audited expenditures totaled \$152.2 million, which includes the expenditure of sales tax revenues received in prior years, for various transportation modes, oversight and administration. Measure BB revenues totaled \$27.7 million, and audited expenditures totaled \$14.9 million in FY2014-15.

Continued on Measure BB Expenditure Report (Sept. 8, 2015)

In August 2016, the Independent Watchdog Committee (IWC) released its **14th Annual Report to the Public**, covering fiscal year 2014-2015 expenditures and IWC activities. The report concludes that Measure B and Measure BB tax dollars were spent in accordance with the intent of the two measures. For the 14th year in a row, Alameda CTC received a clean, unmodified opinion from the agency's independent auditors and concurrence by the IWC.

The report also provides an update on the delivery of programs and projects funded by Measure B, Alameda County's half-cent sales tax for transportation improvements, and those funded by Measure BB, which augmented the half-cent sales tax to one cent and extended the tax through 2045.

Each year, the IWC reviews and analyzes Alameda CTC's Measure B and Measure BB expenditures to help ensure that funds are spent in accordance with these voter-approved measures.

The **14th Annual Report to the Public**, Executive Summary in **English, Chinese and Spanish**, and **audits of each agency receiving Measure B and Measure BB funds** are available to the public on the Alameda CTC website.

Finance Updates

Final audit in September

Over the last two months, the finance team has been working to close out the accounting books for the fiscal year-end and prepare required documents for the final audit, which began on September 6. The goal is to have a draft Comprehensive Annual Financial Report for fiscal year 2015-16 ready for Finance and Administration Committee review at its November meeting.

In July, the Commission approved updates to Alameda CTC's debt policy, which include changes to the way the agency plans for and approves capital investments, clarifying the appropriate use of debt financing and how the cost of debt financing will be distributed, and adding information related to short-term financing options.

The debt policy will be used along with the Comprehensive Investment Plan to ensure proper allocation and financing of Measure BB projects.

Contracting opportunities

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

- Project Scoping, Project Approval and Environmental Document for Various Capital Projects in Alameda County
- Various Multimodal Corridor Projects

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



Existing Interstate 80/Ashby Avenue Interchange

Programming Updates

2018 Comprehensive Investment Plan

Alameda CTC plans, funds and delivers transportation projects and programs within Alameda County. This includes programming and allocating federal, state, regional and local transportation funding through the agency's Comprehensive Investment Plan (CIP).

The CIP is Alameda CTC's near-term strategic planning and programming document in which fund sources administered by Alameda CTC are programmed through a singular consolidated process to maximize investments toward critical transportation infrastructure and program operations essential for developing and maintaining the county's transportation system.

This September, Alameda CTC began development of the 2018 CIP to program available funding anticipated for fiscal years 2017-18 through 2021-22. Project sponsors are encouraged to nominate eligible projects that are ready to implement over this five-year horizon. Projects include traditional capital projects such as bicycle/pedestrian safety, roadway improvements, goods movement, transit improvements and innovative technologies. Program operations such as transportation safety education programs and programs and services for seniors and people with disabilities are also eligible.

Nomination window opened September 1

The 2018 CIP project submissions are being accepted through an online application process, with the submission window open for 60 days from Thursday, September 1, 2016 to Monday, October 31, 2016.

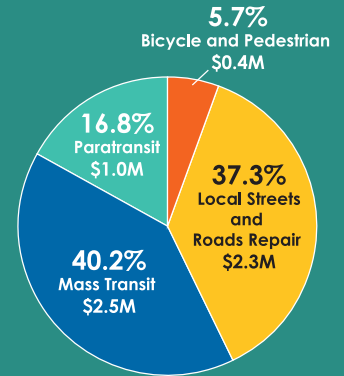
Refer to http://www.alamedactc.org/app_pages/view/19025 for the application, submission instructions, programming and matching requirements, eligibilities and other requirements.

Programming Updates cont'd on page 4

Transportation Investments

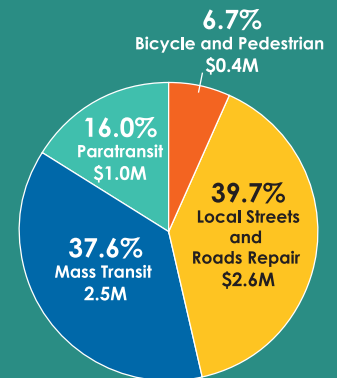
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and now total over \$83.3 million; over \$6.1 million was distributed in June 2016.



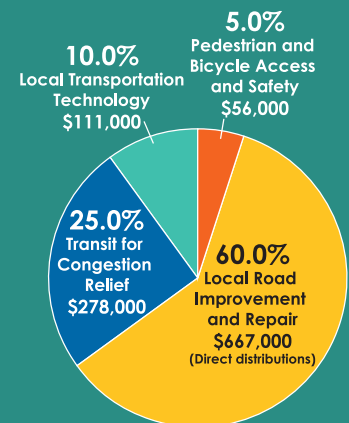
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$847.5 million since 2002. In June 2016, approximately \$6.5 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed over \$35.8 million for local road repair; over \$1.1 million was collected in June 2016.



Outreach and Events

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

- September 13 – San Leandro by Design at the San Leandro Main Library
- September 15 - Alameda CTC Program Compliance Workshop
- September 19 – I-80 SMART Corridor Ribbon-cutting Event at Shorebird Park in Emeryville on the Bay Trail



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For more information about the I-80 SMART project, visit <http://www.alamedactc.org/Gol80>. For additional information, including nighttime closures and sign testing, visit <http://80smartcorridor.org>.

- October 15, 2016 – Ashland/Cherryland FamFest at the Ashland Youth Complex in San Leandro



FamFest's 5K run

Programming Update *cont'd from page 3*

Alameda CTC's final programming and allocation recommendations will be considered by the Commission in late spring 2017 as part of the 2018 CIP.

The 2018 CIP schedule is as follows:

July 28, 2016

Alameda CTC approves the 2016 CIP update

September 1, 2016

2018 CIP project nomination window opens

October 31, 2016

2018 CIP nomination applications are due

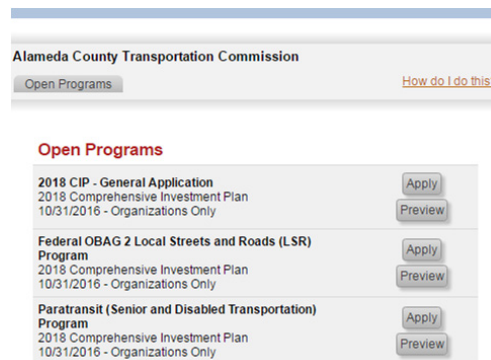
November 2016-April 2017

Alameda CTC develops 2018 CIP and funding recommendations

May-June 2017

Alameda CTC adopts final 2018 CIP

CIP Application Workshop



In lieu of its monthly Alameda County Technical Advisory Committee meeting, Alameda CTC held a well-attended 2018 CIP Application Workshop on Thursday, September 8, 2016 to explain the application process and give attendees the opportunity to ask questions.

The CIP brings the long-range and countywide plans into the near term by focusing on investments over a five-year programming and allocation window. The purpose of the CIP is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities. Visit the [CIP web page](#) for more information.

Committee Activities September advisory committees

In September, the following committees met. Highlights include:

- September 13 – The [Paratransit Technical Advisory Committee \(ParaTAC\)](#) discussed the fiscal year 2016-17 ParaTAC meeting calendar. ParaTAC members also discussed Alameda CTC's Comprehensive Investment Plan update and final priorities, and exchanged technical information.
- September 26 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) met and approved the fiscal year 2016-17 PAPCO Work Plan and meeting calendar. PAPCO members received progress reports on Paratransit Gap Grant Cycle 5 extension projects, discussed Alameda CTC's Comprehensive Investment Plan update and final priorities, and received an update on paratransit outreach.

Other News

Walk and Roll to School Day

Coming up on Wednesday, October 5, International Walk and Roll to School Day is a day to walk, bike, scooter or skate to school.



Modal scorecard

Alameda County students can join millions of students around the world celebrating walking and rolling to school for the entire first week of October.

Ask your school what prizes, tools or training will be available for students and parents. Walk and Roll to School Day is part of the year-round [Safe Routes to Schools](#) (SR2S) effort in Alameda County schools. SR2S is a comprehensive approach to getting more kids walking and biking safely to school, which creates healthy neighborhoods and active families. The Alameda SR2S program is funded by Alameda County's local sales tax Measure B and regional, state and federal funds.