

BART to Warm Springs Extension entrance at sunset



OCTOBER 2016

EXECUTIVE DIRECTOR'S REPORT

Director's Message

The Alameda County Transportation Commission is keeping another promise made to Alameda County voters when they voted for Measure B in 2000: the [BART Warm Springs Extension Project](#), one of the specific capital projects included in the 2000 Measure B Transportation Expenditure Plan, is scheduled to open for service later this year and will lead the way for the BART extension to San Jose over the next year. The Warm Springs Extension, the largest capital project in the 2000 Measure B Program, will significantly relieve congestion, improve mobility, anchor significant transit oriented housing and foster tremendous economic development in Fremont and southern Alameda County.

Another major project funded by Measure B, the [I-80 SMART Corridor project](#), was fully activated in September along I-80 between the Carquinez and Bay Bridges and is improving travel reliability and safety in the 22-mile corridor spanning two counties (see "Other News").

[Director's Message cont'd on page 2](#)

TABLE OF CONTENTS

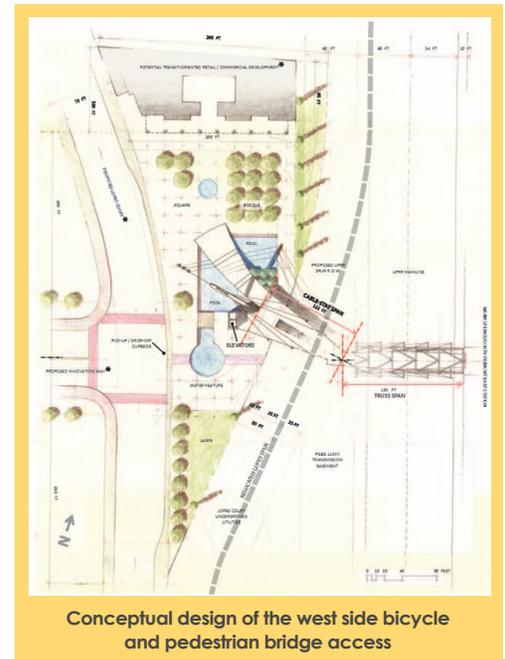
- 1 Project Updates**
BART to Warm Springs Extension and beyond
- 2 Transportation Planning Updates**
2016 level of service monitoring results
- Policy News**
Legislative update
- 3 Finance Updates**
Comprehensive Annual Financial Report
- Programming Updates**
2018 Comprehensive Investment Plan
- 4 Outreach and Events**
October and November activities
- Committee Activities**
October advisory committee highlights
- Other News**
I-80 SMART Corridor project

Project Updates

BART to Warm Springs Extension and beyond

The Warm Springs Extension (WSX) Project, funded by \$215 million of 2000 Measure B, extends 5.4 miles from the existing Fremont Station south to a new station in Fremont's Warm Springs/South Innovation District (WSSID). The project was implemented via two major construction contracts, the Fremont Central Park Subway Construction Contract (Subway) and the Design-Build Line, Track, Station and Systems Contract (LTSS). The Subway contract was complete in 2013. The LTSS contract includes the final design and construction of the Warm Springs/South Fremont Station, the remaining trackway including the tie-in at the Fremont Station and provisions for a future station in Irvington.

Set to begin revenue service by November 2016, the WSX project is an integral component of Fremont's WSSID, a transit oriented development expected to create approximately 20,000 jobs and 4,000 high-density housing units.



In anticipation of the WSX station opening, plans are in place to begin construction of the Warm Springs BART West Access Bridge and Plaza Project by February 2017.

Constructing a pedestrian/bicycle bridge will connect the west side of the new BART station to a ground-level entry plaza. This will enhance multimodal connectivity between the station and properties west of the station.

Alameda CTC approved \$25 million of Measure BB



BART to Warm Springs Extension funded by 2000 Measure B will open late 2016.

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

Director's Message cont'd

Regarding congestion levels on our major road ways, level of service (LOS) monitoring along 328 miles of freeways and major arterials in Alameda County shows speed has declined in commute corridors, according to the biennial [LOS Monitoring Study](#) released in October. The increased delays across our roadway network are largely due to the increase in driving stemming from the current robust economy. Fortunately, many projects Alameda CTC has identified in its recently adopted multimodal plans will address congestion on our major commute routes (see "Transportation Planning Updates").

Also this month, Alameda CTC's Comprehensive Investment Plan (CIP) call for projects and programs submissions closes on October 31. Program recommendations for the 2018 CIP will be brought to the Commission in spring 2017 (see "Programming Updates").

On November 18, Alameda CTC plans to hold a retreat for our Commissioners. The annual retreat will focus on our 2017 Legislative Program, leveraging Measure BB funding and transportation technology and innovation. Find out more about this event and others on page 4.

Our finance team is preparing the agency's Comprehensive Annual Financial Report. See "Finance Updates" for more information and our current [contracting opportunities](#).

Read "Policy News" for good news about this year's legislative activities including the passage of Assembly Bill 1919, which the Commission sponsored.

I also want to recognize two of our planning staff, Saravana Suthanthira and Daniel Wu, for having two papers accepted for presentation at the Transportation Research Board Annual Meeting in January 2017 on the recently approved [Multimodal Arterial Plan](#) and a first of its kind GIS tool to evaluate and visualize multimodal networks at scale. Congratulations on this achievement.

Sincerely,

ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Transportation Planning Updates

2016 level of service monitoring results

As Alameda County's Congestion Management Agency (CMA), and per state statute requirements, Alameda CTC monitors congestion every two years on 328 miles of freeways and major arterials in Alameda County, called the Congestion Management Program (CMP) network. This effort meets the state statute requirement that each CMA designate a roadway network for performance monitoring using level of service (LOS) standards to evaluate traffic conditions biennially.

Following the advancement in data collection technology and methods, Alameda CTC has been using commercial data collected from GPS-equipped vehicles for most of the CMP network, while employing floating car runs for data collection for a portion of the network where the commercial data is not robust yet.

The 2016 LOS monitoring results show that speed has declined generally (between 3 to 7 percent) on the Alameda County CMP network during commute hours; particularly speeds on freeways in the afternoon peak commute hours have decreased by 7 percent from an average of 49 to 46 miles per hour. This trend is consistent with MTC's annual congestion analysis, which has shown that six of the region's top 10 congested corridors have been in Alameda County in recent years.

Worsening congestion is a trend continuing since 2012, resulting from an upturn in the economy. Alameda CTC continues to implement strategic multimodal improvements to alleviate congestion on the critical corridors and improve multimodal mobility. Three newly adopted countywide plans for goods movement,

transit and multimodal arterials identify key improvement areas and strategies and lay the foundation for identifying a pipeline of projects and programs for effective future multimodal transportation improvements.



Many projects are in various stages of development and implementation that address observed congestion on key regional corridors.

The [2016 LOS Monitoring Study](#) is available on the Alameda CTC website.

Policy News

Legislative update

On September 28, 2016, Governor Brown issued a [Legislative Update](#) that lists the bills he signed including Assembly Bill 1919 by Assemblymember Bill Quirk (D-Hayward) — Local transportation authorities: bonds — for which Alameda CTC was the sponsor.

AB 1919 in summary: AB 1919 supports more effective use of public funds at a lower cost. Amending Public Utilities Code Section 180260 to allow bond premiums to be used for eligible project costs supports:

- Lower-cost bond transactions.
- Lower amount of debt on issuers' books.
- Flexibility for issuers to use bond proceeds as needed.
- Increased future financing flexibility.

Finance Updates

Comprehensive Annual Financial Report

During September, independent auditors from Vavrinek, Trine, Day & Co., LLP were in Alameda CTC's offices to finalize the FY2015-16 audit, after which the process of preparing the Comprehensive Annual Financial Report for the year ended June 30, 2016 began. Staff continues to work on developing the extensive spreadsheets and disclosures required including the transmittal letter, management's discussion and analysis, financial statements, note disclosures, supplementary information, statistical analysis and federal compliance information.

In addition, the Commission approved the year-end investment report, which provides balance and average return on investment information for all cash and investments held by Alameda CTC as of June 30, 2016. The report also includes a portfolio review, an outlook of current market conditions and investment strategy information.



East Bay Greenway concept design

Contracting opportunities

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

- Project Scoping, Project Approval and Environmental Document for Various Capital Projects in Alameda County
- Various Multimodal Corridor Projects:
 - San Pablo (SR 123) Multimodal Corridor
 - East 14th Street/Mission Boulevard
- East Bay Greenway Maintenance: 75th Avenue to 85th Avenue in Oakland

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

Programming Updates

2018 Comprehensive Investment Plan

Alameda CTC is currently accepting project submissions for its 2018 Comprehensive Investment Plan (CIP). The 2018 CIP will program funding anticipated for fiscal years 2017-18 through 2021-22, including federal One Bay Area Grant Cycle 2 funding.

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. This maximizes investments toward critical transportation infrastructure and program operations essential for developing and maintaining the county's transportation system.

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

Project submissions are due October 31, 2016. Alameda CTC's final programming and allocation recommendations will be considered by the Commission in late spring 2017 as part of the 2018 CIP.

TFCA FY2016-17 Program update

The Transportation Fund for Clean Air (TFCA) Program generates a regional \$4 vehicle registration fee collected by the Bay Area Air Quality Management District. Alameda CTC is responsible for annually programming a portion of the revenue generated in Alameda County to eligible projects under the regional program. TFCA projects include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs that all promote the reduction of motor vehicle emissions.

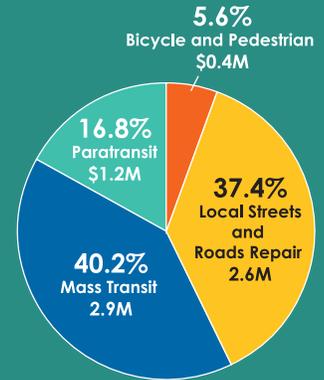
Per Alameda CTC's TFCA Guidelines, 70 percent of available funds will be allocated to the cities/county based on population.

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

Transportation Investments

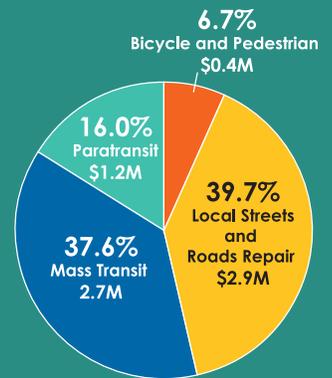
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and now total over \$90.4 million; over \$7.1 million was distributed in July 2016.



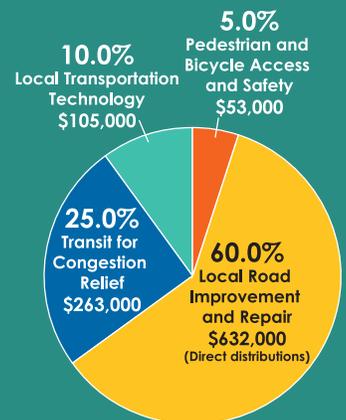
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$854.8 million since 2002. In July 2016, over \$7.2 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed \$36.5 million for local road repair; over \$1.0 million was collected in July 2016.



Outreach and Events

In October and November, Alameda CTC is hosting or participating in the following events:

- October 15 – Ashland/Cherryland FamFest in San Leandro. Alameda CTC is a sponsor for this fun-packed event for the whole family with a 5K run/walk/roll, great music and delicious food.
- November 18 – Alameda CTC Commission Retreat. This annual retreat will provide updates on Measure BB programs and projects, insight on leveraging funds and a 2017 legislative outlook. The retreat will also include a panel on technology and innovation with discussion on future technological trends and innovative projects relevant for Alameda County.



Alameda County's District 4 Supervisor Nate Miley (r.) with FamFest participants in San Leandro in 2015.



Project Updates cont'd from page 1

Community Development Investment funds for construction of the project. For progress details, visit <http://www.bart.gov/about/projects/wsx>.

The optional Irvington Station (a 2014 Transportation Expenditure Plan capital project) is dependent on future funding through the City of Fremont and may be added at a later date. Visit <http://www.fremont.gov> for details.



Artist's rendering of Irvington BART Station

Programming Update cont'd from page 3

The remaining 30 percent of funds will be allocated to transit-related projects on a discretionary basis. Approximately \$2.0 million is available for programming toward eligible projects for FY2016-17. Select projects will be recommended for Commission consideration this fall.

Committee Activities October advisory committees

In October, the following committees met. Highlights include:

- October 24 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) and [Paratransit Technical Advisory Committee \(ParaTAC\)](#) met jointly for their quarterly workshop. The committees received updates on the Comprehensive Investment Plan Paratransit Program and a report from East Bay Paratransit. In addition, the committees discussed and provided input regarding the Countywide Needs Assessment.

Other News I-80 SMART Corridor project



Better mobility and safety are the hallmarks of the [I-80 SMART Corridor project](#), now fully activated along I-80 between the Carquinez and Bay Bridges. The project's many integrated high-tech components work together to improve travel-time reliability and enhance safety in part by reducing secondary accidents in one of the most congested corridors in the Bay Area.

Alameda CTC, in partnership with Caltrans and the Contra Costa Transportation Authority, celebrated the activation in September of the I-80 SMART Corridor, the most comprehensive intelligent transportation system in the state.

Real-time traffic information including variable advisory speed signs and blocked lane signs allow drivers to make informed decisions in the event of an incident. Ramp meters and real-time message signs along the corridor contribute to optimized roadway operations and improved safety, and are integrated with and managed from the Traffic Management Center at the Caltrans Bay Area headquarters in Oakland.

Additional improvements include adaptive ramp metering on 43 on-ramps to reduce merging conflicts and manage traffic volumes on I-80. For more project information including an infographic and video that explains the overhead signs, visit <http://80smartcorridor.org>.