

OCTOBER 2017

EXECUTIVE DIRECTOR'S REPORT

The Executive Director's Report provides focused updates on Alameda CTC's work to improve transportation throughout Alameda County. This report provides status updates on key activities, including capital projects management and express lane operations; planning, policy and program implementation; finance and contracting; and programming and project controls. In addition, it contains brief summaries of advisory committee and agency activities.

This monthly update provides a synopsis of transportation project and program implementation funded with local, regional, state and federal funds.

Project Updates

Expediting project delivery across Alameda County

In April 2017, the state passed Senate Bill 1, creating a steady funding source for transportation projects and maintenance. Alameda CTC's delivery strategy is focused on advancing projects to a state of construction readiness to compete for these funds.

Alameda CTC has identified eligible projects for an expedited delivery approach. Instead of the traditional sequential delivery process, project phases are implemented concurrently. In addition to expediting the schedule, this approach introduces opportunities for cost savings.

In September 2017, Alameda CTC approved and allocated approximately \$28 million of Measure BB sales tax funds to begin implementing three projects that will improve major highway corridors deemed

by the Metropolitan Transportation Commission to be among the **top 10 most congested corridors** in the Bay Area.

I-80 Ashby Interchange Improvements

includes reconstructing the Ashby Avenue interchange to improve mobility and provide a direct connection between westbound I-80 and Emeryville via Shellmound Street.

I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

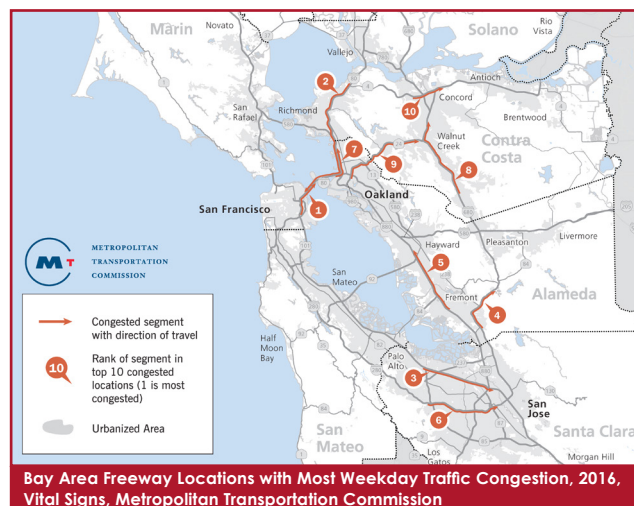
consists of interchange improvements ranging from operational improvements to ramps to complete replacement of undercrossing/overcrossing structures to relieve congestion, enhance safety and improve public access.

I-680 Express Lanes from SR-84 to Alcosta Boulevard

proposes to construct a 10-mile segment (one express lane in both the northbound and southbound direction) to close the gap in the express lane network between SR-84 and Alcosta Boulevard.

TABLE OF CONTENTS

- 1 Project Updates
- 2 Planning and Program Updates
- Policy News
- Programming Updates
- 3 Finance Updates
- 4 Agency Activities
- Other News
- Committee Activities



Visit the [Projects web page](#) for project updates.

Planning and Program Updates

Rail Strategy Study



The rail system in Alameda County is a critical transportation link, moving both people and goods. Alameda County contains the core of the Bay Area/Northern California freight and passenger rail system, and there is growing demand for both freight and passenger service.

Two Class 1 freight railroads (the Union Pacific Railroad and the BNSF Railway) operate in Alameda County. The **2016 Countywide Goods Movement Plan** identifies significant economic, congestion, safety and potential air-quality benefits of improving the efficiency of the rail network that connects the Port of Oakland to the national rail network. In addition, two intercity passenger rail providers (Capitol Corridor and Altamont Corridor Express) operate on the same rail network as freight in the county. The intercity rail services provide an alternative to autos for intercity and long-distance commuter trips.

As a first step to address the competing demands of freight and passenger rail, Alameda CTC initiated a countywide rail strategy designed to establish an overarching freight and passenger rail approach for the county that supports freight and passenger rail efficiencies and reduces impacts on local communities.

The Rail Strategy Study was presented to the Goods Movement Planning Committee at its October 2017 meeting.

Policy News

First legislative year ends

In the first legislative year in a two-year session, the last few weeks were extremely busy. The California state legislature passed budget clean-up bills, a parks and water bond, a cap-and-trade spending plan, as well as a housing package for which passage had remained in question for the majority of the year. The legislature adjourned early Saturday morning on September 16, 2017, and Governor Brown had until October 15th to sign, veto or allow measures sent to him to become law without his signature.

In 2017, Alameda CTC followed legislation and approved support positions on 12 bills and watched many others. Of these, three bills were signed into law: AB 28 (Frazier), AB 1113 (Bloom) and SB 1 (Beall), and by October 15, the governor took the following actions on these bills: vetoed AB 17 (Holden) and signed AB 333 (Quirk), AB 758 (Eggman), AB 1444 (Baker), SB 2 (Atkins), SB 4 (Mendoza) and SB 595 (Beall).

Alameda CTC supported two bills that will provide considerable funding for transportation: SB 1, which will result in approximately \$5.24 billion per year in transportation funding, and SB 595, which will provide approximately \$4.45 billion in funding, if approved by Bay Area voters, for transportation projects.

The 2018 Legislative Program will come before the Commission in December 2017. At the state level, all approved statutes will take effect on January 1, 2018 (unless they were urgency bills), and the legislature reconvenes on January 3, 2018.

Programming Updates

Measure B/BB and Vehicle Registration Fee programs update

Each year, Alameda CTC is responsible for administering local funds collected through the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 Vehicle Registration Fee (VRF) program. Together, the programs generate over \$270 million annually; over half of all revenues goes straight back to 20 local jurisdictions and transit agencies of Alameda County as direct local distributions (DLDs). For fiscal year (FY) 2017-18, DLD recipients will receive approximately \$152.6 million in DLD funds — \$74.0 million in Measure B, \$71.8 million in Measure BB and \$6.8 million in VRF DLD funds for Local Streets and Roads, Mass Transit, Paratransit and Bicycle and Pedestrian Safety programs.

Alameda CTC also allocates Measure B/BB/VRF discretionary funds through its Comprehensive Investment Plan (CIP) process. In April 2017, the Commission approved the 2018 CIP, covering FY2017-18 to FY2021-22. From the 2018 CIP, Alameda CTC has allocated approximately \$103 million in discretionary funds. A current list of programming and allocation recommendations is available in the **2018 CIP** on the Alameda CTC website.

Active Transportation Program (ATP) Cycle 3 augmentation recommendation

Senate Bill 1 provides \$100 million annually in additional revenue to the ATP starting in FY2017-18. The first two years of SB 1 revenue (\$200 million) is to be programmed through an augmentation of the recent ATP

Programming Updates cont'd on page 3

Programming Updates cont'd from page 3

Cycle 3 program. The Cycle 3 augmentation funding includes:

- \$100 million for a statewide competitive program.
- \$16 million for a Metropolitan Transportation Commission regional competitive program.

Four projects within Alameda County are recommended for funding through the statewide and regional programs.

- East Bay Regional Parks District, Doolittle Drive, Bay Trail – Martin Luther King, Jr. Shoreline, Oakland (\$4.0 million).
- City of Berkeley, Sacramento Street Complete Streets Improvements (\$1.5 million).
- Alameda CTC, I-80 Gilman Interchange Bike/Pedestrian Overcrossing & Access Improvements (\$4.2 million).
- City of Oakland, Oakland Safe Routes to Schools: Crossing to Safety (\$1.9 million).

The California Transportation Commission is scheduled to approve these recommendations at its October and December 2017 meetings.



Rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

Finance Updates

Comprehensive Annual Financial Report process begins

As independent auditors from Vavrinek, Trine, Day & Co., LLP closed out their audit work early in September, staff began working diligently throughout the month to produce the Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2017. This work continues as new Government Accounting Standards Board (better known as GASB) statement requirements are implemented into the financial statements, and detailed tables and other disclosure documents are created which are intended to provide transparent financial information to readers of the CAFR and the public at large.

In addition, the Commission reviewed and approved the unaudited year-end investment report during September, which provides information for all cash and investments in the Alameda CTC portfolio as of June 30, 2017.

Contracting opportunities

Over the next year, Alameda CTC anticipates solicitation of statements of qualifications, bids and/or proposals for the following professional services contracts related to:

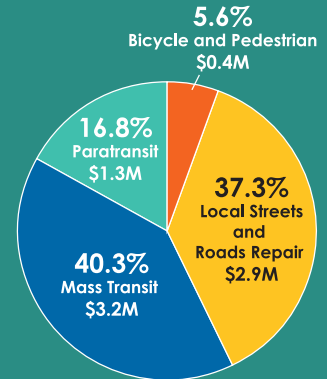
- SR-262 (Mission Boulevard) Cross Connector project
- I-880 Interchange Improvements (Winton Avenue/A Street) project
- San Pablo Avenue (SR-123) Multimodal Corridor project
- East Bay Greenway (Lake Merritt BART to South Hayward BART) project
- 7th Street Grade Separation and Port Arterial Improvements project

Finance Updates cont'd on page 4

Transportation Investments

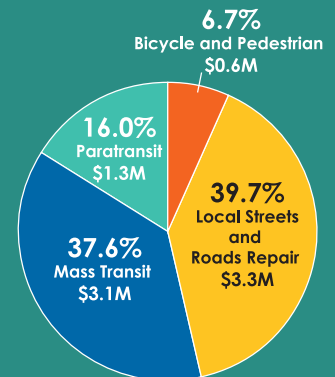
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$163.3 million; more than \$7.8 million was distributed in July 2017.



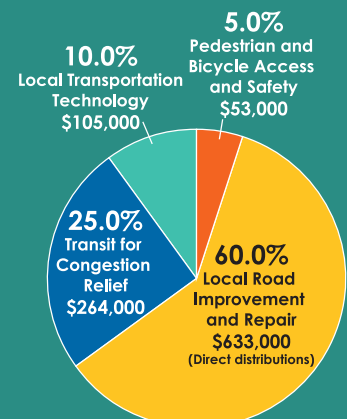
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$930.8 million since 2002. In July 2017, \$8.3 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$43.9 million for local road repair; over \$1.0 million was collected in July 2017.



Agency Activities

In October, Alameda CTC hosted or participated in the following events:

- BikeMobile school visits:
 - October 3 – Alliance Elementary, Oakland
 - October 4 – Encompass Academy, Oakland
 - October 5 – Frank Otis Elementary, Alameda
 - October 6 – Cesar Chavez Middle, Hayward
 - October 12 – Reach Academy, Oakland
 - October 13 – Parkmont Elementary, Fremont
 - October 18 – Cabrillo Elementary, Fremont
 - October 19 – Roosevelt Elementary, San Leandro
 - October 20 – Pioneer Elementary, Union City
 - October 24 – John Green Elementary, Dublin
 - October 25 – Hillside Elementary, San Leandro
 - October 27 – United for Success at Alliance Elementary, Oakland
 - October 29 – Forest Park Elementary, Fremont
- October 2–6 – Share Your Ride Week in and around the Bay Area. During the first week in October, if you didn't have the opportunity to plan to carpool or take transit, see below for carpooling options and commute choices.
- October 4 – 2017 International Walk and Roll to School Day. Over 150 Alameda County schools participated in this global event by walking, riding, scooting or sharing a ride to school.
- October 14 – Due to poor air quality caused by the wildfires, the Ashland/Cherryland FamFest in San Leandro was rescheduled to Saturday, November 18.
- October 17 – Kaiser Permanente Oakland Medical Center Employee Transportation Fair at the Oakland Medical Center.

NEW CARPOOLING OPTIONS

A number of new options to facilitate carpooling are now available in the Bay Area. Carpool apps available at rideshare.511.org make it easy to schedule one-way carpool trips as a driver or a passenger.



COMMUTE CHOICES

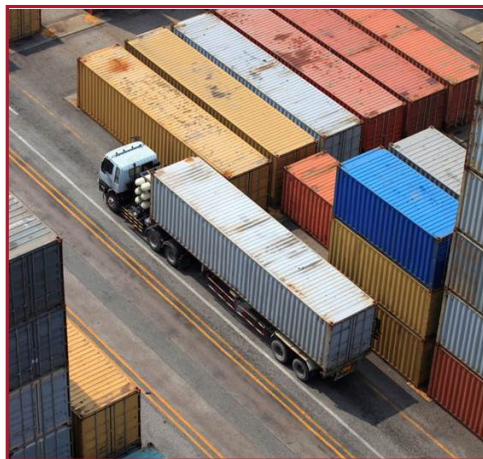
Whether you're a commuter trying to affordably and safely get around Alameda County or an employer coordinating staff transportation options, the [Commute Choices website](http://CommuteChoices.org) has the resources you need.

Other News

Goods Movement Roundtable on December 5

On Tuesday, December 5, 2017 from 10:30 a.m. to 2:30 p.m., Alameda CTC will host a Goods Movement Roundtable for the Bay Area Goods Movement Collaborative, interest groups and interested stakeholders. The main discussion topic will be prioritizing a comprehensive set of goods movement investments that will be competitive enough to receive Senate Bill 1, Regional Measure 3 and other funding for transportation. This sixth roundtable will serve as an information-exchange platform to bring together participants to advocate for better goods movement.

For more information and past topics covered at Alameda CTC Goods Movement Roundtables, visit the [Goods Movement Collaborative web page](http://GoodsMovementCollaborative.org).



Finance Updates cont'd from page 3

- SR-84 Expressway Widening from South of Ruby Hill Road to I-680 and SR-84/I-680 Interchange Improvements project
- Dublin Boulevard – North Canyons Parkway Extension project

For more information, visit the [Contracting Opportunities web page](http://ContractingOpportunities.org).

Committee Activities

October advisory committees

In October, the following committees met. Highlights include:

- October 5 – The [Alameda County Technical Advisory Committee \(ACTAC\)](http://AlamedaCountyACTAC.org) approved the Alameda County 2018 State Transportation Improvement Program (STIP) project list and a resolution of local support for the recommended STIP projects. ACTAC members also received updates on Alameda County federal programming and the Rail Strategy Study and participated in an Information Exchange Forum on Bay Area Regional Advanced Mitigation Planning and an East Bay pilot.
- October 5 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](http://BicycleandPedestrianAdvisoryCommittee.org) received a detailed review of the I-80 Gilman Interchange Improvements project. BPAC members also received reports on Safe Routes to Schools, Bicycle Safety Education, "I Bike" education and implementation of the Countywide Bicycle and Pedestrian Plans.
- October 23 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](http://ParatransitAdvisoryandPlanningCommittee.org) and [Paratransit Technical Advisory Committee \(ParaTAC\)](http://ParatransitTechnicalAdvisoryCommittee.org) met jointly to discuss best practices for Volunteer Driver Programs. PAPCO and ParaTAC members and staff also gave reports on various topics to the group.

