

DECEMBER 2016

# EXECUTIVE DIRECTOR'S REPORT

## Director's Message

As infrastructure is fast becoming a national crisis, across the country this past November, voters in many states, counties and cities passed a myriad of transportation funding measures totaling [\\$200 billion for transportation improvements](#). Notably, in California, voters in four counties passed sales tax measures dedicated to transportation improvements for the first time, and we welcome these new counties to the Self-Help Counties Coalition: Merced, Monterey, Santa Cruz and Stanislaus. In addition, voters in both Santa Clara and Los Angeles Counties approved an extension and increase of their respective transportation sales tax programs (see "Policy News").

In the Bay Area alone, \$14 billion of transportation funding measures were approved. In Alameda County, Alameda, Albany, Berkeley, Oakland, AC Transit and BART successfully passed infrastructure and operations measures for transportation.

While these local funding streams are notable, there is still a lot of work to do to plan, fund and deliver transportation projects and programs.

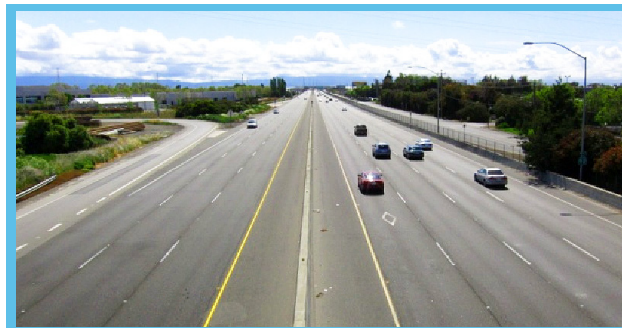
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## Project Updates

### Local relief now and on the horizon



Future location of the Clawiter-Whitesell interchange as seen from the Clawiter Street overpass in Hayward, Calif.

The [Route 92/Clawiter – Whitesell Interchange and Reliever Route Project](#) in the City of Hayward involves improving access to and from Route 92 in the area of the existing Route 92/Clawiter Road Interchange to provide some congestion relief to I-880 and several major arterials, such as Winton Avenue, Clawiter Road and Depot Road. The first phase of the project implemented by the City of Hayward, which began February 2015, is in the final stages and will be open to traffic before the end of 2016.

Once complete, users will experience improved vehicle operations with the widening of West Winton Avenue, signal phasing modifications and the extension of Whitesell Drive between Depot Road and Route 92. The addition of bicycle lanes will give users travel options through the area.

Not more than three miles away, construction will begin for the [Hesperian Boulevard Corridor Improvement Project](#), between the cities of Hayward and San Leandro. Implemented by the Alameda County Public Works Agency, this project will improve traffic safety

and congestion relief while further establishing a livable community that benefits motorists, pedestrians, bicyclists and the San Lorenzo commercial corridor.

Proposed improvements include wider, decorative sidewalks areas with curbs, gutters and pedestrian lighting; Class II bicycle

lanes; landscaping and street trees on the roadway and within redesigned medians; intersection improvements including upgraded traffic signals, highlighted crosswalks, pedestrian ramps and bulb outs; utility undergrounding; resurfacing of roadway pavement; public transit enhancements; and environmentally sustainability features including LED streetlights and drought-tolerant landscaping. The public can look forward to the benefits of these improvements in 2019.



**Director's Message cont'd**

Leveraging local funds through regional, state and federal partnerships will result in the successful delivery of programs and projects identified in voter-approved expenditure plans.

Recent progress on these delivery efforts includes local congestion relief from the [Route 92/Clawiter-Whitesell Interchange and Reliever Route Project](#) in Hayward and the [Hesperian Boulevard Corridor Improvement Project](#) between Hayward and San Leandro (read more in "Project Updates").

Alameda CTC's Commute Alternatives Program has added education and outreach about carpooling and strategic coordination with regional partners to encourage commuters to use multiple choices for their transportation needs (see "Transportation Planning Updates"). As part of this program, the [Commute Choices website](#) provides options, and the [Guaranteed Ride Home Program](#) serves as a kind of "commute insurance." Read more in "Other News."

The City of Oakland recently completed a feasibility study for the [Fruitvale Alive Gap Closure Streetscape Project](#), which will promote multiple transportation modes such as walking, bicycling and public transit. See "Programming Updates."

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

On November 18, Alameda CTC held a retreat for our Commissioners that focused on our 2017 Legislative Program, leveraging Measure BB funding and transportation technology and innovation. I want to acknowledge and thank several of our Commissioners who have served us so well and won't be returning on the Commission in the New Year. Thank you Commissioners Ruth Atkin, Laurie Capitelli and Bill Harrison – transportation in Alameda County has benefited from your leadership at Alameda CTC.

Sincerely,

ARTHUR L. DAO  
Executive Director  
Alameda County Transportation Commission

## Transportation Planning Updates

### Commute Alternatives Program



Alameda CTC is building on its current travel demand management (TDM) activities, including the [Commute Choices website](#) and [Guaranteed Ride Home](#) program (see "Other News" on page 4). We are adding carpool promotion activities and strategic coordination with regional partners to implement a Commute Alternatives Program.

Current efforts include new employer outreach, coordinating outreach programs with regional partners to leverage resources and using online and social media engagement to identify barriers to entry for potential carpoolers and to promote carpooling and ridesharing apps.

Education and marketing activities that support carpooling and ridesharing will focus first on the [I-580 and I-680 corridors](#) to leverage existing express lane outreach, followed by corridor-specific programs targeting I-80 and I-880 commuters, leveraging the benefits of the [I-80 SMART Corridor](#) and the I-880 high-occupancy vehicle lane expansion.

For information on Commute Choices including employer programs, visit [commutechoices.alamedaactc.org](http://commutechoices.alamedaactc.org) and to learn about the variety of carpooling options, visit [carpool.511.org](http://carpool.511.org).



## Policy News

### 2017 Legislative Program

Alameda CTC's 2017 Legislative Program will provide direction for the agency's legislative and policy activities for the calendar year. The purpose of the program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy.

The 2017 Legislative Program that goes before the Commission for approval in December 2016 is divided into six sections and retains many of the 2016 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

Some of the highest priorities in 2017 will be to partner at federal, state, regional and local levels regarding transportation policies, funding and project delivery.

### General election outcomes

The outcomes of the recent general election at the federal, state and local levels are sure to impact Alameda CTC's 2017 Legislative Program. On November 8, voters made their opinions known on state and local matters that will affect transportation.

Highlights include the following:

- Merced, Monterey, Santa Cruz and Stanislaus became new Self-Help County members, and Los Angeles County and Santa Clara County passed local measures to fund transportation.
- Six local and regional measures related to transportation and infrastructure passed to fund transportation operations and maintenance, capital improvements, streets and sidewalks, and pedestrian, bicycle and traffic safety.

At the Alameda CTC retreat on November 18, Commissioners received a legislative look-ahead at activities in the coming year based on the recent election outcomes.



## Finance Updates

### Comprehensive Annual Financial Report

Finance staff worked with auditors from Vavrinek, Trine, Day & Co. (VTD) to complete a draft Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2016. A CAFR is the optimal way for governments to present audited financial information, as it provides additional complementary information to help the reader better understand the financial condition of the government agency.

Alameda CTC's CAFR includes a clean opinion from VTD stating that the financial statements present fairly the agency's financial position in accordance with generally accepted accounting principles. The draft CAFR was reviewed by the Finance and Administration Audit Committee and will go to the Finance and Administration Committee and the Commission for approval in December. Alameda CTC will submit the CAFR to the Government Finance Officers Association to be considered for an award for excellence in financial reporting.

Finance staff also prepared financial and investment reports for the first quarter of FY2016-17 for approval by the Commission in December. These reports demonstrate the strong financial position of Alameda CTC.

## Contracting opportunities

Over the next six months, Alameda CTC anticipates soliciting proposals for equipment purchase and professional and maintenance services for the following:

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

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

## Programming Updates

### FY2015-16 Measure B/Measure BB/VRF compliance reporting

Annually, recipients of Measure B, Measure BB and Vehicle Registration Fee direct local distribution funds are required to submit Audited Financial Statements and Program Compliance Reports that summarize revenues and expenses that support local street and road, bicycle and pedestrian, paratransit and transit investments. The compliance reports fulfill mandatory reporting requirements, while informing the public about the specific improvements and programs funded by the sales tax and revenue programs.

Recipient reports on FY2015-16 activities are due to Alameda CTC at the end of December. In the spring, Alameda CTC in conjunction with the Independent Watchdog Committee will review the submitted materials to determine program compliance. Additional information will be available on the Alameda CTC website.

## Fruitvale Alive Gap Closure Streetscape Feasibility Study complete



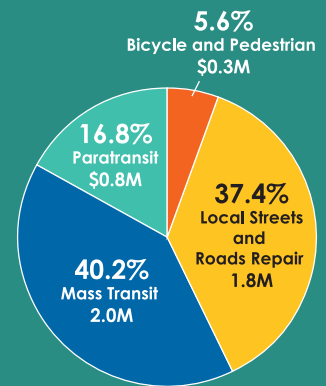
The City of Oakland completed a Feasibility Study for the Fruitvale Alive Gap Closure Streetscape Project. Alameda CTC awarded \$113,000 in Measure B bicycle and pedestrian discretionary funding to Oakland to complete the initial design of a feasible project that will increase the safety and accessibility of the corridor for pedestrians and bicyclists. The final study included design features such as protected bike lanes (raised cycle track), pedestrian-scaled

*Programming Updates cont'd on page 4*

## Transportation Investments

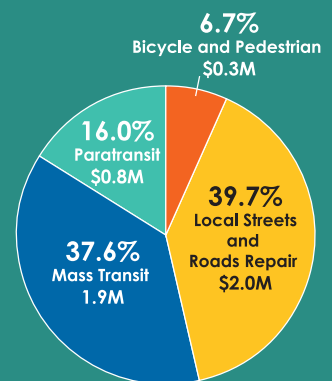
### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$95.3 million; over \$4.9 million was distributed in August 2016.



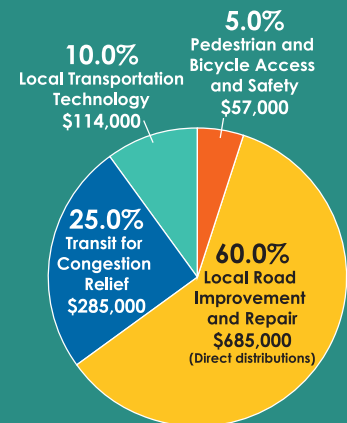
### Measure B Program Distributions

Measure B direct local distributions have totaled more than \$859.8 million since 2002. In August 2016, \$5.0 million was distributed for four programs.



### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed over \$37.1 million for local road repair; over \$1.1 million was collected in August 2016.



## Outreach and Events

In October, Alameda CTC participated in the following events as part of its Local Business Contract Equity Program:

- October 13 – East Bay Interagency Alliance Quarterly Meeting in San Leandro sponsored by the Alameda County General Services Agency.
- October 27 – Who's Who in Bay Area Building & Construction EXPO in San Ramon sponsored by the Construction Blue Book.

In November, Alameda CTC held the following event:

- November 18 – Alameda CTC Commission Retreat in Berkeley. This annual retreat provided updates on Measure BB programs and projects, insight on leveraging funds and a 2017 legislative outlook. The retreat also included a panel on technology and innovation with discussion on future technological trends and innovative projects relevant for Alameda County.

### Alameda CTC's 2016 Commission Retreat



Photo by Saravana Suthanthira

Technology and Innovation panelists and moderator (l. to r.): Chief Greg Larson, Office of Traffic Operations Research Division of Research, Innovation and System Information at Caltrans; General Manager Michael Hursh, AC Transit; Public Works Director Hans Larsen, City of Fremont; and Dr. Robert Bertini (moderator and panelist), Director of the Center for Urban Transportation Research, University of South Florida.



Photo by Krystle Pasco

## Other News

### Insurance for your commute – Guaranteed Ride Home Program

The Alameda County Guaranteed Ride Home Program provides a safety net for commuters who choose to take the bus, train or ferry, or who carpool, vanpool, walk or bicycle to work. Knowing that you will have a ride home in case of illness, family crisis, unscheduled overtime or another unexpected emergency provides the peace of mind that allows many people to choose alternative transportation modes.

### New: As of April 2016, the Alameda County Guaranteed Ride Home Program reimburses rides home taken with Lyft and Uber (and other transportation network companies), allowing for even more flexibility!

This program is available to all people over 18 years old employed within Alameda County. Participants do not have to live in Alameda County.

**Registration:** To receive reimbursement for your commute emergencies, register at <http://grh.alamedactc.org/register>

**Current GRH participants:** If your information has changed over the last year, please update your email address and/or employment at <http://grh.alamedactc.org/update-your-account/>

Help spread the word by sharing this information with friends and coworkers.

### Programming Update cont'd from page 3

lighting, reduced curb radii and bulb-outs, landscaping amenities, improved bus stops and conversion of slip right-turn lanes into bicycle-only features on Fruitvale Avenue.

These improvements will promote alternative transportation modes such as walking, bicycling and mass transit in this highly used corridor near the Fruitvale BART station. With the project defined, the city will be in a more competitive position to receive future discretionary local, state and federal sources to support the recommended infrastructure improvements.

## Committee Activities

### November advisory committees

In November, the following committees met. Highlights include:

- November 10 – The Alameda County Technical Advisory Committee (ACTAC) approved a resolution to program federal One Bay Area Grant funds for the Alameda Countywide Safe Routes to School Program and Measure B Bicycle and Pedestrian Countywide Discretionary Funds for use as local matching funds. ACTAC members also received a summary of Comprehensive Investment Plan applications received and discussed establishing an information exchange forum at ACTAC on transportation mobility.
- November 10 – The Bicycle and Pedestrian Advisory Committee (BPAC) received a status report on the East Bay Hayward Lake Merritt BART to South Hayward BART Project, a report on the Central County Complete Streets Implementation Project and an update on the implementation of the Countywide Bicycle and Pedestrian Plans.
- November 14 – The Independent Watchdog Committee (IWC) received a presentation of the Comprehensive Annual Financial Report as well as an IWC Annual Report outreach summary and publication cost update. IWC members also reviewed and discussed the IWC Bylaws.

**14th Annual Independent Watchdog Committee Report to the Public FY2014-15**

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**Measure B and Measure BB Sales Tax Activities**

**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 \$152.2 million, and qualified expenditures totaled \$195.2 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 qualified expenditures totaled \$14.8 million in FY2014-15.

**FY2014-15 Measure B Project and Program Expenditures**