

Alameda CTC *Executive Director's Report*



Executive Director's Message



As 2011 comes to a close, I would like to acknowledge the amount of progress Alameda CTC has made on numerous fronts: merging the Alameda County Congestion Management Agency (ACCMA) and Alameda County Transportation Improvement Authority (ACTIA) including consolidating financial systems and putting Alameda CTC benefits in place (read more in "Finance Updates"); performing a large amount of outreach to let people know about the transportation projects and programs that expand access and improve mobility as part of our major planning efforts; as well as performing the many activities necessary to deliver these projects and programs to foster a more vibrant and liveable Alameda County.

Five workshops, an online survey and a telephone survey this fall in relation to the development of the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) showed widespread support for augmenting and extending the current sales tax measure. (Read more in "Transportation Planning Updates"). Alameda CTC also began drafting a series of transportation white papers that will help inform the public about how Alameda CTC is creating jobs, improving communities, positively impacting health, sustaining the environment and providing innovative transportation solutions.

Other outreach efforts include hosting and participating in numerous events throughout the
(continued on page 2)

Transportation Planning Updates

With the release of the Administrative Draft Countywide Transportation Plan by the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) Steering Committee at its September 22, 2011 meeting, the development of the TEP moved into full swing. Alameda CTC began a second round of extensive public outreach in October to seek input on transportation priorities and on how to spend limited transportation dollars. This outreach supports initial outreach conducted in spring 2011 to identify transportation needs.

Alameda CTC proposes funding the TEP projects and programs, which are a subset of the CWTP, by an extension and possible augmentation of the half-cent transportation sales tax, pending voter approval November 2012. The current tax that voters approved in 2000 expires in 2022. The recession has resulted in reduced tax revenues, resulting in fewer funds generated than anticipated for transportation programs such as repairing roads, operating transit service, providing paratransit service for elderly and disabled people, and improving bicycle and pedestrian routes. A new TEP will ensure that transportation projects and programs for Alameda County's 1.5 million residents and 719,000 employees continue.

In October and November 2011, Alameda CTC conducted five public meetings throughout the County as well as administered online surveys. Community and Technical Advisory Working Group members also administered surveys. In all, over 1,300 people provided input either in person at one of the workshops or through completing a survey. Alameda CTC performed outreach at several community festivals and will continue this outreach through meetings at chambers of commerce and other public venues throughout the county.

A telephone survey also asked the public to prioritize projects and programs and requested their level of support for the new TEP. Of those interviewed, 79 percent supported extending and augmenting the tax to meet the county's transportation needs.

The fall surveys and outreach revealed the most pressing transportation issues in the County: keeping public transit service affordable for those who depend on it; making it easier to get to work and school using public transportation; maintaining streets, roads and highways; maintaining and operating existing transit service; improving transportation for seniors and people with disabilities; and providing more complete and safer bicycle and pedestrian routes.

The CWTP guides transportation investments and defines improvements in Alameda County through 2040. The TEP is the primary funding source for transportation projects and programs in Alameda County, comprising over two-thirds of our projected available funds over the next 28 years. Staff anticipates the CWTP-TEP Steering Committee's approval of the draft CWTP and draft TEP on December 1, 2011 and the full Commission's approval at its December 16, 2011 retreat. Information and recently released plan documents are available on [Alameda CTC transportation planning page](#).

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Executive Director's Message (cont'd)

year (see "Outreach and Events" and "Program Updates" for current and recent events) as well as hosting transportation forums to facilitate public access to the people delivering transportation in their communities.

Staff has also been involved in developing new 2012 Master Program Funding Agreements for distribution of over \$70 million per year in Measure B and Vehicle Registration Fee funds to local jurisdictions, Alameda County and transit agencies. The agreements are in review by standing and advisory committees as well as the Commission. (Read more in "Programming Updates.")

Other planning and programming news of note:

- The Commission will adopt the final 2011 Congestion Management Program in December 2011.
- Staff continues to give monthly CWTP-TEP, Regional Transportation Plan and Sustainable Community Strategy updates to 10 separate committees.
- Updates to the [Alameda Countywide Bicycle and Pedestrian Plans](#) continue.

Alameda CTC capital project highlights and other activities:

- Development and operation of express lanes in the I-680 and I-580 corridors and high-occupancy vehicle lanes on I-880 continue.
- In December, the Commission will advertise design plans and specifications for the Webster Street SMART Corridor.

There is significant work ahead as we close out this calendar year and begin 2012.

Sincerely,

Arthur L. Dao
Executive Director, Alameda CTC

Programming Updates

New Master Agreements: The Commission is reviewing new Master Programs Funding Agreements and Implementation Guidelines, which will serve as the contract documents for fund distribution from the current Measure B pass-through fund and grant programs and the new Vehicle Registration Fee (VRF) pass-through fund and discretionary programs from 2012 to 2022. The new agreements with all local jurisdictions and transit operators who are recipients of Measure B programmatic pass-through funds and future recipients of VRF funds provide an opportunity to integrate funding requirements of the two revenue streams and streamline eligibility, monitoring and reporting.

This effort aims to improve efficiencies for Alameda CTC oversight of the funds and the

Program Updates

Compliance reporting: Staff has been working closely with local jurisdictions and agencies that receive Measure B funds to answer their compliance reporting questions regarding their submittals for fiscal year 2010-2011. An audit is due to Alameda CTC on December 27, 2011 and the [compliance report form](#) is due on December 31, 2011.

LAVTA Express Bus operating assistance:

As a recipient of an Alameda CTC Express Bus Service grant, the Livermore Amador Valley Transit Authority (LAVTA) currently receives operating assistance for three vital express bus service lines: 12V, [20X](#) and [70X](#). These express buses work in tandem with other local service programs and enhance express bus services in the Tri-Valley and beyond.

West Oakland 7th Street Transit Village

Streetscape: This transit oriented development grant project is improving bicycle and pedestrian access to the [West Oakland](#) BART Station. Phase III, northside construction, is underway. Phases I and II, which include construction on the south side and median, are complete. The project contains several art features, including a gateway element, dancing lights and sidewalk medallions as part of a Blues Walk of Fame.

New Freedom grant award: The Metropolitan Transportation Commission recently recommended that Alameda CTC's New Freedom Cycle 4 project, Alameda County Mobility Management, receive federal funding in the amount of \$80,000 from the Federal Transit Administration's New Freedom Program (Section 5317). This project will coordinate elements and resources already

recipient agencies' reporting requirements under the agreements. Implementation Guidelines that address specific issues for the various fund sources distributed by the Alameda CTC will accompany the new agreements. The guidelines specify definitions, eligibility and fund uses. This agreement structure will allow the Alameda CTC to revise program-specific items in the Implementation Guidelines more frequently than the Master Programs Funding Agreements to address policy, legislative or other issues as they arise and to better respond to changing transportation needs over the next 10 years. Once the review process is complete, the next steps are to finalize the agreement language and execute all agreements by March 2012.

present in Alameda County related to travel training, and information and referral to move toward a more full-fledged mobility management approach in Alameda County.

Pedalfest 2011: On October 22, 2011, the Countywide Bicycle and Pedestrian Coordinator and Outreach Coordinator performed outreach for Alameda CTC bicycle and pedestrian programs at Pedalfest in Oakland's Jack London Square, a well-attended festival that showcased bicycling.



Pedalfest 2011 - Jack London Square, Oakland, CA

Program subcommittees: Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) held an Implementing Guidelines Subcommittee in October, and PAPCO members, Paratransit Technical Advisory Committee members and staff had a very productive discussion on the guidelines that support the new Master Programs Funding Agreements for 2012. The Commission's Bicycle and Pedestrian Plans Working Group also met in November to review and discuss the final draft implementation chapters of the Alameda Countywide Bicycle and Pedestrian Plans. To find out more about the updates process, visit the [Bicycle and Pedestrian Plans update page](#).

Finance Updates

At its October 27 meeting, the Commission approved the resolution of the intention to enter into a contract with CalPERS for the Alameda CTC's pension plan. This is an important step in the process of joining the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). ACCMA and ACTIA continue to exist as separate legal entities until the joining of the two agencies as the Alameda CTC is final. Setting up the Alameda CTC pension plan through CalPERS is a key step in this process. Staff will request the Commission's approval of the final contract with CalPERS at the December 1 Commission meeting.

Staff continues to work on implementing the benefit program approved by the Commission in October 2010 for transitioning employees. Simultaneous to executing the CalPERS contract, staff is working toward implementing a consolidated payroll system, effective January 1, 2011. Once the CalPERS contract is in place, staff will strive to have the cafeteria plan, Health Retiree Account (HRA) and CalPERS health plan in place by February 1, 2012. At that time, staff will concentrate on consolidating the agencies' Other Post Employment Benefit (OPEB) Trusts. The final step in this process will be to officially terminate ACCMA and ACTIA as legal entities.

Committee Activities

In November, several community advisory committees met. Highlights include:

- **November 1** – The [Alameda County Technical Advisory Committee](#) approved several reports including the final 2011 Congestion Management Program report as well as Board comments on the Master Programs Funding Agreements and Implementation Guidelines.
- **November 8** – The [Paratransit Technical Advisory Committee \(TAC\)](#) discussed the funding formula and Gap Grant Policy, and reviewed the draft mid-year report form.
- **November 10** – The Community Advisory Working Group (CAWG) and the Technical Advisory Working Group (TAWG) had a [joint meeting](#) and discussed the draft Countywide Transportation Plan (CWTP) and a preliminary list of projects and programs for the Transportation Expenditure Plan (TEP), and received an update on polling and outreach results.

- **November 17** – The [CWTP-TEP Steering Committee](#) provided input on the same items as CAWG and TAWG and received an update on the outreach efforts.
- **November 28** – The [Paratransit Advisory and Planning Committee](#) made a recommendation to augment the annually renewed Paratransit Coordination contract, discussed the funding formula and Gap Grant Policy, and reviewed the draft mid-year report form.



Project Updates

As part of the I-80 Integrated Corridor Mobility Project, Alameda CTC awarded a construction contract in June 2011, and the contractor has begun work on signal improvements, electrical system upgrades, video detection equipment, controller upgrades, transit upgrades and pedestrian signal enhancements for the San Pablo Corridor Arterial and Transit Improvement Project. The contractor has 20 months to complete all improvements.

Environmental studies and preliminary design to construct eastbound auxiliary lanes from

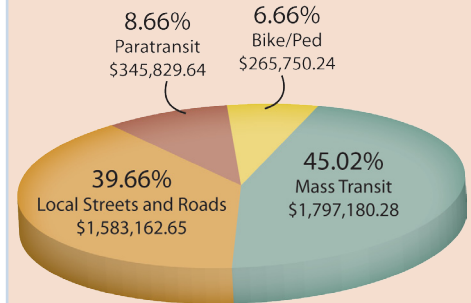
Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street are underway. The U.S. Fish and Wildlife Service previously approved an amended biological assessment and approved an environmental revalidation in November.

Environmental studies to convert the I-580 eastbound high occupancy vehicle lane to an express lane facility from Hacienda Drive to Greenville Road are underway.

(continued on page 4)

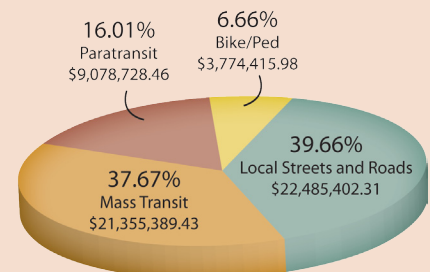
Pass-through Funding

One Month of Distributions



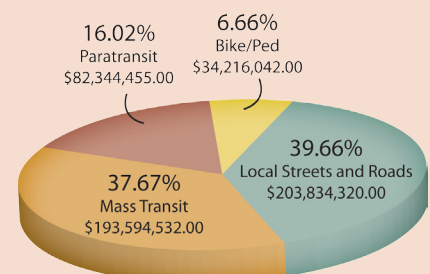
Alameda CTC allocated a total of \$3,991,922.81 in Measure B funds for four programs in August 2011 (the last reported month).

One Year of Allocations



During fiscal year 2010-2011, Alameda CTC allocated just under \$56.7 million in Measure B pass-through funds.

Summary of Overall Allocations



Alameda CTC has allocated almost \$514 million in Measure B pass-through funds through June 30, 2011.

Outreach & Events

In December, the Alameda CTC is hosting or participating in these outreach events:

- December 5 – Berkeley Chamber of Commerce Government Affairs Meeting
- December 8 – Alameda Alliance for Health Member Advisory Committee Meeting
- December 14 – Association of Pedestrian and Bicycle Professionals Webinar at Alameda CTC: Accessibility in Work Zones
- December 16 – Commission Staff Retreat

Public outreach: In October and November, the Alameda CTC conducted five public outreach workshops to educate Alameda County residents, business members and elected officials about the Countywide Transportation Plan and Transportation Expenditure Plan (TEP) development. As part of the TEP development, the Alameda CTC also conducted a recent telephone survey, which showed support (79 percent) for augmenting and extending the current tax measure. Visit the website to find out more about Alameda CTC's [planning efforts](#).

Other News

2012 Legislative Program: Each year, the Commission adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The program establishes funding, regulatory and administrative principles to guide legislative advocacy in the coming year. Staff is currently developing the 2012 program, which will guide Alameda CTC's pursuit of legislative and administrative opportunities that may arise during the year, and the Commission's response to state and federal political issues and processes. State and federal lobbyists are scheduling meetings for early next year with legislators in Sacramento and Washington, D.C. to discuss the Commission's legislative needs in 2012.

("Project Updates" continued from page 3)

Alameda CTC staff expects to circulate a draft initial study/environmental assessment for public comment in January 2012. Staff also anticipates completion of the eastbound auxiliary lanes and conversion of the eastbound HOV lane to express lanes in summer of 2014.

The Commission is pursuing a cooperative agreement with the California Department of Transportation (Caltrans) to develop a project initiation document to research designs alternatives for the I-80 and Gilman interchange that includes a possible roundabout.

ALAMEDA CTC Capital Projects

Fact sheets are updated as projects progress or, at a minimum, quarterly.

- [APN 501.0 - I-880/Mission Boulevard \(Route 262\) Interchange Reconstruction](#)
- [APN 505.0 - I-880 to Mission Boulevard East-West Connector](#)
- [APN 506.0 - Route 238/Mission-Foothill-Jackson-Corridor Improvements](#)
- [APN 508.0 - Central Alameda County Freeway System Operational Analysis](#)
- [APN 509.0 - Castro Valley Local Area Traffic Circulation Improvement](#)
- [APN 601.0 - Altamont Commuter Express Rail](#)
- [APN 602.0 - BART Warm Springs Extension](#)
- [APN 603.0 - BART Oakland Airport Connector](#)
- [APN 604.0 - Downtown Oakland Streetscape Improvement](#)
- [APN 606.0 - Union City Intermodal Station](#)
- [APN 607.0 - Telegraph Avenue Corridor Bus Rapid Transit](#)
- [APN 609.0 - Iron Horse Transit Route](#)
- [APN 610.0 - I-880/Broadway Jackson Interchange Improvements](#)
- [APN 612.0 - I-580/Castro Valley Interchange Improvements](#)
- [APN 613.0 - Lewelling/ East Lewelling Boulevard Widening](#)
- [APN 614.2 - I-580 WB Auxiliary Lane \(Airway Boulevard to Fallon Road\)](#)
- [APN 614.3 - I-580 EB Auxiliary Lane \(El Charro Road to Airway Boulevard\)](#)
- [APN 615.0 - Route 92/Clawiter-Whitesell Interchange and Reliever Route](#)
- [APN 617.1 - Hesperian Boulevard/Lewelling Boulevard Intersection Improvement](#)
- [APN 618.1 - Westgate Parkway Extension](#)
- [APN 619.0 - E. 14th Street/Hesperian Boulevard/ 150th Street Intersection Improvements](#)
- [APN 621.0 - I-238 Widening](#)
- [APN 623.0 - Route 84/I-580 Interchange](#)
- [APN 624.0 - Route 84 Expressway](#)
- [APN 625.0 - Dumbarton Rail Corridor](#)
- [APN 626.0 - I-580 Corridor/BART to Livermore Studies](#)
- [APN 710.4A - I-680 Sunol Express Lanes - Southbound](#)
- [APN 710.4B - I-680 Sunol Express Lanes - Northbound](#)
- [APN 717.0 - I-880 North Safety and Operational Improvements at 23rd and 29th Avenues](#)
- [APN 720.3 - I-580 Corridor Environmental Mitigation](#)
- [APN 720.4 - I-580 Eastbound Express \(HOT\) Lane](#)
- [APN 720.5 - I-580 Eastbound Auxiliary \(AUX\) Lane](#)
- [APN 723.0 - I-580 Corridor Right of Way Preservation](#)
- [APN 724.0 - I-580 Westbound HOV Lane](#)
- [APN 724.1 - I-580 Westbound Express \(HOT\) Lane](#)
- [APN 730.0 - I-880 Southbound HOV Lane](#)
- [APN 740.2 - Webster Street SMART Corridor](#)
- [APN 764.0 - I-580 Landscape Project - San Leandro](#)
- [APN 765.0 - I-80/Gilman Interchange \(Study\)](#)
- [APN 770.0 - I-680/I-880 Cross Connector Studies](#)
- [APN 791.0 - I-80 Integrated Corridor Mobility \(ICM\)](#)
- [APN 945.0 - Smart Corridors Operation and Management](#)



New Eastbound HOV Lane, Livermore, CA

Alameda CTC is also preparing to advertise design plans and specifications for the Webster Street SMART Corridor in December. This project will install trailblazer signs, video detection, pedestrian signal enhancements and new traffic signal along Webster Street and several connecting arterials.

For the northbound I-680 high occupancy vehicle lane and express lane projects, Alameda CTC is discussing project limits with Caltrans and stakeholders along the corridor.