



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

JANUARY 2019

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 delivery 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.

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Project Updates

GoPort Freight Intelligent Transportation System



Alameda CTC is the implementing agency of the Global Opportunities program ([GoPort](#)) at the Port of Oakland in partnership with the City and the Port of Oakland. The GoPort program includes landside transportation improvement projects within the Port of Oakland (Port), which will provide congestion relief, improve the efficiency and reliability of truck and rail access, and improve circulation within the Port.

The GoPort program consists of three independent, interrelated and synergistic projects:

- 7th Street Grade Separation (East Segment) – 7SGSE
- 7th Street Grade Separation (West Segment) – 7SGSW
- Freight Intelligent Transportation System – FITS

To date, the Commission has allocated \$53 million of voter-approved local sales tax Measure BB funds toward the delivery of this estimated

\$515 million program. As a result of this early Measure BB investment, Alameda CTC, in partnership with the Port, has successfully secured \$207 million in external funding for two of the GoPort program projects.

The FITS project is a suite of demonstration technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street and Embarcadero West that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport. The entire construction phase cost of \$24 million is funded by two federal grants (Port Security and Advanced Transportation and Congestion Management Technologies Deployment) and a state grant (Senate Bill 1 Trade Corridor Enhancement Program). The FITS construction contracts are slated

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Planning and Program Updates

2020 Countywide Transportation Plan

Alameda CTC kicked off the 2020 Countywide Transportation Plan (CTP) process in November 2018 by meeting with local jurisdictions and transit agencies to identify major initiatives and priorities, as well as opportunities and challenges, throughout the county. The CTP is updated every four years, and the last CTP was approved in 2016. The 2020 CTP will lay out an overarching vision of the county's transportation system by 2050 and focus on articulating a nearer-term set of priority initiatives, including projects, programs and policies. The CTP update will include an assessment of the current transportation system, identification of needs and opportunities, analysis of major long-term trends, and an articulation of policies, projects and programs to support the vision. The CTP is expected to be completed and adopted in summer 2020.

In addition, Alameda CTC continues to advance two multimodal corridor projects: the [San Pablo Avenue Corridor](#)



San Pablo Avenue Corridor

and the [East 14th Street/Mission and Fremont Boulevard Corridor](#). Both projects are focused on identifying multimodal improvements to the county's key arterial corridors to improve safety for all users, accommodate forecasted growth by improving efficiency and reliability in the corridor, and support local land use and economic development priorities. Potential improvements will be presented to stakeholders and the public in the first quarter of 2019.

Policy News

2019 Legislative Priorities

Each year, Alameda CTC adopts a new legislative program that aims to provide direction for its legislative and policy activities for the year. In 2019, the purpose of the legislative program is to establish funding, regulatory and administrative principles to guide legislative advocacy. The program is vital as it allows Alameda CTC to pursue legislative and administrative opportunities that may arise and respond to them in Sacramento and Washington D.C. Further, the program allows Alameda CTC to advance much-needed transportation projects that maintain and improve Alameda County's multimodal system.

In 2019, the legislative program is divided into six sections:

- Transportation Funding
- Project Delivery and Operations
- Multimodal Transportation, Land Use and Safety
- Climate Change and Technology
- Goods Movement
- Partnerships

Legislative, policy and funding partnerships throughout the Bay Area and California will be key to the success of the 2019 Legislative Program. Each effort above is supported on a federal, state, regional and local policy level.

Carpooling Options

511 A number of options to facilitate carpooling are now available in the Bay Area, all aimed at making carpooling more convenient. Carpool apps make it easy to schedule one-way carpool trips and allow you to be either a driver or a passenger.

Try the 511 RideMatch Service to find and email neighbors with



Other News

Public Meetings

In January 2019, public meetings were held to discuss and gather input on both the [I-80/Gilman Street Interchange Improvement \(I-80/Gilman\)](#) and the [I-880 Interchange Improvements \(Whipple Road/Industrial Parkway Southwest and Industrial Parkway\) \(I-880/Whipple\)](#) projects.

On January 15, Alameda CTC, in partnership with the California Department of Transportation (Caltrans), held a public meeting for the **I-80 Gilman project**



I-80/Gilman project area illustrative rendering.

– a four-lane arterial roadway (Gilman Street) with two lanes in the east-west direction that are intersected with four I-80 on- and off-ramps.

The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange that will reduce congestion and improve mobility, simplify traffic operations, shorten queues and provide safe access for pedestrians and [Other News cont'd on page 4](#)

similar commutes, or try one of the carpool apps available at rideshare.511.org.

Commute Options

Whether you're a commuter trying to affordably and safely get around Alameda County or an employer coordinating staff transportation options, the [Commute Choices web page](#) has the resources you need.

Finance Updates

Recently approved key financial documents

The finance and administration team spent December 2018 assembling numerous key items: Alameda CTC's Comprehensive Annual Financial Report (CAFR) for FY 2017-18; the FY 2018-19 first quarter financial and investment reports; organizational structure and staffing plan for FY 2019-20; salary and benefits for calendar year 2019; professional services contracts plan for FY 2019-20; and an administrative amendment to the Health Reimbursement Arrangement Plan for retirees from the Commission. All documents were approved.

For its [CAFR for the year ended June 30, 2018](#), Alameda CTC received a clean opinion from independent auditors Vavrinek, Trine, Day & Co. and submitted the document to the Government Finance Officers Association to be considered for the award for excellence in financial reporting. Alameda CTC has received this award each year since creating its first CAFR in FY2013.



The team also recently began the mid-year budget update process, which will go before the Commission for approval in March.

Contracting opportunities

Alameda CTC anticipates upcoming solicitation of statements of qualifications, bids and/or proposals for the following:

Professional services contracts

- Engineering and Environmental

Services for the Rail Safety Enhancement Program

- Final Design Plans, Specifications, and Estimate (PS&E) Phase Services for Dublin Boulevard-North Canyon Parkway Extension
- Freight ITS - GoPort Website and Mobile Application Development
- Freight ITS - Smart Parking System

Construction contracts

- Freight ITS - Advanced Transportation Management System

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

Programming Updates

Measure B/BB and Vehicle Registration Fee Direct Local Distribution Programs Compliance Update

Currently, Alameda CTC is reviewing the Measure B/BB/Vehicle Registration Fee reported expenditures from local jurisdictions for fiscal year (FY) 2017-18. Each year, Alameda CTC requires recipients of Measure B, Measure BB and Vehicle Registration Fee direct local distribution (DLD) funds to submit Audited Financial Statements and Program Compliance Reports that summarize revenues and expenditures that support investments in streets, roads, bicycle and pedestrian facilities, and paratransit and transit facilities. These detailed compliance reports inform the public and include recipients' use of funds, fund balances and information about specific improvements and programs funded by the sales tax and revenue programs.

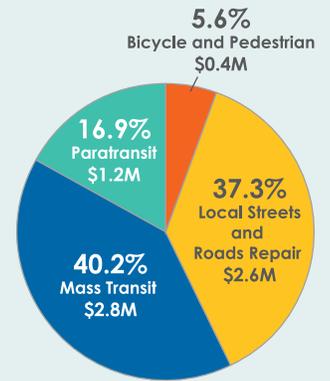
Alameda CTC, in conjunction with the Independent Watchdog Committee, will review the submitted materials to determine program compliance and note any discrepancies to the Commission.

[Program compliance information](#) is available on the Alameda CTC website.

Transportation Investments

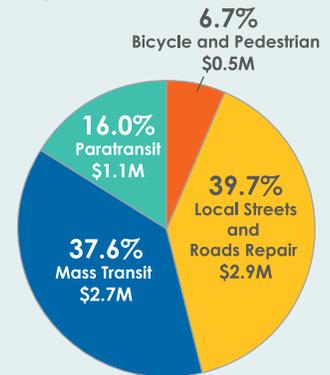
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$263.5 million; over \$7.0 million was distributed in October 2018.



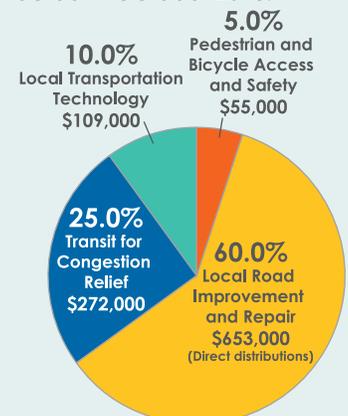
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.0 billion since 2002. In October 2018, over \$7.2 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$53.2 million for local road repair; over \$1.0 million was collected in October 2018.



Agency Activities

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

- Bikemobile events and school visits:
 - January 3 – Carmen Flores Recreation Center, Oakland
 - January 7 – Berkeley Public Library, Berkeley
 - January 10 – John Muir Middle, San Leandro
 - January 14 – Walnut Grove Elementary, Pleasanton
 - January 16 – Bret Harte Middle, Hayward
 - January 17 – Lincoln Middle, Alameda
 - January 18 – Glenview Elementary, Emeryville (at temporary campus)
 - January 21 – Tyrone Carney Park, Oakland
 - January 22 – Walker Landing, Hayward
 - January 23 – Ruby Bridges Elementary, Alameda
 - January 24 – Manzanita SEED Elementary, Oakland
 - January 25 – Joe Mitchell Elementary, Livermore
 - January 26 – Oliveira Elementary, Fremont
 - January 28 – Las Palmas, San Leandro
 - January 29 – Schafer Park Elementary, Hayward
 - January 30 – San Leandro High, San Leandro
 - January 31 – Arroyo Seco Elementary, Livermore
- January 15 – Open Forum Hearing for the I-80/Gilman Street Interchange Improvement Project, Berkeley
- January 23 - Public Information Meeting for I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) project, Hayward
- January 24 - Public Information Meeting for East 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor project, Fremont
- January 25 - Building Opportunities for Business Breakfast Kick-off, Hayward

Project Updates cont'd from page 1

to be advertised in April 2019 with construction to begin in summer 2019.

The 7SGSE project will replace the existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve the current shared pedestrian/bicycle pathway. The construction phase cost is estimated at \$225 million of which \$183 million (81%) is funded by Senate Bill 1 funding. Design is currently underway with project construction anticipated to begin in summer 2020.

The GoPort program builds on prior investments to bolster the competitiveness of the Port, which supports more than 827,000 jobs nationally and 73,000 jobs regionally. For project updates, visit the [Projects web page](#).

Other News cont'd from page 2

bicyclists in this project area. Additional information on this project can be found at Alameda CTC's [I-80/Gilman Street Interchange Improvement project page](#).

On January 23, Alameda CTC participated in the first of a number of "pop-up" events for the **I-880/Whipple project** located in the City of Hayward at the Whipple Road/Industrial Parkway Southwest and Industrial Parkway interchanges on I-880, where the proposed project will implement full interchange improvements, including a northbound off-ramp, a southbound HOV bypass lane on the southbound loop off-ramp,



I-880/Whipple project area illustrative renderings.



I-880/Whipple project area illustrative renderings.

bridge reconstruction over I-880, and surface street improvements and realignment.

Due to their close proximity to the I-880/Industrial Parkway West Interchange, these projects are being combined for project development. Clearance has been given for the environmental process to begin for both state and federal requirements with approval anticipated by November 2019.

Visit the [Alameda CTC website project page](#) for additional details.

Committee Activities

Advisory committees

In January, the following advisory committees met:

January 8 –The [Paratransit Technical Advisory Committee \(ParaTAC\)](#) received updates on direct local distribution projections and the 2020 Paratransit Discretionary Grant Program, and discussed the FY 2019-20 Program Plan application. ParaTAC members also received information on mobility management and emergency preparedness and updates on the Paratransit Advisory and Planning Committee and the Americans with Disabilities Act (ADA) Transit Advisory Committee activities.

January 14 – The [Independent Watchdog Committee \(IWC\)](#) received updates on Measure B and Measure BB projects and programs, as well as an update on the [FY 2017-18 Program Compliance and Audit Reports](#) available on the DLD Compliance tab on the website. Additionally, IWC members and staff reported on activities.