



2019 Alameda CTC Commission Retreat



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

JUNE 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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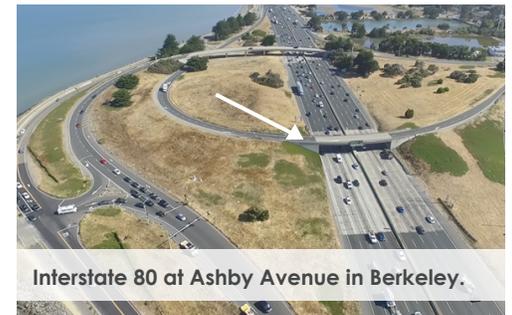
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Project Updates

Public participation in the environmental clearance process

The Alameda CTC environmental clearance process provides members of the public an opportunity to learn about its projects and to provide input that will ultimately shape the development and refinement of a project's design. Two regionally significant projects along the Interstate 80 (I-80) corridor between Berkeley and Emeryville will make safety and operational improvements, and close the gap in local and regional bicycle facilities with the Bay Trail.

anticipated to be an Environmental Assessment (EA) for CEQA and a Finding of No Significant Impact (FONSI) determination for NEPA. Final project approval and environmental document approval is anticipated by July 2019.



Interstate 80 at Ashby Avenue in Berkeley.



The [I-80 Gilman Interchange Improvements](#) project is currently in the environmental phase. The California Department of Transportation (Caltrans) is the lead agency for both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). The resulting document is

The [I-80/Ashby Avenue \(State Route 13\) Interchange Improvements](#) project

kicked off its environmental phase with a public open house held on Wednesday, May 22, 2019. Approximately 40 community members heard from the Project Delivery Team, which included senior representatives from Alameda CTC, Caltrans, the cities of Berkeley and Emeryville, and the project's supporting consultant team. Caltrans is the lead agency for CEQA/NEPA, and will seek to obtain an approved EA/FONSI for this project.

For additional information on highway improvement projects, visit Alameda CTC's [Highway Improvements web page](#).

Policy News

2019 Commission Retreat

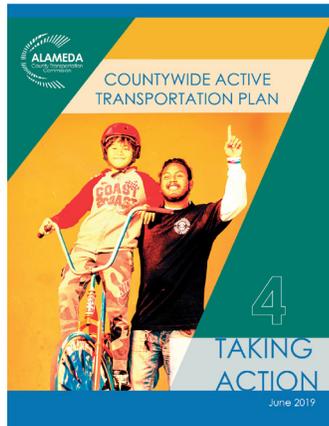
On Thursday, May 30, 2019, Alameda CTC held its 2019 Commission Retreat giving commissioners and the public the opportunity to receive updates on major shifts in the industry, to discuss a possible Bay Area infrastructure measure for 2020, and to address County transportation needs for 2020 and beyond. The retreat began with a [comprehensive video](#) to share work that Alameda CTC has done over the past 30 years after which panelists shared presentations and held discussion. In addition to staff, guest speakers included **Sara LaBatt**, a principal at EMC Research, Nobel Prize recipient **Dr. Daniel Sperling**, Professor of Civil and Environmental Science and Policy, University of California, Davis, Bay Area Council Chief Operating Officer, **John Grubb** and Senior Vice President **Gwendolyn Litvak**, **Jason Baker**, Vice President of Transportation, Housing and Community Development at the Silicon Valley Leadership Group and **Stuart Cohen** of Stuart Cohen Strategies.

The retreat was highly interactive, allowing Alameda CTC Commissioners to respond to polling questions and receive data in real time with the use of technology. There was robust conversation about what the future holds for 2020 transportation and beyond in Alameda County for goods movement, highways and express lanes, arterials, transit, active transportation and trails, technology and programs.

Alameda CTC will address feedback received at the retreat in a July discussion on the development of the County's long-range transportation plan.

Planning and Program Updates

Countywide Active Transportation Plan



Alameda CTC developed the first Countywide Active Transportation Plan (CATP), which consolidates pedestrian and bicycle planning into one plan. The CATP looks at the state of walking and biking in Alameda County and provides recommendations—based on analysis and input from local jurisdictions—to identify and prioritize projects of countywide significance and support local planning efforts with new planning tools.

The CATP focuses on ways to identify and advance projects that address safety and multimodal connectivity (including walking and biking connections to transit), and also encourage more people to walk and bike, maximizing the public benefit of every dollar spent.

One major element of the CATP is the development of a high-injury network (HIN) in Alameda County. HIN analysis identifies areas of the transportation network with the highest rates and highest severities, including findings that a small subset of roads account for a large percentage of collisions.

The CATP also developed tools to identify local safety issues, major barriers and connectivity issues within each jurisdiction.

HIN and safety assessment

The CATP found that 65 percent of pedestrian and 59 percent of bike collisions occur on just four percent of roads countywide. This serves to identify systemic safety issues throughout the County and its corridors as targets for investment to improve safety and save lives.

Alameda CTC subsequently conducted a similar analysis for automobiles based on the active transportation HIN and found that 60 percent of auto collisions occur on just four percent of roads.

Other News

Lakeside Green Street Project complete



Lake Merritt (Photo courtesy of City of Oakland)

The Lakeside Green Street Project is complete. This 14-acre complete, green street and park expansion project in the City of Oakland was originally conceived as part of the Lake Merritt Master Plan to increase park lands around Lake Merritt and at Snow Park. The project improves water quality, calms traffic, and enhances pedestrian and bicycle facilities in this highly-traversed area, improving access and safety for bicyclists, pedestrians and motor vehicles.

The Lakeside Green Street Project was funded through Alameda CTC's Measure B and Measure BB direct local distributions and One Bay Area Grant Cycle 1 funds programmed by Alameda CTC.

Programming Updates

2020 Comprehensive Investment Plan

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle. The current 2018 CIP Update includes a five-year programming horizon through fiscal year (FY) 2021-22 with approximately \$511 million in programming, and \$362 million in allocations.

The 2020 CIP, as part of Alameda CTC's CIP update process, shifts the five-year programming horizon to include FYs 2019-20 through 2023-24, allocates \$70 million in prior programming commitments and adds over \$40 million in new programming of Measure B, Measure BB, Vehicle Registration Fee (VRF) and Transportation Fund For Clean Air Program funds. The 2020 CIP includes \$212 million in programming over FY 2019-20 through FY 2023-24, with \$153 million in allocations during the first two years of the CIP. The 2020 CIP is available on the [Funding Opportunities page](#) of Alameda CTC's website.

Fiscal Year 2017-18 Measure B, Measure BB, VRF Program Compliance

Each year, Alameda CTC distributes formula allocations of Measure B, Measure BB and VRF funds to local cities and transit agencies to support local transportation, operations and maintenance needs. Fund recipients are required to submit annual audited financial statements and compliance reports that detail the receipt and use of these funds on eligible bicycle and

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Finance Updates

Commission-approved fiscal year 2018-19 budget update

The Commission approved several important finance items during May including, but not limited to, the proposed budget for FY 2019-20, the third quarter financial and investment reports for FY 2018-19, a sales tax and corresponding direct local distribution expenditure budget update for FY 2018-19, and an update to the investment policy. One of the most significant of these items is the budget for FY 2019-20, which includes projected revenues of \$392 million and expenditures of \$360 million for an increase in overall fund balance of \$32 million and a projected ending fund balance of \$387 million.

Contracting opportunities

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

Professional Services contracts

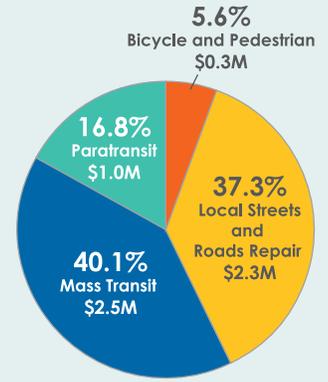
- Construction Management (CM) Services for 7th Street Grade Separation East Project
- CM Services – Various Capital Projects
- Freight Intelligent Transportation System (FITS)
 - System Manager
 - System Integration
 - GoPort Website and Mobile Application Development
 - Smart Parking System
- Dublin Boulevard-North Canyon Parkway Extension
- Multimodal Corridor Projects
 - San Pablo Avenue Corridor Project
 - East 14th Street/Mission and Fremont Boulevard Multimodal Corridor
- Performance Monitoring of Countywide Multimodal Transportation Network
- Professional Engineering and

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Transportation Investments

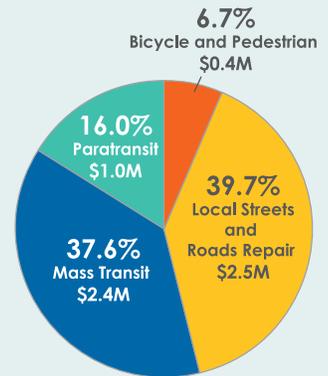
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$297.9 million; over \$6.1 million was distributed in March 2019.



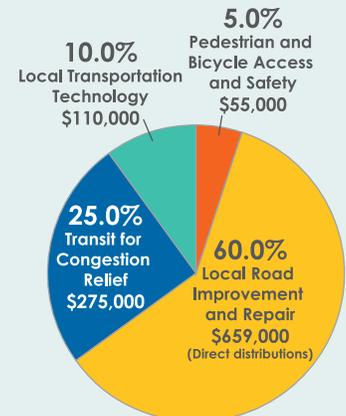
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.0 billion since 2002. In March 2019, over \$6.3 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$56.3 million for local road repair; over \$1.0 million was collected in March 2019.



Agency Activities

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

- Bikemobile events and school visits:
 - June 1 – Cherry City Festival, San Leandro
 - June 4 – Rancho Las Positas Elementary, Livermore
 - June 5 – Corvallis Elementary, San Leandro
 - June 8 – Ashland Cherryland Festival – Ashland Youth Complex, San Leandro
 - June 11 – Bohannon Middle, San Lorenzo
 - June 22 – Livermore Public Library, Livermore
 - June 29 – All American Festival – Mount Eden Park, Hayward
- June 6 – Assembly Bill 617 discussion at the West Oakland Steering Committee meeting, Oakland
- June 14 – State of the County Luncheon, Fremont

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 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.

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pedestrian, transit, paratransit and local transportation programs.

For the FY 2017-18 reporting period, Alameda CTC distributed over \$166 million to local recipients. Recipients expended approximately \$161 million on projects, which include bicycle/ pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. These expenditures were in accordance with transportation expenditure plans guiding the use of voter-approved transportation dollars. Reporting jurisdictions are determined to be in compliance with the expenditure plan requirements and Alameda CTC requirements for expenditure reporting.

The complete [FY 2017-18 Program Compliance Summary Reports](#) are available on the [Alameda CTC website](#).

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Environmental Services for Rail Safety Enhancement Program

- Final Design Plans, Specifications, and Estimate Phase Services for East Bay Greenway (Lake Merritt BART to South Hayward BART)

Construction contracts

- FITS - Advanced Transportation Management System

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



Construction on northbound I-680 Sunol Express Lanes (Photo courtesy of Caltrans)

Committee Activities

Advisory committees

June advisory committee highlights include the following:

June 6 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the 2020 Comprehensive Investment Plan (CIP) with over \$40 million in new programming. The committee also approved the Metropolitan Transportation Commission (MTC) Plan Bay Area 2050 Projects of Regional Significance. Committee members received a Compliance Report summary for Measure B, Measure BB and the VRF programs and updates on Alameda County federal inactive projects and an MTC update on the Regional Growth Framework and Priority Development Area guidelines.

June 24 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) elected officers for FY 2019-20, approved FY 2019-20 appointments of PAPCO representatives to the Independent Watchdog Committee (IWC) and to the East Bay Paratransit Service Review Advisory Committee (SRAC), and approved the FY 2019-20 PAPCO meeting calendar. Committee members also approved the FY 2019-20 Paratransit Direct Local Distribution Program Plans recommendation. Reports were received regarding the IWC, the SRAC and other American Disabilities Act and Transit Advisory committees.

June 27 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) rescheduled its July 4 meeting to June 27 due to the holiday. The committee looks to approve the 2020 State Transportation Improvement Program Principles and the FY 2019-20 Transportation Fund for Clean Air (TFCA) Program. Committee members will receive information on FY 2020-21 TFCA draft County Program Manager policies and the FY 2019-20 draft Annual Obligation Plan.