

Interstate 580 Express Lanes Corridor in the City of Livermore



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

FEBRUARY 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.

Project Updates Alameda County Express Lanes

Alameda CTC has implemented and is managing express lanes on the Interstate 580 (I-580) and Interstate 680 (I-680) corridors in Alameda County. These express lanes are currently toll-free for carpools, clean-air vehicles, motorcycles and transit vehicles. Drivers of single-occupancy vehicles can pay a toll to use the express lanes, which during peak times at congested locations have recorded 10-25 mph faster lane speeds and a better level of service than the general purpose lanes.

On I-580, the express lanes have been operating along an approximate 10-mile segment from Hacienda Drive in Pleasanton to Greenville Road in Livermore in the eastbound direction and an approximate 12-mile stretch from Greenville Road to just before San Ramon Road/Foothill Road in Dublin in the westbound direction.

Since opening in February 2016, the express lanes have provided motorists with travel-time savings and travel reliability by optimizing corridor capacity.

Along the I-680 corridor, Alameda CTC has plans to implement express lanes from State Route 237 (SR-237) near the Santa Clara County line to Alcosta Boulevard near the Contra Costa County line. The 14-mile segment from SR-237 to State Route 84 (SR-84) has been environmentally cleared. In partnership with Caltrans, construction began in March 2018 on an initial nine-mile segment from Auto Mall Parkway to SR-84. This \$236 million project, of which \$58 million (25%) is from state funds, will widen the freeway to construct a new express lane in the northbound direction, convert the existing southbound express lane into a near continuous access configuration

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Interstate 680 Sunol Northbound Corridor, Courtesy of CALTRANS.

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and include new pavement throughout. The project is scheduled for completion in late 2020. Further north, the environmental phase has begun on the 12-mile segment from SR-84 to Alcosta Boulevard.

For full express lane details, please visit our [Express Lanes Operations](#) page.

For questions on use of the express lanes, please call our Express Lanes Hotline at 510.208.7499.

Alameda CTC's Rail Safety Enhancement Program



The rail system in Alameda County is a critical transportation link that moves both people and goods. The 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. With approximately 10 fatalities on average every year along rail tracks from either a collision at a highway-rail crossing or between crossings as a result of trespassing in the County, safety at rail crossings is an ongoing need in the County.

Alameda CTC's Rail Safety Enhancement Program (SEP) identifies at-grade safety treatments that can be implemented in the near-term to address existing safety issues along rail tracks and mitigate against future safety issues as rail service are expected

to grow. Working closely with local jurisdictions to manage and deliver this multi-jurisdictional program of near-term improvements as one coordinated program would have the following benefits:

- Address existing safety issues, particularly near schools
- Achieve project development efficiencies through one point of contact with California Public Utilities Commission (CPUC) and Union Pacific Railroad (UPRR) as well as one application to CPUC and one environmental clearance
- Well-position grade crossing projects to compete for funding such as Regional Measure 3 and the State Trade Corridors Enhancement Program
- Achieve delivery efficiencies through one program manager strategically coordinating contracting and construction management

Recommendations for the majority of crossings include treatments such as:

- Anti-trespassing fencing at the crossing
- Upgrades to signing and striping
- Sidewalk modification
- Installation of raised medians
- Pedestrian flashing lights and gates

This item is before the Commission at the February 28, 2019 meeting for approval.



Planning and Program Updates

Golden Sneaker Contest Happening Now



The 2019 Golden Sneaker Contest – one of the Alameda County Safe Routes to Schools Program's most popular events – begins on February 25 and runs through March 8. The Golden Sneaker Contest encourages school communities, including students, parents, teachers and administrators, to take the healthy route to school by choosing active or shared transportation options, such as walking, biking or any human-powered wheels, carpooling with other families or riding public transit.

During the two-week contest, classrooms will track the number of students who walk, roll, carpool or take transit to school. The classroom at each participating school with the highest percentage of students using active or shared modes will receive a Golden Sneaker trophy. Each trophy



is made from sneakers donated by our very own Golden State Warriors.

Additionally, the students of each winning classroom will receive a pair of golden shoe laces.

More than 100 schools throughout Alameda County are participating in the contest.

Programming Updates

2020 Comprehensive Investment Plan Development

Alameda CTC's Comprehensive Investment Plan (CIP) establishes a financial investment strategy for Alameda CTC-administered funding and targets available funds towards established countywide transportation priorities. The current 2018 CIP includes a five-year programming horizon from fiscal years (FY) 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years. Currently, there is \$511 million programmed from FY 2017-18 to FY 2021-22, and \$364 million in allocations over the first two fiscal years. Alameda CTC is conducting an update to the CIP starting this month.

The focus of the 2020 CIP will be towards shifting the programming commitments identified in FY 2019-20 and FY 2020-21 to a funding allocation that will be subsequently available for encumbrance and reimbursement. There is approximately \$105 million programmed in local Measure B, Measure BB and Vehicle Registration Fee funds that are eligible for allocation with confirmation of the sponsor's need. Alameda CTC will work with each CIP recipient to solicit project information and updates. Additionally, other Alameda CTC-administered fund sources, such as Transportation Fund for Clean Air (TFCA) funds, State Transit Assistance population-based funds and the Measure B/BB paratransit discretionary funds, will be included in the 2020 CIP.

Transportation Fund for Clean Air Program Fiscal Year 2019-20

As the TFCA County Program Manager (CPM) for Alameda County, Alameda CTC is required to program the TFCA revenue

received from the Bay Area Air Quality Management District (Air District). In February, the Commission will consider approving the FY 2019-20 TFCA CPM Expenditure Plan and its subsequent submittal to the Air District. The FY 2019-20 TFCA Expenditure Plan Application identifies approximately \$2.43 million of funding available for projects and is due to the Air District by March 4, 2019, prior to a detailed program of projects. A TFCA call for projects is scheduled for release in early March 2019.

Finance Updates

Second quarter investment and financial reports

During January, the finance team prepared Alameda CTC's second quarter cash and investment report, second quarter financial reports and the second quarter financial report for the Sunol Smart Carpool Lane JPA (Sunol JPA) for Commission review and approval in February. Staff continues to work with Alameda CTC's new investment advisors, Public Trust Advisors, toward aligning the portfolio to targeted strategies based on cash flow needs by a sales tax program. The investment report demonstrates that all investments are in compliance with the adopted investment policy. Both the Alameda CTC and the Sunol JPA financial reports reveal that the agency's expenditures are within the Commission- and Board-approved budgets on a year-to-date basis.

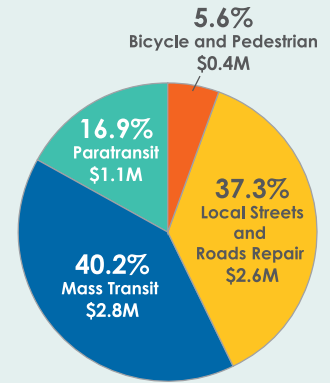
The mid-year budget update process is also underway, which will update revenue and expenditure needs based on changes since the original budget was adopted last fiscal year. It is anticipated to go before the Commission for approval in March.

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Transportation Investments

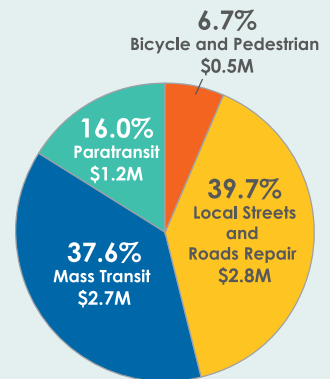
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$270.5 million; over \$6.9 million was distributed in November 2018.



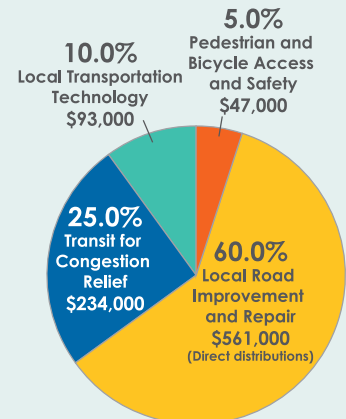
Measure B Program Distributions

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



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$53.8 million for local road repair; over \$0.9 million was collected in November 2018.



Agency Activities

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

- Bikemobile events and school visits:



- February 1 – Stoney Creek Apartments, Livermore
- February 5 – Dougherty Elementary School, Dublin
- February 8 – Markham Elementary School, Oakland
- February 9 – Stanton Elementary School at Eden Medical Center, Castro Valley
- February 13 – Cornell Elementary School, Albany
- February 14 – Winton Middle School, Hayward
- February 19 – Kolb Elementary School, Dublin
- February 22 – Longfellow Middle School, Berkeley
- February 23 – Dublin Library, Dublin
- February 1 - Bay Area Caucus Summit panel, Sonoma
- February 20 – 2019 California Maritime Leadership Symposium

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.

Finance Updates *cont'd from page 3*

Contracting opportunities

Alameda CTC is anticipating 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](#).

Other News

Gary Huisigh, P.E. Joins Alameda CTC's Executive Team



Alameda CTC is pleased to announce that Gary Huisigh has joined our agency as Deputy Executive Director of

Projects. Huisigh facilitates project delivery and oversight of Alameda CTC's \$3 billion capital program and programming of the multiple fund sources administered by the agency.

Huisigh's 28-years' experience in public and private sectors has ranged from major transportation and residential development projects to maintenance and redevelopment projects. In addition, he has extensive experience in eminent domain proceedings having served as an expert witness on technical issues for public projects. Huisigh is a graduate of the University of California at Davis.

Committee Activities

Advisory committees

In February, the following advisory committees met:

- February 7 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved both the 2020 Comprehensive Investment Plan Development Framework and the Transportation Fund for Clean Air FY 2019-20 Expenditure Plan Application and Call for Projects. Also, the committee received an update on the 2020 Countywide Transportation Plan and the Plan Bay Area 2050 Call for Projects.
- February 21 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) received updates on the Countywide Active Transportation Plan and the San Pablo Avenue Corridor Project. Additionally, the committee was presented with 2018 results of the Countywide Bicycle and Pedestrian Count Program.
- February 25 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) met to discuss and approve the 2020 Paratransit Discretionary Grant Program recommendation.

