

ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

JULY 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.

TABLE OF CONTENTS

- 1 Project Updates
- 2 Planning and Program Updates
 - Policy News
 - Programming Updates
- 3 Finance Updates
- 4 Agency Activities
 - Committee Activities

Project Updates

Express Lanes

I-580 Toll System Upgrade



The [current Interstate 580 \(I-580\) express lanes toll system](#), which began operations in February 2016, is expected to undergo a major upgrade to be completed as early as spring 2020. All of the major infrastructure, such as toll gantries and overhead toll rate signs, will remain. The new system will replace some of the toll equipment for enhanced features. Most notably, a third dynamic message panel will be added to overhead pricing signs to display additional messages. This will make the I-580 express lanes consistent with other regional toll systems, such as Interstate 680 (I-680) and Interstate 880.

Enhancements in technology and software will result in higher performance, long-term cost savings to Alameda CTC and better enforcement.

I-680 Southbound HOV/ Express Lane From SR-84 to Alcosta Boulevard

Alameda CTC is planning to close the final gap in the I-680 express lanes in Alameda County with the [I-680 high-occupancy vehicle \(HOV\)/ express lanes \(EL\) from State Route 84 \(SR-84\) to Alcosta Boulevard](#) project. The first phase of this project will construct approximately nine miles of the southbound HOV/EL. Staff is coordinating with the California Department of Transportation (Caltrans) to integrate a pavement rehabilitation project within the same project limits as the Alameda CTC HOV/EL project. Combining the projects will result in cost savings for both Caltrans and Alameda CTC, and will lessen construction duration, thereby reducing impacts to the traveling public.

If combined, the integration of these two projects could result in an approximately 48-mile long southbound I-680 express lane, from Marina Vista in Martinez to

[Project Updates cont'd on page 4](#)

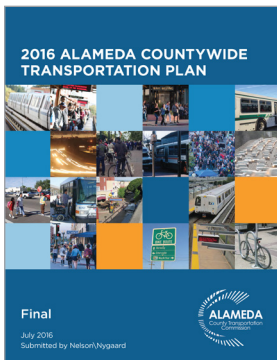
Planning and Program Updates

Countywide Transportation Plan

Every four years, Alameda CTC prepares and updates the Countywide Transportation Plan (CTP), the long-range planning and policy document that guides future transportation decisions for all modes in Alameda County.

The [existing CTP, adopted in 2016](#), is scheduled to be updated by 2020. The CTP informs and feeds into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the region's long-range transportation plan called "Plan Bay Area."

Alameda County has been developing CTPs since 1994. Starting with the 2012 CTP, the CTPs have become increasingly multimodal and integrated with land use planning. Each plan horizon is set to be consistent with the long-range RTP/SCS, which will be the year 2050 for this update.

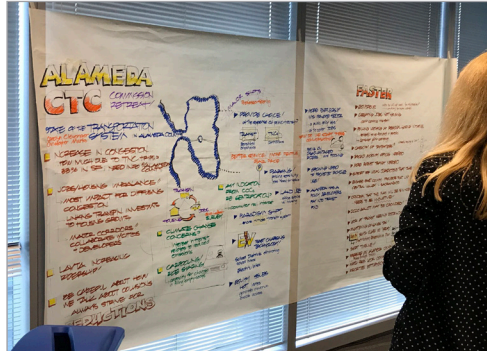


The 2020 CTP will continue supporting multimodal and integrated planning with a 2050 horizon. Emphasis will be on the articulation of a set of projects, programs and policies that Alameda CTC and its partners could pursue over a 10-year horizon. In this way, the CTP will be able to more effectively inform project and funding decisions in the near-term while setting up policy direction to address transportation needs in the long-term. Development of the 2020 CTP started this spring and will continue through summer 2020.

Policy News

Commission Retreat and CTP

On May 30, 2019, Alameda CTC held a Commission retreat to address transportation trends and future needs.



Much of what was derived from the May 2019 Commission retreat has been integrated into the 2020 Countywide Transportation Plan (CTP) discussion.

Feedback from the retreat session focused on addressing Transportation Priorities 2020 and Beyond:

- Partnerships
- Improving options for commuters
- Access and affordability of transit
- Convenient, time-competitive bus and rail transit
- First/last-mile challenges
- Prioritizing safety
- Designing for quality bicycle and pedestrian facilities
- Exploring impacts and opportunities of new mobility services
- The jobs-housing imbalance



As Alameda CTC develops the 2020 CTP from needs assessment to gaps analysis to 10-year project priority screening – the agency looks to integrate these focus areas into the 2020 CTP's proposed goals:

- Accessible, affordable and equitable
- Safe, healthy and sustainable
- High quality and modern infrastructure
- Economic vitality

Beginning in fall/winter 2019, Alameda CTC will engage the Commission, the public and technical advisory committees on the CTP development.



Programming Updates

Transportation Fund for Clean Air Program Fiscal Year 2019-20 Update

Through the 2020 Comprehensive Investment Plan, Alameda CTC approved last June the programming of approximately \$2.4 million in Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2019-20 Program funds to eligible recipients last June. Projects funded through the TFCA are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts or other legally binding obligations. Projects funded through this TFCA program cycle includes shuttle operations, bicycle lanes and lockers, transit signal priority, signal timing and travel demand management programs.

Alameda CTC will monitor and evaluate the projects for TFCA cost-effectiveness and submit its final reporting results to the Bay Area Air Quality Management District as the projects are completed.

[Programming Updates cont'd on page 3](#)

Programming Updates cont'd from page 2

2020 State Transportation Improvement Plan Principles

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission (CTC) for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The STIP is updated biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. As the Regional Transportation Planning Agency for the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing the regional priorities and fund estimate for the regional portion of the STIP. Each STIP cycle, the Alameda CTC adopts and forwards a county program of Regional Transportation Improvement Plans (RTIP) projects to MTC that will later be considered by the CTC based on a set of CTC programming principles. These principles are expected to be released by summer 2019, and 2020 STIP programming process at the Alameda CTC will begin in the fall.

Annual Obligation Plan

Ahead of each new Federal Fiscal Year (FFY), MTC develops an annual obligation plan for federal and state-funded projects. Projects that require either a federal action to authorize/obligate the funding allocated by the CTC are required to be in the annual obligation plan.

Alameda CTC is working with project sponsors to inform them that projects included in the final FFY 2019-20 Obligation Plan with federal funding are to submit a request for authorization (RFA) to Caltrans Local Assistance by November 1, 2019. For state-funded projects, CTC allocation requests are due to Caltrans Local Assistance by January 31, 2020.

Finance Updates

Independent Audit Activities

During June, Finance staff prepared for Alameda CTC's interim audit. Alameda CTC's new auditors, Maze and Associates, began interim audit work for the fiscal year ending June 30, 2019 by performing a risk assessment and creating an audit plan. They also worked on determining the most effective way to test significant audit areas and balances, and performed compliance testing and an internal control review. Auditors will be in Alameda CTC's office in early September for the final audit when they perform the bulk of the audit work.

Agency recognition

S&P Global Ratings affirmed its "AAA" long-term rating on Alameda CTC's sales tax revenues bonds, series 2014, with a stable outlook. The rating action is reflective of Alameda CTC's very strong financial position and credit quality.

In July, the Certificate of Achievement for Excellence in Financial Reporting was awarded to Alameda CTC by the Government Finance Officers Association of the United States and Canada for its Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2018. This award is the highest form of recognition in the area of governmental accounting and financial reporting.

Contracting opportunities

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

Professional Services contracts

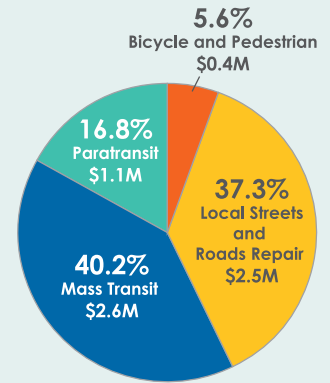
- Construction Management (CM) Services for 7th Street Grade Separation East Project
- Freight Intelligent Transportation System (FITS)
 - System Manager
 - System Integration

Finance Updates cont'd on page 4

Transportation Investments

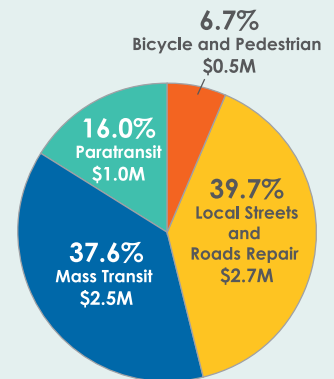
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$304.5 million; over \$6.6 million was distributed in April 2019.



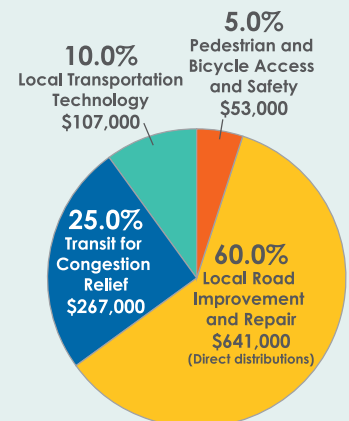
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.0 billion since 2002. In April 2019, over \$6.7 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$56.9 million for local road repair; over \$1.0 million was collected in April 2019.



Agency Activities

In July, Alameda CTC is participating in the following BikeMobile events and school visits:

- July 1 – Meer Park, Hayward
- July 12 – Stoney Creek Apartments, Livermore
- July 16 – Peralta Hacienda Historical Park, Oakland
- July 17 – Wexford Way Apartments, Dublin
- July 26 – Lion Creek Crossings, Oakland

Projects Updates cont'd from page 1

State Route 237 in Milpitas, spanning across some of the most congested freeway segments in the Bay Area. By combining projects, benefits include:

- Improvement in efficiency of the transportation system on southbound I-680
- Accommodation of current and future traffic demand
- Improvement of travel time and travel reliability for all users, including HOV and transit users
- Optimization of the freeway system management and traffic operations

For additional project updates, visit the [Projects web page](#).



I-680 Southbound HOV/Express Lane from SR-84 to Alcosta Boulevard rendering.

Other News Independent Watchdog Committee Annual Report to the Public

17th Annual Independent Watchdog Committee Report to the Public FY2017-18

Table of Contents

- Measure B and Measure BB Sales Tax Activities ... 1
- Revenue Modifiers ... 2
- Independent Watchdog Committee Activities ... 4
- Measure B and Measure BB Funded Programs and Projects ... 6
- FY2017-18 IWC Findings ... 12

Measure B and Measure BB Sales Tax Activities

IN NOVEMBER 2000, ALAMEDA COUNTY VOTERS APPROVED MEASURE B, which extended the County's 1986 half-cent transportation sales tax to 2022 and set forth a 20-year Expenditure Plan to enhance the County's transportation system. 2000 Measure B also established a Citizens Watchdog Committee (CWC) to review all Measure B expenditures for compliance with the Expenditure Plan. In November 2014, Alameda County voters approved Measure BB, which increased the County's half-cent transportation sales tax to one full cent, extended the tax through 2045 and set forth a 30-year Expenditure Plan for

essential transportation improvements in every city throughout the County. 2014 Measure BB established an Independent Watchdog Committee (IWC) that reports its findings annually to the public to ensure appropriate use of sales tax funds and provides oversight by reviewing Measure B expenditures and Measure BB expenditures and performance measures. The IWC does not come on other funds the Alameda CTC manages and/or programs. The IWC reported and assumed responsibility for CWC activities in July 2015. This 17th annual report covers expenditures and IWC activities during the fiscal year ended June 30, 2018 (FY2017-18).

SUMMARY OF Revenues and Expenditures

The Alameda County Transportation Commission (Alameda CTC) is responsible for administering the Measure B and Measure BB transportation sales tax measures. In FY2017-18, Measure B revenues for Alameda CTC totaled \$164.8 million, and audited expenditures totaled \$149.6 million. Measure BB revenues totaled \$133.5 million, and audited expenditures totaled \$122.9 million in FY2017-18.

General Administration	Transportation Program Management and Oversight	Capital Construction	Transportation Program Oversight
\$2.8 million	\$1.0 million	\$1.0 million	\$1.0 million

Each year, Alameda CTC's Independent Watchdog Committee (IWC) reviews all agency expenditures, Measure B and Measure BB, and performance measures. The committee then reports its findings to the public to ensure appropriate use of sales tax funds on transportation programs and projects, in addition to providing the status of active Measure B and Measure BB capital projects. The report documents expenditures on transportation programs and projects throughout Alameda County that are intended to expand access and improve mobility to foster a vibrant and livable Alameda County.

On Monday, July 8, 2019, the IWC held a [public hearing](#) to receive comment on its draft 17th Annual Independent Watchdog Committee Report to the Public. The draft report, which was an item on the meeting agenda, can be viewed on Alameda CTC's website at https://www.alamedactc.org/wp-content/uploads/2019/07/5.1_IWC_Draft_Annual_Report_6_4_19_B_2019708.pdf.

The final report is expected to be completed in August 2019, and it will be available for viewing on Alameda CTC's [Reports web page](#).

Committee Activities Advisory committees

July community advisory committee highlights include the following:

- July 8 – The [Independent Watchdog Committee \(IWC\)](#) elected its IWC chair and vice chair, and approved its calendar/work plan. The committee also approved the 17th IWC Annual Report, including its associated costs for publication and distribution, and reviewed the draft press release for the report. Committee members discussed their issues identification process, projects and programs watchlist next steps, the independent auditor work plan and the proposed FY 2019-20 IWC budget.

Finance Update cont'd from page 3

- GoPort Website and Mobile Application Development
- Smart Parking System
- I-680 Southbound HOV/Express Lane from north of Koopman Road to Alcosta Boulevard
- Performance Monitoring of Countywide Multimodal Transportation Network
- 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 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](#).