



Express lane construction on northbound Interstate 680.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

OCTOBER 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
- 3 Programming Updates
- Finance Updates
- 4 Agency Activities
- Committee Activities

Project Updates

Alameda CTC delivers

Alameda County Transportation Commission (Alameda CTC) is working to deliver a variety of transportation improvement projects across the County, including interchange improvements, new express lanes, transit and pedestrian and bicycle improvements. These projects are made possible by the voter-approved Measures B and BB transportation sales tax dollars that allow Alameda CTC to successfully compete for regional, state and federal funds by leveraging local dollars.

In North County (the cities of Alameda Albany, Berkeley, Emeryville, Oakland and Piedmont), interchange improvements along Interstate 80 (I-80) at both Gilman Street and Ashby Avenue will **improve operations and close gaps in the pedestrian and bicycle network**. At the Port of Oakland, the [GoPort Program](#) is eliminating bottlenecks in the Port's transportation network through **roadway and rail improvements**.

The [East Bay Greenway project](#) in Central County (Hayward, San Leandro and unincorporated areas – Ashland, Castro Valley, Cherryland, Fairview and San Lorenzo) looks to **construct bicycle**

and pedestrian improvements along the existing Union Pacific rail line from Oakland to South Hayward BART. Along Interstate 880 (I-880), **operational and multimodal improvements** are planned for the interchanges at [Whipple Road](#), [Industrial Parkway](#), [Winton Avenue](#) and [A Street](#).

In the South County Tri-City area (Fremont, Newark and Union City), concepts are being developed and analyzed to **improve the connection from Interstate 680 (I-680) to I-880** through Fremont along Mission Boulevard. The project seeks to make improvements for local traffic, including bicyclists and pedestrians, by **potentially separating the cut-through freeway traffic from local traffic** along Mission Boulevard.

A number of improvements are in design and under construction along I-680 in the East County Tri-Valley area (Dublin, Livermore, Pleasanton and the unincorporated area of Sunol), including projects to **construct new express lanes** and **reconstruction of the I-680/ State Route 84 (SR-84) interchange**.

These projects represent a partial snapshot of what Alameda CTC currently has under development. For more information, please visit the [Projects web page](#).



Rendering of East Bay Greenway along existing Union Pacific rail line.

Planning and Program Updates

East 14th Street/Mission and Fremont Boulevard Multimodal Corridor



Project area map of the East 14th Street/Mission and Fremont Boulevard Multimodal Corridor.

Draft recommendations are currently being developed for long-term (2040) multimodal improvements along the [East 14th Street/Mission and Fremont Boulevard Multimodal Corridor](#), which build on existing and planned efforts in the project area. These recommendations are the outcome of extensive data analysis and stakeholder, agency and community input.

Draft transit recommendations include a combination of bus-only lanes between San Leandro BART and South Hayward BART, and the use of Rapid Buses from South Hayward BART to the Warm Springs BART Station in the City of Fremont.

Draft recommendations for bicycle improvements include Class I bike facilities along the BART and the Union Pacific Railroad alignment, as feasible, and on-street Class IV bike facilities throughout the corridor.

Five public outreach workshops are scheduled to take place beginning late October through November:

SAN LEANDRO

Senior Community Center
13909 East 14th Street
San Leandro, CA 94578
Tuesday, October 22, 2019
6:00-8:00 p.m.

FREMONT

Fremont Main Library
2400 Stevenson Boulevard
Fremont, CA 94538
Thursday, October 24, 2019
6:30-8:30 p.m.

HAYWARD

Hayward Main Library
888 C Street
Hayward, CA 94541
Monday, October 28, 2019
5:30-7:30 p.m.

UNION CITY

Kennedy Community Center
1333 Decoto Road
Union City, CA 94587
Tuesday, October 29, 2019
6:00-8:00 p.m.

ASHLAND/CHERRYLAND

REACH Community Center
16335 East 14th Street
Alameda County, CA 94541
Saturday, November 9, 2019
10:00 a.m.-12:00 p.m.

Student Transit Pass Program Implementation

As a result of the effective implementation and evaluation of the 3-year Student Transit Pass Pilot (STPP) program, the Alameda CTC Commission approved continuation and expansion of the program beyond the pilot period, which ended July 31, 2019.

Program expansion has tripled the number of participating schools, and dramatically increased the number of schools added in one year. A total of 62 schools in 11 school districts are participating in Phase I of the expansion during the 2019-20 school year.

To date, over 10,000 Youth Clipper Card applications have been received, verified and collected from eligible students across the County.

Policy News

FASTER Bay Area: a potential regional transportation measure

On October 3, a transportation forum was held at the Alameda CTC offices to receive feedback on FASTER Bay Area's proposed November 2020 measure aimed at transforming the current transportation network into a seamless system that provides Freedom, Affordability, Speed, Transparency, Equity and Reliability (FASTER). FASTER Bay Area, a coalition of organizations primarily led by the Bay Area Council, Silicon Valley Leadership Group and the San Francisco Bay Area Planning and Urban Research Association (SPUR), is crafting their proposal based on the principle that the Bay Area needs a large infusion of funding to achieve a seamless, reliable and easily accessible transit system.

FASTER looks to raise \$100 billion in the first 40 years to develop that system – a regional Rapid Transit Network. The residual benefit of such a network would provide more affordable transportation options, reduce climate pollution and improve access to jobs and increase economic opportunity for Bay Area residents. Framing this network are four broad funding categories each with a definitive focus:

- 1. FASTER Rapid Transit Network Build Out and Operations (\$60-80 billion investment):** Upgrade existing services of current transit systems and expand and operate new lines based on ridership and cost-effectiveness, as well as create a new 9-county Rapid Bus Network to serve the region's current and proposed express lane/carpool lane network.
- 2. Connections to FASTER Rapid Transit Network (\$10-30 billion investment):** Development of dedicated lanes for local bus services that are connected to transit hubs and implement connectivity through a complete

Policy News cont'd on page 4

Programming Updates

\$8.2M in Measure BB for Alameda's Seaplane Lagoon Ferry Terminal

Alameda CTC awarded \$8.2 million in Measure BB funds to the City of Alameda's Seaplane Lagoon Ferry Terminal project. Last month, the City held an official groundbreaking ceremony to kick off construction of the new ferry terminal along the eastern edge of the Seaplane Lagoon at Alameda Point. The new ferry terminal will create a critical Transbay transit hub at the heart of the former Naval Air Station in Alameda to address the 71 percent ferry ridership growth over the past three years. Ferry vessels going to and from Oakland and San Francisco from Alameda will address regional housing growth by providing an alternative way to get on and off the island without taking already crowded roads and bridges. The 20-minute ferry ride will result in over 30,000 hours of yearly travel time-savings in year one of service (2020) by reducing wait times for ferry users.

2020 State Transportation Improvement Program update

This month, Alameda CTC is considering a recommendation for the entire \$15.7 million of the 2020 State Transportation Improvement Program (STIP), plus an additional \$3 million in Measure BB funds, to be programmed to the I-80/Gilman Street Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project, which is an existing STIP project with an \$18 million shortfall in the construction phase. The 2020 STIP provides an opportunity to program additional STIP funding to the project to preserve the existing \$29.94 million of combined state funding (STIP and Active Transportation Program) and to facilitate timely project delivery. In the event additional STIP funding becomes available

Programming Updates cont'd on page 4

Finance Updates

Independent audit concludes

Independent auditors, Maze & Associates, conducted an audit of Alameda CTC's and the Sunol Joint Powers Authority's (JPA) financial information and other compliance and internal control requirements for fiscal year 2018-19 during the past month. The audit is to ensure that financial statements for both entities are fairly stated and that the agencies are in compliance with various requirements.

Comprehensive Annual Financial Report

Staff is developing the Comprehensive Annual Financial Report (CAFR) to ensure transparent disclosure of the financial statements and other related information for Alameda CTC for the year ended June 30, 2019. Staff brought the audited CAFR for approval to the Audit Committee in October, and expects to bring it to the Finance and Administration Committee (FAC) in November and the Commission in December. Also, staff is working to finalize the audited financial statements for the Sunol JPA for presentation to its board in October.

During September, finance staff prepared the year-end investment report, which presents cash and investments held by Alameda CTC as of June 30, 2019. This report will go to the FAC and the Commission for approval in October.

Contracting opportunities

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

Professional Services contracts

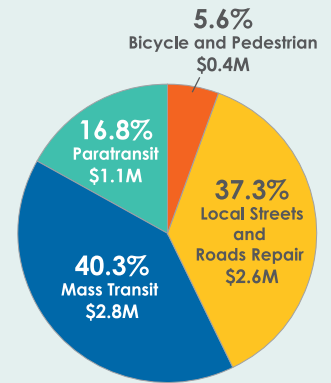
- Dublin Boulevard – North Canyon Parkway Extension
- Multimodal Corridor Project(s)
- Rail Safety Enhancement Program:
 - 1) Program Management Oversight
 - 2) Design Services

Finance Updates cont'd on page 4

Transportation Investments

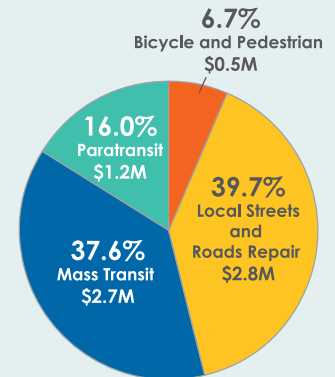
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$325.4 million; over \$6.9 million was distributed in July 2019.



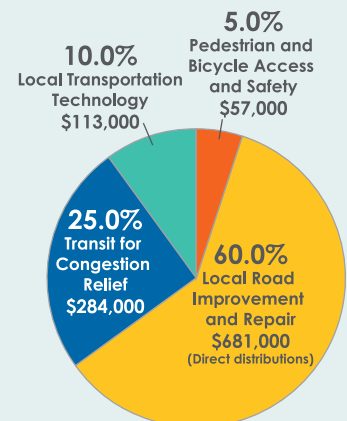
Measure B Program Distributions

Measure B direct local distributions have totaled nearly \$1.1 billion since 2002. In July 2019, over \$7.3 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$58.9 million for local road repair; over \$1.1 million was collected in July 2019.



Agency Activities

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

- BikeMobile events and school visits:
 - October 1 – Pioneer Elementary, Union City
 - October 2 – Martin Luther King, Jr. Middle, Berkeley
 - October 3 – Manzanita SEED, Oakland
 - October 4 – Castro Valley Elementary, Castro Valley
 - October 5 – Berkeley Harvest Festival, Berkeley
 - October 6 – Olive Festival, Fremont
 - October 8 – Donlon Elementary, Pleasanton
 - October 9 – Southgate Elementary, Hayward
 - October 11 – Proctor Elementary, Castro Valley; East Avenue Middle, Livermore
 - October 12 – Community Emergency Prep Fair, James Kenney Park, Berkeley; 12th Annual Life Is Living Festival, Defremery Park, Oakland
 - October 15 – John Muir Middle, San Leandro
 - October 17 – Searles Elementary, Union City
 - October 18 – Cabrillo Elementary, Fremont
 - October 19 – Our Lady of Guadalupe Community Harvest, Fremont
 - October 20 – Sunset Elementary, Livermore
 - October 23 – Dougherty Elementary, Dublin; Oakland SOL (Sustaining Ourselves Locally), Oakland
 - October 24 – East Oakland Pride, Oakland; Parker Elementary, Oakland
 - October 25 – Guy Emanuele Elementary, Union City
 - October 26 – San Lorenzo Halloween Festival, San Lorenzo
 - October 29 – Barks and Boos at Adobe Park, Castro Valley
 - October 31 – Dayton Elementary, San Leandro; Strobridge Elementary, Castro Valley
- October 3 – FASTER Bay Area – Alameda County Transportation Forum, Oakland
- October 19 – Ashland/Cherryland FamFest, REACH Ashland Youth Center, San Leandro
- October 21 – An update on Transportation Opportunities in Alameda County, Chabot-Las Positas Community College, Dublin

Policy News cont'd from page 2

network of bike and pedestrian facilities that connect to regional transit, jobs, schools and parks.

3. An Affordable and Seamless Network

(\$12-15 billion investment): Inclusion of a combination of supporting means-based and student fares and establish infrastructure and programs that support integrated fares and a seamless customer experience.

4. Employer-funded Congestion

Reduction Programs (Employer-funded; no cost as part of FASTER): Funded

by large employers providing their workers, including low- and moderate-wage employees and contractors, more options to get to work other than driving alone, including transit subsidies and reimbursements for using the FASTER Rapid Transit Network.

FASTER Bay Area's development schedule is as follows:

2019

- **Spring/Summer:** Stakeholder outreach to inform draft FASTER framework
- **September/October:** Release of draft framework with proposed funding categories; initiate Technical Advisory Group; present draft framework to the Metropolitan Transportation Commission (MTC)
- **November/December:** Develop final framework and legislative proposal; incorporate information from MTC's Plan Bay Area 2050 project and scenario evaluation; refine policies to ensure regional system integration to expedite project delivery; finalize proposed revenue mechanism

2020

- **January:** Legislature considers FASTER proposal for placement on the Nov 2020 ballot
- **Spring/Summer:** Regional entity considers whether to place on the ballot
- **November:** FASTER Bay Area measure on the ballot for voters' consideration

Alameda CTC has been requested to provide input into the development of FASTER Bay Area.

Programming Updates cont'd from page 3

or other fund sources are identified to address the funding shortfall for the project, Alameda CTC has identified the I-680 Express Lanes from SR-84 to Alcosta Boulevard (Gap Closure) project as a contingency project for 2020 STIP funding.

Finance Updates cont'd from page 3

Construction contracts

- SR-84 Plant Establishment Services
- I-880 Southbound High Occupancy Vehicle Lane – Replacement Highway Planting

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

Committee Activities

Advisory committees

In October, the following community advisory committees met.

Highlights include:

- October 10 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the 2020 State Transportation Improvement Program (STIP) that identifies \$15.7 million in new funding for the I-80/Gilman Street Interchange Bicycle/ Pedestrian Overcrossing and Access Improvements project. Staff also recommended identifying the I-680 Express Lanes from SR-84 to Alcosta Boulevard (Gap Closure) project as contingency for the 2020 STIP. The committee received an overview of the 2020 Countywide Transportation Plan Initial Discussion of Draft Screening Approach and Shared Mobility, the Metropolitan Transportation Commission's FY 2019-20 Annual Obligation Plan and an update of Alameda County's Federal Inactive Projects.