



Interstate 680 Sunol grade.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

JANUARY 2020

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

Moving Toward Construction Three Measure BB-funded projects

In 2020, Alameda CTC will complete the design and move three significant multimodal Measure BB-funded capital projects into construction to improve safety and operations on the state highway system and freight network in Alameda County. These projects represent a combined investment of over \$600 million, with \$435 million (72.5 percent) leveraged from other local, regional, state and federal funds.



Interstate 680 southbound toward Sunol near the State Route 84 interchange.

The [State Route 84 \(SR-84\) and SR-84/Interstate 680 \(I-680\) Interchange Improvements](#) project in Sunol and the City of Pleasanton will widen and conform SR-84 to expressway standards between Ruby Hill Drive and the I-680 interchange; improve SR-84/I-680 interchange ramps; and extend the existing I-680 southbound express lane northward by two miles. Traffic congestion will be alleviated

and safety will be improved as a result of this project that marks the final segment to fully conform SR-84 to expressway standards for the nearly 10-mile stretch that connects I-680 to Interstate 580.



The [Interstate 80 \(I-80\)/Gilman Interchange Improvement](#) project in the City of Berkeley will reconfigure the I-80/Gilman Street interchange to improve traffic operations and safety for motorists through the interchange, as well as provide facilities that improve access for pedestrians and bicyclists. The main features of the project include a pair of roundabouts at the interchange and a new pedestrian and bicycle overcrossing over I-80.

The [7th Street Grade Separation East](#) project will replace the existing railroad underpass on 7th Street, which serves as a key access point into the Port of Oakland. The new

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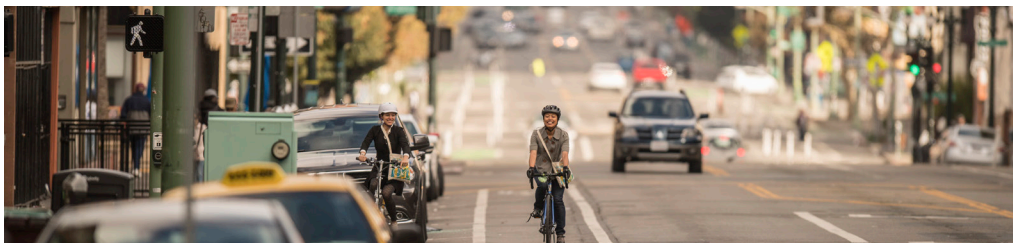
Planning and Program Updates

Countywide Transportation Plan Update

The first half of 2020 is anticipated to be very active with development of the Alameda County Transportation Plan (CTP), a plan that will prioritize a set of projects, programs and policies that Alameda CTC and its partners will pursue over a 10-year horizon. As part of plan development, staff is conducting an assessment of travel needs within, through and originating from the county; as well as beginning a gaps analysis, assessing how well existing and proposed transportation projects meet those needs; and engaging in public outreach.

Through a prioritization effort this spring, staff will work with all Alameda County jurisdictions to identify the set of projects and programs for pursuit over the 10-year horizon, as well as provide policy recommendations that will best position agencies to effectively address major travel needs. Currently, staff is finalizing the needs assessment for Active Transportation and Freeways, and beginning a qualitative assessment of more than 350 projects and programs submitted for consideration in the CTP.

Development of the CTP is a transparent process that will actively engage the Alameda County Technical Advisory Committee, the Alameda CTC Commission and the public throughout 2020. Release of the draft plan is anticipated in July 2020, and the final CTP is scheduled for adoption in fall 2020.



Policy News

2020 Legislative Priorities



Every year, Alameda CTC adopts a legislative program that enables Alameda CTC to advance much-needed transportation projects to maintain and improve the County's multimodal system. Its purpose is to provide direction for its legislative and policy activities through establishment of funding, regulatory and administrative principles that will guide legislative advocacy. As manager of the county's voter-mandated transportation expenditure plans, it allows Alameda CTC to pursue legislative and administrative opportunities that may arise and address policies locally, regionally, as well as in Sacramento and Washington D.C.

In 2020, the legislative program is segmented into six legislative areas:

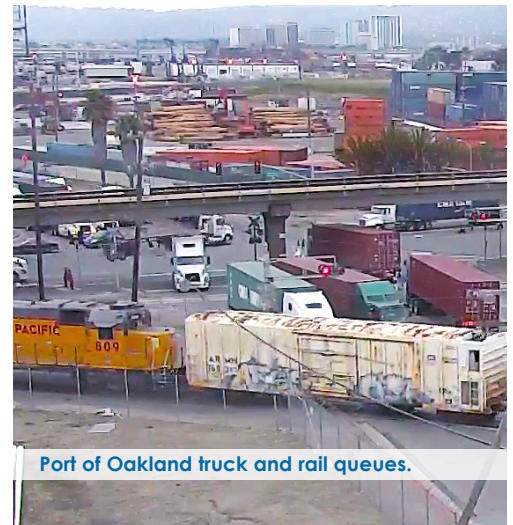
- Transportation Funding
- Project Delivery and Operations
- Multimodal Transportation, Land Use and Safety
- Climate Change and Technology
- Rail Improvements
- Partnerships

Local, regional, state and federal legislative policy and funding partnerships are key to the success of the 2020 Legislative Program. Alameda CTC is scheduled to adopt the 2020 legislative platform in January 2020.

Project Updates cont'd from page 1

underpass will provide increased clearance for trucks, improve traffic operations and reduce congestion and provide a shared pedestrian/ bicycle pathway.

All three projects are anticipated to be awarded in late 2020. For additional project details, visit the [Projects web page](#).



Port of Oakland truck and rail queues.

Programming Updates

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

Alameda CTC is reviewing the Measure B, Measure BB and Vehicle Registration Fee (VRF) reported expenditures from local jurisdictions for fiscal year (FY) 2018-19. Each year, Alameda CTC requires recipients of Measure B/BB and VRF direct local distribution (DLD) funds to submit Audited Financial Statements and Program Compliance Reports that summarize revenues and expenditures that support local street and roads, bicycle and pedestrian, paratransit and transit investments. These detailed compliance reports inform the public

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Programming Updates cont'd from page 2

and include recipient 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 submitted reports for the FY 2018-19 reporting year to determine program compliance and note any discrepancies to the Commission. Program compliance information is available on the Alameda CTC website at [Reporting and Grant Forms web page](#).

\$5M Measure BB Oakland Army Base Truck Parking Infrastructure Improvements Complete

The City of Oakland recently completed the Oakland Army Base Truck Parking Infrastructure improvements funded through a \$5 million Measure BB investment. As part of the major redevelopment effort to convert 160 acres of the former Oakland Army Base into economically viable and beneficial uses, Oakland constructed improvements to leverage new private investments in state-of-the-art trade and logistics facilities that will benefit the local, countywide and regional economy in the form of permanent jobs, fiscal return benefits, and lower congestion on local roadways and countywide highways. Measure BB contributed directly to the truck parking component of the Oakland Army Base Public Improvement Project to provide needed trucking facilities mandated under the Bay Conservation and Development Commission Sea Port Plan to support the ongoing operations of the Port of Oakland and the new Trade and Logistics uses at the former Oakland Army Base.

Finance Updates

Independent Audit Activities

During the month of November and December, finance staff presented the Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2019 to the Commission for approval for which Alameda CTC received an unmodified or clean opinion from its independent auditors, Maze & Associates. The CAFR has been submitted to the Government Finance Officers Association (GFOA) to be considered for the award for excellence in financial reporting. Alameda CTC has received this GFOA award each of the past six years, since the agency began preparing its financial statements in the form of a CAFR.

Finance staff also brought the FY 2019-20 first quarter financial and investment reports to the Commission for approval over the last couple of months. In addition, finance staff kicked off the mid-year budget update process in which staff works with all departments to ensure adjustments necessary for the FY 2019-20 budget are presented to the Commission for approval projected in March 2020.

Contracting opportunities

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

Professional Services contracts

- Dublin Boulevard – North Canyon Parkway Extension
- Rail Safety Enhancement Program:
 - Program Management Oversight, and
 - Design Services
- State Route 262 (Mission Boulevard)

Construction contracts

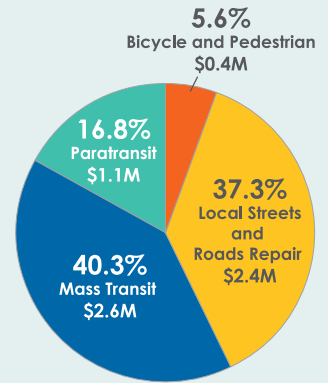
- SR-84 Plant Establishment Services
- I-880 Southbound High-Occupancy Vehicle Lane – Replacement Highway Planting
- 7th Street Grade Separation East

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

Transportation Investments

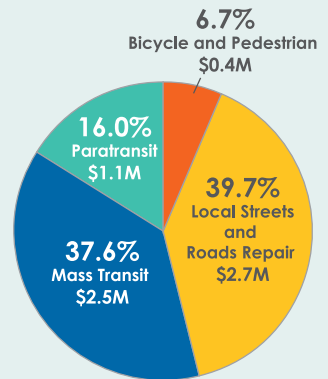
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$346.5 million; over \$6.5 million was distributed in October 2019.



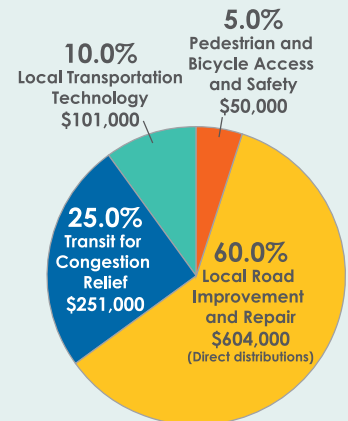
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.1 billion since 2002. In October 2019, over \$6.7 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$60.8 million for local road repair; over \$1.0 million was collected in October 2019.



Agency Activities

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

- BikeMobile events and school visits:
 - January 2 – Walker Landing Apartments, Hayward
 - January 3 – Los Robles Apartments, Union City
 - January 8 – Valley View Elementary School, Pleasanton
 - January 9 – Fremont High School, Fremont
 - January 15 – Bret Harte Middle School, Hayward
 - January 21 – Fairview Elementary School, Hayward
 - January 24 – Faith Ringgold School of the Arts and Science, Hayward
 - January 28 – Lincoln Middle School, Alameda
- January 21 – 2040 Vision Plan Transportation Workshop, Dublin
- January 30 – Lunar New Year Celebration, Oakland

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.



Other News

2019 Multimodal Performance Report

Each year, the Alameda CTC produces a Multimodal Performance Report that identifies countywide trends, placing them into historical context by collecting systemwide data on all modes and factors relevant to transportation demand. This year's report is comprised of six fact sheets that are critical to the assessment of the success of past transportation investments and illuminating transportation system needs. They are:

- Transportation System
- Transit System
- Freeway System
- Highways, Arterials, and Major Roads
- Goods Movement
- Active Transportation

With a population of 1.66 million people, 21 percent of the total Bay Area population, the 2019 Multimodal Performance Report highlights key trends for each mode. Key findings in the 2019 report are:

- **Economic growth** continues with Bay Area unemployment reaching an historic low of 2.2 percent in late 2019.
- **Commutes are getting longer** with the average one-way commute time for Alameda County residents at nearly 35 minutes—up from just 27 minutes in 2010.
- **Commuters continue to shift away from driving alone** and Alameda County commuters are becoming increasingly multimodal.
- **Total collisions continue to climb**, increasing by 28 percent between 2013 and 2017, with fatal and severe collisions increasing by 17 percent in that time.
- **Total annual transit ridership has stabilized and shows signs of growth.**

The six fact sheets are now available on the [Congestion Management Program web page](#).

Committee Activities

Advisory committees

In January, the following committees met:

- January 9 –The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the revision to the 2020 State Transportation Improvement Program. Additionally, the committee received updates on the Congestion Management Program 2019 Multimodal Performance Report, the Needs Assessment for the 2020 Countywide Transportation Plan and Alameda County's federal inactive projects.
- January 13 – The [Independent Watchdog Committee \(IWC\)](#) received updates on Measure B and Measure BB projects and programs, as well as an update on the FY 2018-19 Program Compliance and Audit Reports, which are available at DLD Compliance on the [Reporting and Grants Forms page](#). Additionally, IWC members received reports from the IWC Chair and committee members, in addition to receiving information on staff responses to member requests for information.
- January 14 –The [Paratransit Technical Advisory Committee \(ParaTAC\)](#) received updates on the FY 2020-21 Program Plan application, mobility management, emergency preparedness, the Paratransit Advisory and Planning Committee and the Americans with Disabilities Act and Transit Advisory Committee activities. Committee members received information on Paratransit direct local distribution projections and discussed city/program approaches to transportation network companies. Additionally, members received their FY 2019-20 meeting calendar and the Paratransit Outreach Calendar.

