

New Interstate 680 Sunol Express Lanes



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# EXECUTIVE DIRECTOR'S REPORT

NOVEMBER 2020

## Keeping Our Promises

Alameda CTC is keeping our promises of delivering projects and programs while supporting jobs and the economy. I am ensuring that the agency continues to perform strategic planning, develop projects and implement programs, move projects into construction, and process payments to our cities, the county, transit agencies and business partners during this pandemic. Our work is an important part of the economic recovery.

Thank you,

Tess

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## Project Updates Construction 2020 Overview

Alameda CTC wraps up 2020 with three significant construction achievements that were all advanced by using Measure BB to leverage significant outside funding to deliver these key projects. With nearly \$230 million in non-measure funding against a total cost of \$491 million, these three projects enjoy a 47 percent leveraging factor!



Overhead view of the project location at westbound Gilman Street and Interstate 80.

### Interstate 80/Gilman Street Interchange Improvements

On October 26, 2020, the long-awaited [Interstate 80 \(I-80\)/Gilman Interchange Improvement](#) project moved forward with the advertisement of Phase 1. Estimated at a capital cost of \$19 million, Phase 1 will construct a new bicycle/pedestrian bridge overcrossing of I-80 just south of

the Gilman Street Interchange. Phase 2 of the project, which is currently in the final stages of design, will construct two roundabouts at the Gilman Street Interchange and improve approximately one mile of bicycle/pedestrian facility to connect the many businesses and public facilities in the area. For that phase, Alameda CTC will request allocation of the remaining \$22 million in secured state funding from the California Transportation Commission in spring 2021. Over 71 percent (\$45 million) of the project budget is from state and federal sources. Both phases are targeted for completion in 2023.



Interstate 680 Sunol Express Lanes project.

### Interstate 680 Sunol Express Lanes

On October 29, 2020, a [virtual ribbon cutting event](#) marked the opening of nine miles of a new HOV/express lane in the northbound direction along Interstate 680 (I-680) through the City of Fremont and Sunol, between Auto Mall Parkway and State Route 84 (SR-84). This work, in addition to the modification of the existing I-680 southbound express

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**Project Updates cont'd from page 1**

lane from controlled access to a near continuous access configuration, is part of the [I-680 Sunol Express Lanes \(Phase 1\)](#) project. Activation of the combined tolling system is anticipated to occur in Spring 2021. Until then, the express lanes are available for carpools with two or more persons, vanpools, motorcycles, and transit vehicles during peak hours and open to all during non-peak hours.



**Traffic on Interstate 680 Sunol Express Lanes before opening the northbound express lane.**

### **State Route 84 Widening and SR-84/ I-680 Interchange Improvements**

In November 2020, [State Route 84 Widening and SR-84/I-680 Interchange Improvements](#) project was advertised. The project will:

- Conform SR-84 to expressway standards between Ruby Hill Drive and the I-680 interchange
- Improve the SR-84/I-680 interchange ramps
- Extend the existing I-680 southbound express lane northward by two miles
- Add bike lanes along SR-84 and under I-680

At an estimated cost of \$234 million, 47 percent (\$111 million) of the funding is from non-measure funds, including \$85 million of Regional Measure 3 funding.

Alameda CTC and its partners will continue to prioritize project delivery for 2021. For more information on these and other projects, visit Alameda CTC's [Projects web page](#).

## **Planning and Program Updates**



This month, Alameda CTC staff will bring to the Commission for adoption Alameda County's next transportation plan, the [2020 Countywide Transportation Plan \(CTP\)](#), which has been in development for the past two years. The CTP charts the course for transportation policy, planning and project development for the next 30 years and will advance the ambitious vision and goals the Commission adopted in 2019. The CTP presents a clear path forward for the next 10 years for projects, programs and broad-ranging strategies.

Development of the CTP was in partnership with Alameda County's 14 cities, the County and the seven major transit agencies that serve our communities. Significant community outreach—a countywide poll in 2019, online survey and community group discussions and pop-up events for the [Community-Based Transportation Plan](#)—provided input at key milestones throughout plan development. A final round of virtual engagement due to the COVID-19 pandemic yielded over 1,300 complete survey responses, over 1,000 comments and discussions at four virtual focus groups across the County.

With adoption of the 2020 CTP, staff can begin implementation of high-priority strategies while continuing support for the [priority projects and programs](#). Implementation efforts will require substantial funding, and technical and policy analysis, along with continued, broad collaboration and engagement with local and regional partners, as well as our communities.

## **Policy Updates**

### **Federal News**

President-elect Joe Biden was declared the winner of the 2020 presidential election on Saturday, November 7, 2020. The timeline for the next COVID-19 relief package is still to be determined. The House and Senate continue to negotiate, but a deal is not expected before January. A stimulus package will be top priority for a Biden Administration and the 117th Congress.

With respect to transportation, the Biden administration has committed to long-term surface transportation reauthorization and will likely use existing or create new transportation programs to implement a climate change mitigation agenda.

### **State News**

The Department of Finance's monthly fiscal report for September showed encouraging gains for state revenues. Income tax receipts for September were \$3 billion above projections for the month, bringing the fiscal year-to-date income tax revenue to \$6.7 billion above the forecast. In addition, sales tax revenue was \$465 million above the September forecast with the fiscal year-to-date total for sales tax revenue being \$1.6 billion above estimates. The year-to-date revenue exceeds the forecast by \$8.7 billion. The Department of Finance has released preliminary data showing October revenues are exceeding the month's projections by over \$2 billion.

While the legislature will be eager to restore current year budget cuts when they return in December, the Department of Finance has cautioned that this surplus revenue will be needed to address a projected fiscal year (FY) 2021-22 deficit and to address cost increases relating to the pandemic and wildfire expenses.

## Programming Updates

### Measure B Rapid Response Grants and the 2022 CIP

In July 2020, the Commission approved release of approximately \$1.125 million in Measure B Bicycle/Pedestrian Countywide Discretionary funds for the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program. The funds were made available to Alameda County and cities on a non-competitive basis to support jurisdictional efforts to implement quick-build transportation projects that offer access and safety measures in light of the coronavirus pandemic. Alameda CTC received 13 applications, which were due at the end of October, totaling \$904,000 in funding requests, with applicants contributing matching funds. Improvement projects include pedestrian crossing beacons, bicycle lane striping, buffered bike lanes, street closure and signage efforts, slow streets and open space projects. Implementation of these quick-build improvements will occur over the next six months, immediately improving bicycle and pedestrian safety, and community access to businesses and retail centers.

### 2022 Comprehensive Investment Plan Development

Alameda CTC is embarking on the development of the 2022 Comprehensive Investment Plan (CIP). In early December 2020, Alameda CTC plans to release an approximately \$26 million call for projects of combined 2000 Measure B, Vehicle Registration Fee and Transportation Fund for Clean Air discretionary program funds for bicycle/pedestrian and transit-related improvements benefiting Alameda County. Funding will be implemented in FYs 2021-22 through 2025-26 with a priority towards capital improvements that can be implemented in the near-term. Eligible applicants are encouraged to

identify potential candidate projects in preparation for the upcoming release of a 2022 CIP Call for Projects Notice in early December 2020.

## Finance Updates

### FY 2019-20 independent financial audit process concluded

In October, Alameda CTC's Finance Team prepared the Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2020. Financial statements that meet the rigorous requirements of a CAFR are considered to be the most transparent form in which a government can present its financial information. Financial statements and other information included in the CAFR were audited and received a clean opinion from Maze and Associates Accountancy Corporation stating that the financial statements are a fair representation of Alameda CTC's financial position and fund information as of June 30, 2020 in their opinion letter. Alameda CTC's Audit Committee reviewed the draft CAFR in late October, and staff plans to submit the CAFR to the Government

Finance Officers Association (GFOA) for consideration of the award for excellence in financial reporting upon final approval by the Commission, which is expected in late November. Alameda CTC has received this award from the GFOA for the past seven consecutive years.

Finance staff also prepared the FY 2020-21 first quarter financial and investment reports for approval by the Commission in November. Alameda CTC is in a strong position compared to the budget through the first quarter of FY 2020-21.

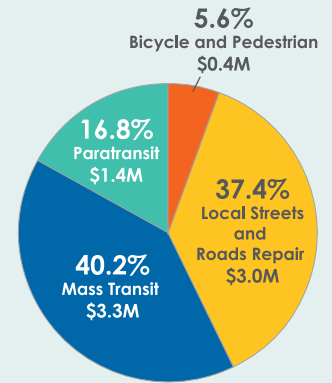
[Financial Updates cont'd on page 4](#)



## Transportation Investments

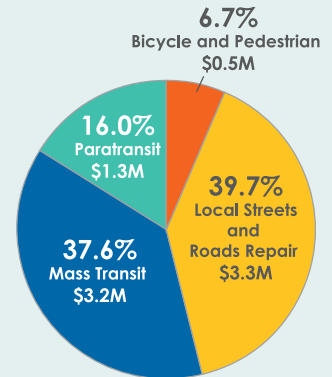
### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$412.6 million; over \$8.1 million was distributed in August 2020.



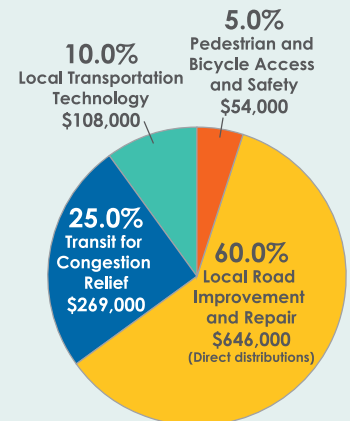
### Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.1 billion since 2002. In August 2020, over \$8.3 million was distributed for four programs.



### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$67.0 million for local road repair; over \$1.0 million was collected in August 2020.



## Agency Activities

The following virtual events were held after October's Commission meeting and during the month of November:

- October 29 – Celebration of the I-680 Sunol Northbound Express Lane opening, a virtual ribbon cutting
- November 17 – Focus on the Future: Transportation in a Post COVID-19 World, a statewide panel moderated by Alameda CTC's Executive Director Lengyel
- Bike Mobile virtual events
  - October 30 – Stanton Elementary School, Castro Valley
  - November 3-5 – Parkmont Elementary School, Fremont
  - November 6 – Stanton Elementary School, Castro Valley
  - November 30 – Schilling Elementary School, Newark

Indoor gatherings in the County of Alameda continue to be high risk. Alameda CTC continues to move forward cautiously as it considers revisiting in-person outreach events. See the County [Reopening Plan](#) for further guidance.

*Finance Updates cont'd from page 3*

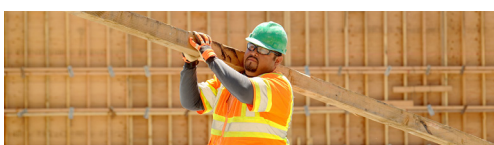
## Contracting opportunities

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

### Professional Services contracts

- I-880 Interchanges Improvements
- State Route 262 Cross Connector
- Contract Compliance and Equity Support
- Oakland Alameda Access Project

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



## Other News

### 2020 Multimodal Monitoring

The State of California Congestion Management Program legislation requires that Alameda CTC monitor the performance of the transportation network every two years. Due to COVID-19, normal monitoring in the spring was postponed to the fall. And despite the considerable impact on transportation demand in Alameda County due to the pandemic, most indicators have stabilized over the last six months.

Preliminary results from the first month of data collection for the upcoming report have been compared by staff against other data sources to develop initial findings about the performance of the countywide transportation network. The initial results of multimodal monitoring show that:

- Freeway speeds have increased 20-25 percent in the afternoon and morning peak-periods respectively, compared to the last monitoring cycle in 2018.
- Freeway speeds approach free-flow across much of the network during the morning commute with more congestion in the afternoons.
- Average speeds on highways and major arterials are also up 10-14 percent during peak-periods.
- Similarly, congestion, measured by vehicle hours of delay, is down almost 75 percent from this time a year ago.

However, other indicators of overall activity and demand, including vehicle miles traveled (VMT) and Bay Bridge volumes are only down around 10 percent compared to pre-COVID conditions. During the PM-peak, both VMT and Bay Bridge volumes have in fact recovered fully from spring declines. This suggests that while travel patterns have changed, overall travel demand remains quite high. The final report, anticipated for publication in early 2021, will continue to investigate when and to where this activity has moved.

## Committee Activities

### November advisory committees

Traditionally during the month of November, not all Alameda CTC committees meet. However, due to the volume of agency business that requires forward movement, the following committees met. Highlights include:

- November 5 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the [2020 Countywide Transportation Plan and its companion documents](#)—the Community-Based Transportation Plan and the New Mobility Roadmap—and the Measure B Bicycle and Pedestrian Discretionary funds awarded to 13 quick-build COVID-19 Rapid Response Grant Program projects. The committee received an update on the development of the 2022 Comprehensive Investment Plan and preliminary results of the 2020 Level of Service Monitoring Study.
- November 9 – The [Independent Watchdog Committee \(IWC\)](#) received a presentation of the [draft Comprehensive Annual Financial Report](#) for the year ended June 30, 2020, as well as an IWC Annual Report outreach summary and publication cost update. Additionally, committee members received information on process and forms pertaining to identifying IWC issues.
- November 18 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) approved prior meeting minutes that included re-election of the committee Chair and Vice Chair. Committee members also received a presentation and provided feedback on the San Pablo Avenue Corridor Project, Phase 2 approach and the New Mobility Roadmap.