



Interstate 880 North Safety and Operational Improvements at 23rd and 29th Avenues project awarded the 2020 Engineering News-Record Regional Best Highway/Bridge Project in Northern California.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

OCTOBER 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,

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Project Updates

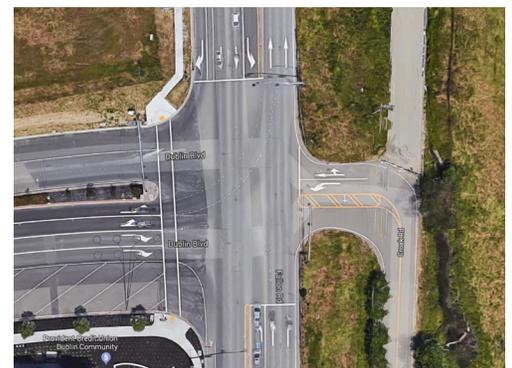
Alameda CTC continues to advance capital projects that will provide critically needed improvements to Alameda County's transportation network. A number of projects have met or are approaching significant milestones.



Interstate 880 northbound exit at Whipple Road-Industrial Parkway.

Alameda CTC is working to upgrade the interchanges at [Whipple Road/Industrial Parkway Southwest and Industrial Parkway West, as part of the I-880 Interchange Improvements project](#). The project includes interchange on-and off-ramp reconfigurations, modifications and/or replacement of bridge structures, local roadway realignments, and bicycle and pedestrian improvements in the cities of Hayward and Union City. The Draft Environmental Document is expected to be released for public review in late October 2020. In addition, Alameda CTC is procuring consulting services to proceed with final design and right-of-way acquisition, beginning in early 2021.

The [Dublin Boulevard – North Canyons Parkway Extension](#) project will extend Dublin Boulevard approximately 1.5 miles eastward from its current terminus. Alameda CTC is the implementing agency for this City of Dublin-sponsored project through the completion of final design. The roadway extension will extend Dublin Boulevard from the Dublin Boulevard/Fallon Road intersection in Dublin to the Doolan Road/North Canyons Parkway intersection along the boundary of Alameda County and the City of Livermore. The roadway extension will have multimodal facilities that include a shared bike and pedestrian pathway, sidewalks and bike lanes. Final design is set to begin later this year once the environmental process is completed.



Beginning of the road extension at the Dublin Boulevard and Fallon Road intersection.

The [Interstate 680 Express Lanes from State Route 84 to Alcosta Boulevard](#) (Gap Closure) project will close the existing nine-mile gap in the Interstate 680 (I-680) high-occupancy vehicle

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Planning and Program Updates

Multimodal corridors and program implementation



The [East 14th Street/Mission and Fremont Boulevard Multimodal Corridor](#) project is along-range planning project that identifies multimodal infrastructure improvements for the long-, mid- and near-term to meet the transportation needs of communities along the corridor. This 30-mile corridor traverses five jurisdictions in Central and Southern Alameda County—San Leandro, unincorporated County areas, Hayward, Union City and Fremont. It is served by seven transit agencies—BART, AC Transit, Union City Transit, Dumbarton Corridor Express, Capitol Corridor, Altamont Corridor Express and the Santa Clara Valley Transportation Authority—and several private shuttles. In the next 20 years, it is anticipated that employment will significantly increase in this corridor at a rate twice that of Alameda County overall, and new housing development is concentrated along the corridor. Alameda CTC and its partners envision a plan for robust multimodal mobility options that can serve today's community and future transportation needs along the corridor.

The **first phase** of this project began in 2017 with the development of a long-term multimodal concept for the corridor. It identified bicycle and pedestrian safety and transit infrastructure improvements to serve as key building blocks for the

long-term vision of the corridor. This phase of the project is wrapping up by the end of the year.

The **second phase** of this project involves identification and design of specific pedestrian and bicycle safety infrastructure and multimodal signal improvements that can be implemented in the near-term along the corridor. This work is anticipated to begin in 2021.

The purpose of the [San Pablo Avenue Corridor](#) project is to improve multimodal mobility, efficiency and safety to sustainably meet current and future transportation needs. The project will support a strong local economy and create vibrant growth along the corridor, while respecting the local character. Phase 1 of this project began in fall 2017 and concluded in summer 2020. It identified and refined potential long-term concepts for the corridor through extensive outreach and technical analysis. Due to the complex nature of the corridor, no single long-term vision emerged at the end of Phase 1. Multiple project alternatives are still being considered for the long-term improvement of the corridor. Two types of improvements emerged, which can be delivered on a shorter timeline—very near-term safety improvements and an infrastructure pilot.

The **very near-term safety improvements** are focused around targeted small-scale changes to improve pedestrian, bicyclist, and transit rider safety with an anticipated construction start within the next three years. These improvements do not preclude future, more substantial multimodal improvements under consideration for the corridor.

The **infrastructure pilot** will consider:

- Dedicated bus and bike lanes in the cities of Oakland and Emeryville where

support was highest for a substantial change to the right-of-way, and

- In-lane bus stops and improved parallel bike facilities in the cities of Berkeley and Albany where more incremental advancements towards a long-term vision is more in line with outreach to date



[Current transit service along the San Pablo Avenue Corridor.](#)

The [Phase 1 Summary Report](#) and [appendices](#) are now available on the Resources tab of the San Pablo Avenue Corridor [project web page](#).

Alameda CTC will begin the planning and design of Phase 2 improvements in fall 2020, followed by robust public outreach to determine the specific nature of improvements.

Alameda CTC initiated the [New Mobility Roadmap](#) to proactively plan for new mobility technologies and services in Alameda County. It positions the County to respond strategically to new opportunities and challenges in the future; implement high-quality modern infrastructure; and improve multimodal travel options through new technologies and services.

Development of the New Mobility Roadmap has been a multi-step process that started with 10 goals. These goals were derived from the Countywide Transportation Plan and adapted to be in alignment with the new mobility context. A set of strategies were then developed for each goal to respond to specific challenges and opportunities inherent in

new mobility technologies and services. These strategies leverage the technology [Planning/Program Updates cont'd on page 4](#)

Programming Updates Community Connections

Funded through the Measure B Seniors and People with Disabilities Program Grant funds, the Center for Independent Living (CIL) is implementing a mobility training program called Community Connections. The program seeks to reduce barriers to transportation services and expand mobility options available to those with disabilities beyond the requirements of the Americans with Disabilities Act of 1990. CIL provides instruction and support to disabled and senior consumers, designed to confidently and safely enable them to avail themselves of fixed route transit, such as BART or AC Transit. Having trained and supported ~500 individuals in navigating transit, CIL will continue to do so over the upcoming year, providing safe and socially-distanced travel training. Additional information can be found on the project sponsor website at <https://www.thecil.org/cococovid19resources>.

Transportation Fund for Clean Air

This month, approval of the FY 2020-21 Transportation Fund for Clean Air (TFCA) program is scheduled for consideration, with approximately \$2 million of funding recommended for projects. TFCA funding is provided annually to Alameda CTC by the Bay Area Air Quality Management District to fund projects that reduce motor vehicle emissions. This year's program includes renewed grants for shuttles and Alameda CTC's Countywide Transportation Demand Management (TDM) program, along with new grants for bike facilities and electric vehicle charging infrastructure in the City of Piedmont. These grants will be implemented by East Bay Community Energy.

Finance Updates FY 2019-20 independent financial audit process concluded

During September, auditors from Maze & Associates were "virtually" in Alameda CTC's office reviewing financial documents, internal controls, policies, procedures and other compliance requirements to form an opinion on Alameda CTC and the Sunol Joint Powers Authority's (JPA) FY 2019-20 financial statements. Staff has begun work on the production of Alameda CTC's Comprehensive Annual Financial Report (CAFR) and the Sunol JPA's Annual Finance Report. The CAFR will go to the Audit Committee for review in October and to the Commission for approval in November. The Sunol JPA's Annual Financial Report will also go to the Commission for approval in November.

Finance presented an update to the Commission regarding the effects of COVID-19 on FY 2019-20 sales tax revenues. The update demonstrated that the pandemic thus far has had a minimal effect on revenues, and is not expected to impact the agency's ability to deliver the projects and programs outlined in the Measure B and Measure BB transportation expenditure plans.

Alameda CTC's current and anticipated upcoming solicitation of bids and/or proposals include the following:

Contracting opportunities

Professional Services contracts

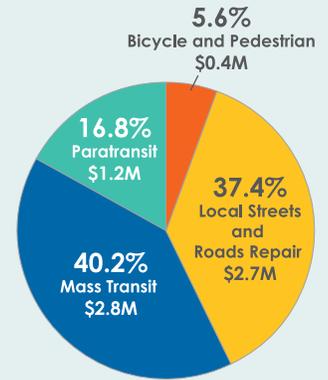
- I-880 Interchanges
- Paratransit Coordination Services
- State Route 262 Cross Connector
- Contract Equity Support Services
- Information Technology Support Services
- Oakland Alameda Access Project
- Operations Management and Support Services for Express Lanes

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Transportation Investments

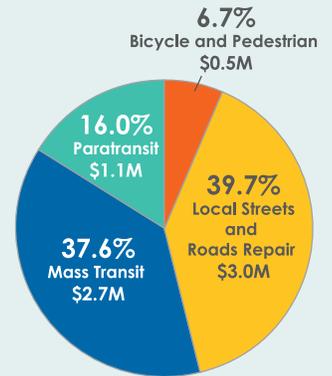
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$404.4 million; over \$7.1 million was distributed in July 2020.



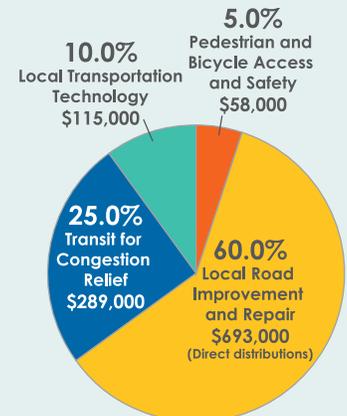
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.1 billion since 2002. In July 2020, over \$7.3 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$66.3 million for local road repair; over \$1.1 million was collected in July 2020.



Agency Activities

The following events were held during the month of October:

- October 7 – The Alameda Chamber of Commerce Government Relations and Economic Development Committee meeting, a virtual presentation
- October 14 – Panel member for the East Bay Leadership Council (EBLC) Infrastructure Task Force, EBLC in partnership with Innovation Tri-Valley and East Bay EDA, a virtual meeting
- October 20 – Public hearing for the Oakland Alameda Access project, a virtual meeting
- October 21 – Christensen Middle School (Livermore), a virtual BikeMobile event

Alameda County continues to implement its [Reopening Plan](#). Indoor gatherings are still considered to be high risk. Alameda CTC will continue to move forward cautiously as it considers returning to in-person outreach events.

Project Updates cont'd from page 1

(HOV) and express lane network through Alameda County, from Alcosta Boulevard to State Route 84. The [Draft Environmental Document](#) was released for public review in May, and the project recently received approval from the FHWA on the air quality conformity determination—a key step towards the completion of the environmental process, which is expected by early November of this year. In addition, work continues on preparation of the final design.

For more information on these and other Alameda CTC projects, visit the [Projects web page](#).

Planning/Program Updates cont'd from page 3

capabilities in the areas of connected, automated, electrified, shared services and large data sets, and harness the opportunities they offer and mitigate risks.

The Commission discussed the foundational goals and strategies in July. Subsequently, a broad range of potential actions were identified to execute each strategy. Each action is designed to be both specific and realistic to implement. Related actions were categorized and compiled into [seven major initiatives](#), which group similar actions together into more comprehensive approaches and to the path toward strategic action.

The [Student Transit Pass Program \(STPP\)](#) team has introduced an online STPP application to ensure that program benefits reach students and families quickly in light of COVID-19. Given the uncertainties of the upcoming school year with all schools beginning the school year with remote learning, we have made access to the application as convenient as possible. No longer a pilot program, the STPP officially launched at all 84 schools in 14 districts across Alameda County. Applications are steadily submitted on a weekly basis by students and families since the beginning of the program launch. STPP Clipper Cards are generated by our transit agency partners on a weekly basis and are mailed to school sites for dedicated school staff to distribute to students.

The STPP team coordinates with individual STPP schools on all components of program procedures to ensure students and families can access the program during virtual school orientations and at the beginning of the school year while students learn at home. Alameda CTC coordinated closely with our transit agency partners—AC Transit, LAVTA and Union City Transit—to ensure program implementation was seamless for the fall 2020 launch period.

Committee Activities

October advisory committees

In October, the following committees met. Highlights include:

- October 10 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the 2021 Transportation Fund for Clean Air Program. The committee received an update on the 2020 Countywide Transportation Plan: New Mobility Roadmap Initiatives and Near-Term Priority Actions, information on the recommended approach for the Alameda County vehicle miles traveled reduction calculator tool, and a summary of applications for Cycle 5 of the Active Transportation Program.
- October 13 – The [Paratransit Technical Advisory Committee \(ParaTAC\)](#) reviewed the fiscal year 2020-21 ParaTAC meetings calendar and discussed updates to the paratransit program implementation guidelines and performance measures, and received updates on partnerships with transportation network companies, mobility management and emergency preparedness
- October 26 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) received an update on the 2020 Paratransit Discretionary Grant Program progress reports and discussed updates to the paratransit program implementation guidelines and performance measures. Committee members also received reports from the Independent Watchdog Committee, the East Bay Paratransit Service Review Advisory Committee and other transit advisory committees.

Finance Updates cont'd from page 3

Construction contracts

- East Bay Greenway Maintenance Services

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