



SR-84 from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements project area.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

JULY 2021

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

Alameda CTC and BAIFA Express Lanes Operations Centers Merge

Effective July 1, 2021, the Alameda County Transportation Commission's (Alameda CTC) Express Lanes Operations Center merged with the Bay Area Infrastructure Financing Authority (BAIFA) Express Lanes Operations Center, providing more efficient day-to-day monitoring of express lanes on Interstate 880 (I-880), Interstate 580 (I-580) and Interstate 680 (I-680) in Alameda and Contra Costa counties, and a public cost savings. This merger promotes the goal shared by Alameda CTC and BAIFA to improve regional express lane operations by providing consistent and streamlined incident management with respect to tolling. The California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) now have only one agency to reach out to for incident management in the East Bay. Alameda CTC still retains full control over the pricing, performance and maintenance of its express lanes.

Projects Advancing on I-680

The [State Route 84 \(SR-84\) from South of Ruby Hill Drive to Interstate 680 \(I-680\) and SR-84/I-680 Interchange Improvements](#) project aims to reduce congestion, increase efficiency, and enhance safety and accessibility for

bicyclists and motorists. Improvements include modifying ramps, installing separated striped bicycle paths, two additional miles of express lanes along southbound I-680, tree planting to increase the existing three-fold and providing safety for wildlife in the area. Construction for this project started on May 6, 2021 with [a virtual celebration of work having begun](#) held in June 2021. Construction is moving forward with the first order of stage construction and utility relocation work. This project is scheduled for completion in spring 2024.



State Route 84/Interstate 680 interchange.

The [I-680 SB Express Lane](#) project proposes to increase the efficiency of the southbound I-680 corridor between Alcosta Boulevard and SR-84, contributing to the completion of 48-miles of continuous high-occupancy vehicle/express lanes between Santa Clara and Contra Costa counties. Work on this project is designed to improve travel time,

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

Planning and Program Updates

Launch of the Alameda County VMT Reduction Estimator Tool

Alameda CTC is supporting member agencies as they implement requirements of Senate Bill 743 (SB 743). SB 743 changed the way that the effects of new development on the transportation network are analyzed under the California Environmental Quality Act (CEQA). The new metric for the evaluation, analysis and mitigation of transportation impacts in CEQA is vehicle miles traveled (VMT)—a measure of the number and length of vehicle trips generated by a new land use development.

In response to this change in law, Alameda CTC worked closely with representatives of our partner agencies on two new SB 743 resources. The first is a set of maps that show VMT by Alameda County geography. The second is a tool to measure how VMT can be reduced for local development projects through implementation of a variety of VMT reduction strategies, such as providing transit passes to new residents and constructing new bike lanes. The Alameda County Vehicle Miles Traveled Reduction Estimator Tool (Alameda County VMT Tool) is an Excel-based tool derived from a similar tool developed for the San Diego region tailored to meet the unique conditions of Alameda County. The Alameda County VMT Tool is provided as a resource for local jurisdictions—it's use is not a requirement. These SB 743 resources are now on Alameda CTC's website at <https://www.alamedactc.org/planning/sb743-vmt/>.



Policy News

Federal and State Update

Federal update

At last month's Commission meeting, Alameda CTC's federal lobbyists, CJ Lake, LLC and Simon & Company, provided detailed updates to Commissioners on current and anticipated federal activities.

In late June, bipartisan agreement was reached on a \$1.2 trillion, eight-year (or \$973 billion total spending over five years) infrastructure bill. The bill includes \$312 billion for transportation infrastructure. Negotiations on an infrastructure bill are anticipated to continue through the summer.

Surface Transportation Reauthorization

The \$303.5 billion Senate Environment and Public Works Committee's Surface Transportation Reauthorization Act (STRA) unanimously advanced to the Senate floor to authorize funding for road, bridge and highway programs administered by the Federal Highway Administration (FHWA).

The Surface Transportation Investment Act was marked up in mid-June by the Senate Commerce Committee, which oversees rail. The bill would provide \$78 billion over five years for multimodal surface transportation, including \$36 billion for rail, \$28 billion for multimodal grants and freight initiatives and \$13 billion for safety programs.

The House Transportation and Infrastructure Committee approved its surface transportation authorization bill, the INVEST in America Act, in June. This \$547 billion surface transportation reauthorization bill emphasizes fixing existing roads and bridges, and proposes record investments in passenger rail, public transit, cycling and walking infrastructure, and zero-

emission options, while creating safer, more connected communities. The Administration, Senate and House are expected to continue negotiations over a potential infrastructure bill and surface transportation reauthorization throughout the summer.

State update

The Senate and Assembly approved Governor Gavin Newsom's proposed May Revision to the 2021-22 budget, including a \$75.7 billion budget surplus over the next two fiscal years. The state's budget looks to strategically position California to be competitive for federal funding with President Biden's proposed American Jobs Plan and federal legislation to reauthorize surface transportation.



Programming Updates

2022 Comprehensive Investment Plan

This month, the Commission will consider the approval of the 2022 Comprehensive Investment Plan (2022 CIP). This includes approval of over \$26 million in Measure B, Vehicle Registration Fee and Transportation Fund for Clean Air discretionary program funds for projects throughout Alameda County. Projects recommended for funding include bicycle/pedestrian improvement projects, transit capital improvements and shuttle operations. These projects will address transportation needs and gaps and advanced safety enhancements in Alameda County's communities. The 2022 CIP also includes a memorialization of over \$100 million in programming actions and adjustments that have taken place from the last CIP adoption last year.

Fiscal Year 2021-22 Annual Obligation Plan

Each year by October 1st the Metropolitan Transportation Commission (MTC) develops an Annual Obligation Plan (AOP) in coordination with County Transportation Agencies (CTAs), local agencies and Caltrans as per its Regional Project Delivery Policy, Resolution 3606. The purpose of the Plan is to prioritize delivery of FHWA-funded projects and assist Caltrans Local Assistance in managing its workload for the federal fiscal year.

Alameda CTC is working in conjunction with local agencies to review MTC Resolution 3606, the current Draft Annual Obligation Plan Requirements and the Draft Federal Fiscal Year (FFY) 2021-22 Plan. In mid-July, Alameda CTC will confirm with sponsors projects that are included in the draft AOP and their schedules. The final FFY 2021-22 Obligation Plan is scheduled to be released by MTC in September and submitted to Caltrans by October 1, 2021.

Finance Updates

Independent audit activities

During the month of June, the interim phase of the annual audit was completed by the agency's independent auditors, Maze and Associates. During this time, they performed risk assessments of Alameda CTC and the Sunol JPA to determine areas of concentration for the upcoming current year audits; created audit plans; reviewed and documented internal controls, which concentrated on separation of duties; and determined the most effective way to test significant audit areas and balances. The Finance team worked to provide extensive procedural and internal control documentation to the auditors for their review. In addition, Maze and Associates met with the Commission's Audit Committee to review required communications in relation to Statements of Auditing Standards (SAS) 99 regarding fraud considerations and SAS 114 regarding audit timing, scope and management representations.

In addition to the audit, Finance staff continues to work toward closing out the books for FY 2020-21 by gathering all revenue and expenditure information and other data necessary to ensure all amounts are included in the general ledger for the fiscal year.

Contracting Opportunities

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

Professional Services contracts

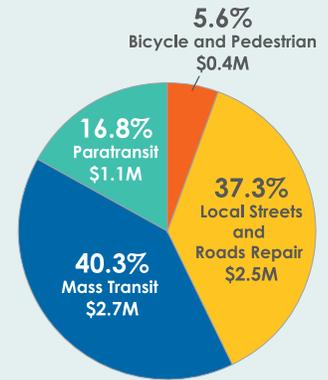
- I-580 Sustainable Corridor Strategy
- I-680 Express Lanes Southbound Gap Closure
- I-880 Interchange Improvements
- General Legal Counsel Services
- Information Technology Support Services
- Oakland Alameda Access Project
- Transportation Demand Management Program

For more information, visit Alameda CTC's [Contracting Opportunities webpage](#).

Transportation Investments

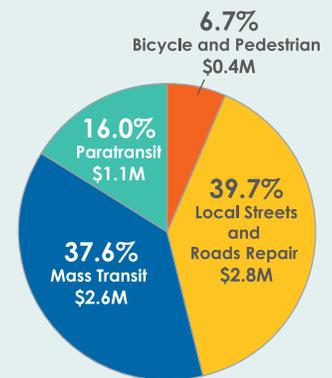
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$466.5 million; over \$6.7 million was distributed in April 2021.



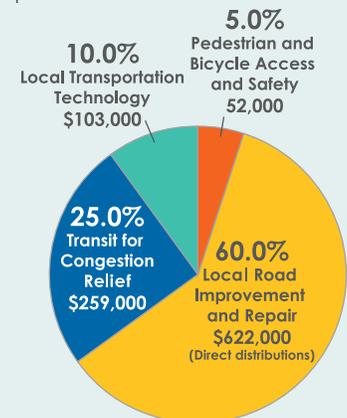
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.2 billion since 2002. In April 2021, over \$6.9 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$71.9 million for local road repair; over \$1.0 million was collected in April 2021.



Agency Activities

In the month of July, Alameda CTC hosted, sponsored or participated in the following events:

- July 7 – Seaplane Lagoon Ferry Terminal Ribbon Cutting, Alameda
- July 8 – An Infrastructure Task Force Panel Discussion, East Bay Leadership Council (virtual)
- July 8 – Business Forum: Making Berkeley Safer – I-80/Gilman Street Interchange Improvements, Berkeley Chamber of Commerce (virtual)
- July 19 – Digital Discourse - A Panel Discussion, SPUR (virtual)



Alameda CTC Chair Pauline Cutter (l.) and Commissioner Elsa Ortiz enjoying their maiden voyage during the Seaplane Lagoon Ferry Terminal ribbon cutting.

Projects Updates cont'd from page 1

optimize freeway system management, improve ride quality and enhance safety. The project is targeted for Ready-to-List in September 2021, with advertisement in January 2022 and contract award targeted for April 2022. Construction will begin in April 2022 with completion anticipated by December 2024.

For more information on these and other projects, visit Alameda CTC's [Projects webpage](#).

Other News Activities

19th Annual IWC Report

The Independent Watchdog Committee (IWC) scrutinizes and documents expenditures on transportation programs and projects throughout Alameda County. Every year, this 17-member committee produces a report to share its findings with 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 that are intended to expand access and improve mobility to foster a vibrant and livable Alameda County. At its [July 12 meeting](#), the IWC received comment on its draft 19th Annual Independent Watchdog Committee Report to the Public. The draft report, Item 4.2 on the meeting agenda, can be viewed [here](#).

The final report to the public is anticipated to be delivered in August 2021 and will be available at Alameda CTC's [Reports webpage](#).

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Measure B and Measure BB Sales Tax Activities

In November 2000, Alameda County voters approved Measure B, which extended the County's 1980 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 2040 and set forth a 30-year Expenditure Plan for essential transportation improvements in every city throughout the County.

The 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 performance measures. The IWC replaced and assumed responsibility for CWC activities in July 2015. The IWC does not opt-in on other funds the Alameda CTC manages and/or programs. The 19th annual report reviews expenditures and IWC activities during the fiscal year ended June 30, 2020 (FY2019-20).

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 FY2019-20, Measure B revenues for Alameda CTC totaled \$155.4 million, and qualified expenditures totaled \$151.0 million. Measure BB revenues totaled \$154.9 million, and qualified expenditures totaled \$204.4 million in FY2019-20.¹

¹ Measure BB official sales tax funds received in prior years to pay for expenditures.

FY2019-20 Measure B Project and Program Expenditures

General Administration	\$22 million
Direct Program and Project Management and Oversight	\$237 million
Technology Costs	\$22 million
Other	\$22 million
Total	\$303 million

FY2019-20 Measure BB Project and Program Expenditures

General Administration	\$6 million
Direct Program and Project Management and Oversight	\$57 million
Technology Costs	\$22 million
Other	\$25 million
Total	\$110 million

Committee Activities

June advisory committees

In July, the following community and/or technical advisory committee that met Highlights from those meetings include the following:

- July 8 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved Alameda CTC's 2022 Comprehensive Investment Plan. The committee received information on FY 2021-22 Annual Obligation Plan Development, the FY 2021-22 Draft PSR/PID List, an update on the LBCE Program and a bi-county model update from Planning team members. Updates were also given on the Alameda County Federal Inactive Projects.
- July 12 – The [Independent Watchdog Committee \(IWC\)](#) approved the election of its FY 2021-22 elected chair and vice chair, and its calendar/Work Plan. The committee also approved the draft 19th IWC Annual Report, along with its associated costs, and reviewed the draft press release for the report. Committee members discussed their issues identification process, the Independent Auditor Work Plan and the FY 2020-21 Measure B/BB Program Compliance Summary Report prior to receiving a staff report on the upcoming IWC budget and discussion of next steps for projects and programs on their watchlist.
- July 15 – [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) members received an update on the I-880/ Interchange Improvements (Winton Avenue/A Street) project and how work on this project will provide gap closures to improve bicycle and pedestrian connectivity. Caltrans reported on development of its Bay Area Bike Highway Study that will evaluate bike highways that are parallel to State highway corridors for which they are seeking BPAC's input on the conceptualization of a network of "Bike Highways."