



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

OCTOBER 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,

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Project Updates

Project development efforts moving forward

In late 2017, Alameda CTC, in cooperation with the California Department of Transportation (Caltrans) and the cities of Emeryville and Berkeley, initiated preliminary design and environmental studies for the [Interstate 80 \(I-80\)/Ashby Avenue \(State Route 13\) Interchange Improvements](#) project, including significant improvements to bicycle and pedestrian safety. Preliminary work began in early 2000. Project stakeholders reviewed various project alternatives, met with key advocacy groups, including bicycle and pedestrian groups, and completed various technical studies.

The 2014 Measure BB Alameda County voter-approved sales tax dollars included \$52 million in local funds to move this project forward. Release of a Draft Environmental Document (DED) for public review and comment is planned for mid-fall 2021. Staff anticipates completion of Project Approval and the start of Final Design activities in early 2022.

With work on this project in full swing, Alameda CTC is working with its funding partners to solicit federal, state, regional and other local funds to close the project funding gap.

Final Environmental Impact Report and Environmental Assessment for the Oakland Alameda Access Project

Caltrans approved the Final Environmental Impact Report

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Interstate 80/Ashby Avenue (State Route 13) Interchange Improvements project area.

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Rendering of the Oakland Alameda Access Project at 6th and Webster Streets.

and Environmental Assessment of the [Oakland Alameda Access Project \(OAAP\)](#) on August 20, 2021.

The OAAP was funded by 2014 Measure BB (\$73.5 million), 2000 Measure B (\$8.1 million) and \$0.5 million in state funds. Work on OAAP will improve:

- Multimodal safety
- Bicycle and pedestrian accessibility and connectivity
- Traffic operations

These improvements will not only reduce conflicts between local and regional traffic, but also reduce conflicts with bicyclists and pedestrians.

The Final Design phase is expected to start in early 2022 with construction anticipated to begin in spring 2024.

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



Planning and Program Updates

Student Transit Pass Program



The [Student Transit Pass Program \(STPP\)](#) is now in the third year of the ongoing program. For the 2021-2022 school year, the STPP is active at 89 schools in 15 districts across Alameda County.

As of August 26th, all STPP schools opened for 100% in-person learning. The STPP team has been coordinating with schools to ensure students and families can access the program during virtual and in-person orientations. Given the impact of the COVID-19 pandemic, the STPP has been actively working with schools to support students

and families, and to modify program offerings in preparation of the evolving developments of the school year and the return to in-person learning. The key programmatic change that was implemented as a result of COVID-19 was the transition to online applications.

The STPP team is working closely with transit agency staff to ensure coordinated and smooth program operations. Applications are available electronically or, upon request, in paper format; STPP Clipper Cards are generated by our transit agency partners on a weekly basis and are mailed to school sites for distribution to students.

Congestion Management Program

Alameda CTC's [Congestion Management Program \(CMP\)](#)

must be updated every two years, in compliance with state legislation. Over time, Alameda CTC's CMP has evolved from a program focused on meeting-specific legislative requirements to a more robust effort that uses the legislative mandate as an opportunity to monitor and encourage development of a multimodal transportation system that is integrated with Alameda County's land use patterns. The [Multimodal Monitoring Report](#) was published in the spring of 2021 with a rich set of data to understand County transportation patterns.



Programming Updates

2020 State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off of the State Highway System. The 2022 STIP covers fiscal years (FYs) 2022-23 through 2026-27. Alameda County's share of the State's 2022 STIP Fund Estimate is just over \$22 million and includes \$15.87 million of new programming capacity for projects that would be available in the outer years (FY 2025-26 and 2026-27) of the 2022 STIP period.

This month, the Commission will consider a 2022 STIP program recommendation of projects that align with the goals and objectives of the Alameda CTC's near-term strategic planning and programming documents, the Countywide Transportation Plan and the Comprehensive Investment Plan.

- Oakland Alameda Access (I-880 Broadway-Jackson), \$11,870,000
- I-880 Decoto Road Interchange Modernization, \$3,000,000
- Station Elevator Modernization Program (Downtown Berkeley), \$1,000,000
- Route 24 Corridor – Caldecott Project (2020 STIP Carryover project - ARRA Payback), \$2,000,000
- Improved Bike/Ped Connectivity to East Span SFOBB (2020 STIP Carryover project – MTC/BATA), \$3,063,000
- STIP Administration – Alameda CTC portion, \$747,000
- STIP Administration – Metropolitan Transportation Commission (MTC) portion, \$355,000

The 2022 STIP program recommendation will be submitted to MTC in November, and final approval will be announced by the State in March 2022.

Finance Updates

Independent audit concludes

Independent auditors from Maze and Associates finalized their financial audit virtually for the second year in a row due to the ongoing pandemic. Finalization entailed reviewing all financial documents to support their testing electronically, including trial balance information, invoices, banking information, contracts, policies and procedures and other documents. They performed analytical reviews and analysis to ultimately form an opinion on the fair presentation of the financial statements of both Alameda CTC and the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA).

After experiencing a 7.1% decrease in sales tax revenues during FY 2019-20 due to the pandemic, Alameda CTC recorded record high sales tax revenues during FY 2020-21 of \$341.2 million, a 10.0% increase over FY 2019-20 and a 2.2% increase over FY 2018-19, indicating a full recovery from the downturn.

Subsequently, finance staff shifted efforts to production of the Annual Comprehensive Financial Report for Alameda CTC and Annual Financial Report for the Sunol JPA, which will be going to their respective Commission and Board for approval in December and November.

Contracting Opportunities

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

Professional Services contracts

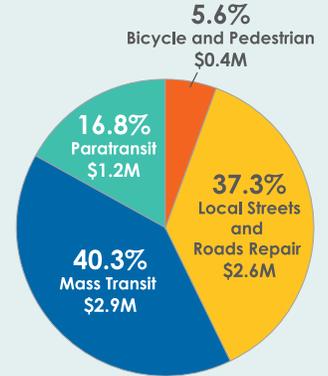
- Bond Legal and Disclosure Counsel Services
- East Bay Greenway Project
- Financial Advisory and Support Services

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Transportation Investments

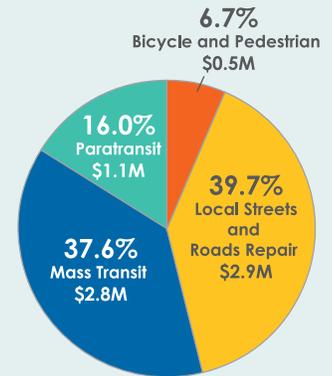
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$491.3 million; over \$7.1 million was distributed in July 2021.



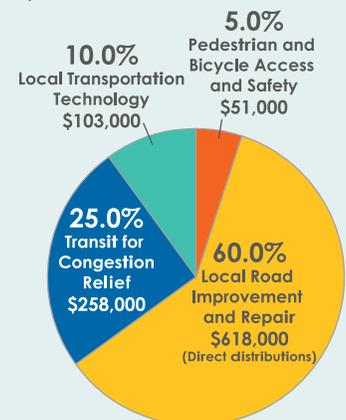
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.2 billion since 2002. In July 2021, over \$7.3 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$73.8 million for local road repair; over \$1.0 million was collected in July 2021.



Agency Activities

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

- October 12 – “New Findings from WTS SF Glass Ceiling Task Force,” a virtual panel discussion on gender and racial diversity in the transportation industry
- October 28 – “The State of Transportation in the East Bay,” a virtual presentation to the League of California Cities East Bay Division
- October 29 – Bay Area Transportation Agencies Executive Roundtable – a discussion with transportation executives and Assemblymember Laura Friedman (D-AD43), Chair of the California State Assembly Committee on Transportation



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- General Legal Counsel Services
- I-680 Express Lanes Toll System Integration
- I-880 Interchanges Improvements
- Information Technology Support Services
- Transportation Demand Management Program
- Underwriter Services

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

Other News

Iron Horse Trail Gap Closure Project is Complete

The City of Livermore completed the Iron Horse Trail Gap Closure project. The total project cost is \$2.5 million, of which Alameda CTC contributed \$1.6 million in Measure BB bicycle/pedestrian funds and \$193,000 in Transportation for Clean Air Program funds.



The project constructed a one-mile long regional trail segment along the Arroyo Mocho channel on the existing southerly maintenance access road adjacent to the railroad tracks, and extended the existing trail to ultimately connect the existing Iron Horse Trail segment in Alameda County (along Stanley Boulevard between Livermore and Pleasanton) to the segment in Livermore just east of Murrieta Boulevard. This new segment will also connect to an existing pedestrian/bicycle undercrossing at Stanley Boulevard.

This multi-use trail gap closure makes it possible for trail users to safely and continuously walk or ride their bicycles between the cities of Pleasanton and Livermore.



Committee Activities

October advisory committees

During October, the following technical advisory committees met. Highlights from those meetings include the following:

- October 7 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the Alameda County 2022 State Transportation Improvement Program, the FY 2021-22 Transportation Fund for Clean Air Program and the 2021 Congestion Management Program. Committee members received updates on the federal FY 2021-22 Annual Obligation Plan and the Priority Development Area Investment and Growth Strategy. Updates were also given on the Local Business Contract Equity Program and Alameda County Federal Inactive Projects.
- October 21 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) received updates on the City of Dublin's Bike/Ped Draft Master Plan and the East Bay Greenway (From Lake Merritt BART to South Hayward BART) project after approval of their prior meeting minutes. Members also received informational reports from their BPAC colleagues.
- October 25 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) received updates on Paratransit Program Implementation Guidelines and Performance Measures and Mobility Management. Progress of discretionary grants was shared. Members received reports from the Independent Watchdog Committee, the East Bay Paratransit Service Review Advisory Committee and other Americans with Disabilities Act and Transit Advisory committees.

