

Happy Holidays!



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

DECEMBER 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

TABLE OF CONTENTS

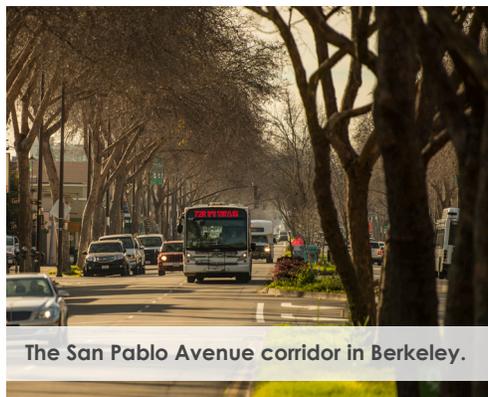
- 1 Project Updates
- 3 Policy News
 - Programming Updates
 - Agency Activities
- 4 Finance Updates
 - Committee Activities

Project Updates

Multimodal corridors



Alameda CTC is leading two multimodal arterial corridor projects that address safety and transit efficiency to support mode shift, economic vitality, sustainable growth and equity—the [San Pablo Avenue Corridor Project](#) (SPA) and the [East 14th Street/ Mission Boulevard and Fremont Boulevard Multimodal Corridor Project](#) (E. 14th/ Mission/Fremont).



The San Pablo Avenue corridor in Berkeley.

Significant work has been completed on both projects to understand existing conditions, analyze long-term solutions and engage the public. In the last year, staff has advanced the planning phase for a near-term project for each corridor with

the aim of advancing into construction in three to five years, pending project approvals and securing full funding. Both projects will engage stakeholders in the coming months to refine design proposals and seek funding in 2022 to advance the next phase of work—construction funding for SPA and design for E. 14th/Mission/Fremont.

The [Dublin Boulevard – North Canyons Parkway Extension](#) project is a 1.5-mile extension of Dublin Boulevard from Fallon Road in Dublin to North Canyons Parkway in Livermore. The extension of Dublin Boulevard will enhance multimodal connectivity to various and uses along its route, including connectivity to five Priority Development Areas (PDAs): Dublin Downtown, Transit Center/Dublin Crossing, Town Center, Isabel Avenue/BART Station Planning Area and Downtown Livermore. The plans, specification and estimate (PS&E) phase of the project has begun and development of design plans in cooperation with the cities of Dublin and Livermore.

Alameda CTC is re-envisioning the [East Bay Greenway](#) to provide a high-quality active transportation facility for all ages and abilities in the cities of Oakland, San Leandro, Hayward and the unincorporated communities of Ashland and Cherryland. Near-term plans for Phase 1 propose shifting the alignment on-street, along adjacent arterials. This on-street alignment will maintain:

[Project Updates cont'd on page 2](#)

Project Updates cont'd from page 1

- High-quality bicycle facility
- Safe and efficient connections to the BART stations
- Goals of reducing greenhouse gasses
- Multimodal connectivity



Rendering of the East Bay Greenway project.

By pursuing a Phase 1 project, bicycle facilities envisioned for the [East 14th Street/Mission Boulevard and Fremont Boulevard Multimodal Corridor Project](#) will be advanced from San Leandro BART to the South Hayward BART station as part of the re-envisioning of East Bay Greenway. Near-term improvements are intended to be delivered in the next three to five years.

Finalizing design phases and moving toward construction

The [Interstate 680 \(I-680\) Southbound Express Lanes from State Route 84 \(SR-84\) to Alcosta Boulevard](#) project is a step closer to the start of construction with the completion of final design, right-of-way and permit work in October 2021. This project is the final segment needed to close a nine-mile gap in the southbound high occupancy vehicle (HOV)/express lane system through Alameda and Contra Costa counties, completing an approximately 50-mile continuous southbound express lane from Benicia-Martinez Bridge to Milpitas.

Construction of the I-680 Southbound Express Lane will be combined with the California Department of Transportation's (Caltrans) pavement rehabilitation project along the same section of I-680. Coordination of these two projects will lead to an approximately \$18 million cost-savings and, more importantly, will minimize inconvenience to the traveling public during construction in this very congested corridor.

Construction is currently scheduled to begin in summer 2022. The work on this project will reduce congestion, improve travel time reliability, reduce greenhouse gas emissions, increase throughput, and improve safety and accessibility.

Construction is underway on the [SR-84 from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements](#)

project. The contract for construction on this project, awarded to Bay Cities Paving and Grading of Concord, CA, began on May 5th of this year. Construction on this three-year project to conform SR-84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County includes improvement of SR-84/I-680 interchange ramps and extension of the existing southbound I-680 HOV/express lane northward by approximately two miles.

Funded by Measure B, Measure BB, and local and regional funding sources, it is the final segment in a series of improvements to improve SR-84 from I-680 in Sunol to I-580 in Livermore. When complete, improvements will alleviate traffic congestion, provide more efficient operations, increase safety, and offer bicycle access on SR-84 and at the SR-84/I-680 interchange.

The [Interstate 880 \(I-880\) Whipple Road-Industrial Parkway Southwest and I-880 Industrial Parkway West Interchange](#)

project will improve traffic operations, vehicular and pedestrian/bicycle safety, accessibility and connectivity across I-880. The cities of Hayward and Union City, Alameda CTC and Caltrans have been working in partnership to ensure that implementation of this project is consistent with the commitments made to voters in Measure BB, Alameda County's 2014 Transportation Expenditure Plan.



Whipple Road at Interstate 880.

Working with the cities of Hayward and Union City, the project team conducted robust public outreach through a series of focused stakeholder meetings between 2018 and 2021—in January 2021, the [Draft Initial Study/ Environmental Assessment \(IS/EA\)](#) was released for public review; in February 2021, virtual public meetings ensured community participation. With the selection of a preferred alternative in September 2021, approval of the final environmental document and project report is expected in summer 2022, which will mark the completion of the project approval and environmental document (PA&ED) phase. A request for proposal for professional services to provide final design and right-of-way work is anticipated for release in December 2021 with work currently scheduled to begin in summer 2022.

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

Policy News

Federal and State update

“A monumental step forward”

President Biden's \$1.2 trillion bi-partisan infrastructure package has passed! The legislation includes \$550 billion in new federal investment in America's roads and bridges, water infrastructure, resilience, internet, and more. This infrastructure investment will upgrade highways, roads and bridges, modernize transit, passenger rail and build a network of electric vehicle charging stations.

Alameda CTC-supported state bills signed into law

Below are bills that Alameda CTC supported that were signed into law by Governor Gavin Newsom during the 2021 legislative session:

- **AB 43 (Friedman)** – This law gives local jurisdictions more flexibility when setting speed limits and allows them to consider information, such as bike and pedestrian safety.
- **AB 917 (Bloom)** – This law allows public transit operators to install automated cameras on public transit vehicles for the purpose of video imaging of parking violations occurring in transit-only traffic lanes and at transit stops.
- **SB 671 (Gonzalez)** – This law establishes the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission (CTC), in coordination with other state agencies. In developing the assessment, the law would require the CTC to identify throughout the state freight corridors, or segments of corridors, that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles.
- **SB 44 (Allen)** – This law establishes specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit projects.

Programming Updates

Discretionary funding at Alameda CTC

Measure BB and Transportation for Clean Air funding



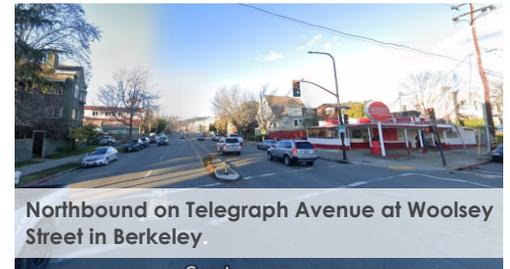
The City of Dublin is completing the design phase for the [Iron Horse Trail Crossing at Dublin Boulevard Project](#) and set to move into the construction phase in early 2022. This project, receiving Alameda CTC discretionary funding consisting of \$6.01 million in Measure BB and \$0.85 million in Transportation For Clean Air funds, will build a bicycle and pedestrian bridge over Dublin Boulevard to connect two segments of the Iron Horse Trail.

This bicycle and pedestrian bridge will create a total separation of cars and buses from bicyclists and pedestrians, significantly improving safety in the area. The bridge will also safely connect BART to Dublin—connecting local businesses to transportation will promote Dublin's economy. Construction is anticipated to be completed during fiscal year (FY) 2022-23.

Measure B and City of Berkeley funding

The City of Berkeley is embarking on a planning and scoping study for the Telegraph Avenue Multimodal Corridor project for multimodal improvements on Telegraph Avenue from Dwight Way to Woolsey Street at its southern city limits. The project proposes upgrading existing Class II bike lanes from Dwight Way to Ashby Avenue, and filling-in

the existing bikeway gap from Ashby Avenue to Woolsey Street. Additionally, the project will examine incorporating pedestrian improvements to enhance safety along the corridor. The project will build upon AC Transit's Telegraph Rapid Corridor project to develop other types of transit-related treatments that can be implemented to reach the recommended long-term Bus Rapid Transit service. The project is being funded with \$290,000 in discretionary Measure B Transit Center Development funds and \$170,000 in local City of Berkeley contributions. The scoping study is expected to be complete in 2023.



Agency Activities

The following events were hosted, sponsored and/or participated in during the months of November and December:

- November 6 – United Seniors of Alameda County held their 35th Anniversary celebration luncheon
- November 15-16 – Focus on the Future conference, and on the 16th, Tess Lengyel served as moderator for a panel discussion, Re-envisioning the Future of Highways
- December 1 – Moderator for the East Bay EDA Speaker Series: Safe Return to Work, Tess Lengyel facilitated this panel discussion
- December 3 – COMTO 18th Annual Scholarship Awards Program, an event that raises money for scholarships for minority youth with interests in transportation-related careers

Alameda CTC looks forward to revisiting outreach events in-person in the new year.

Finance Updates

FY2020-21 independent financial audit concluded

During October, finance staff worked with Maze and Associates' auditors to finalize Alameda CTC's Annual Comprehensive Financial Report (ACFR) for the Year Ended June 30, 2021, which includes information complementary to basic financial statements to help readers better understand the financial condition of Alameda CTC. Maze and Associates audited the basic financial statements including notes, each major fund and aggregate remaining fund information. They offered a clean opinion stating the financial statements present fairly the financial position of governmental activities, each major fund and the remaining fund information of Alameda CTC as of June 30, 2021. The Audit Committee met with the audit partner on October 28 to review the ACFR. The ACFR will go to the Finance and Administration Committee and the Commission for approval in November and December, respectively.

Maze and Associates also audited the Annual Financial Report (AFR) of the Sunol Joint Powers Authority (JPA) for the Year Ended June 30, 2021 and delivered a clean opinion. The AFR will go to the Sunol JPA board for approval in November.

Contracting Opportunities

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

Professional Services contracts

- East Bay Greenway Project
- Financial Advisory and Support Services
- General and Special Counsel Services
- I-680 Express Lanes Toll System Integration
- I-880 Interchanges Improvements
- Information Technology Support Services

Construction Services

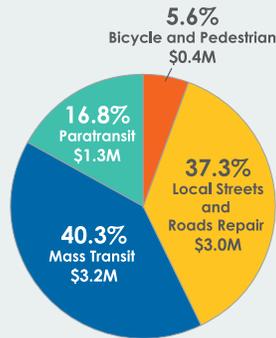
- East Bay Greenway Project
- Financial Advisory and Support Services

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

Transportation Investments

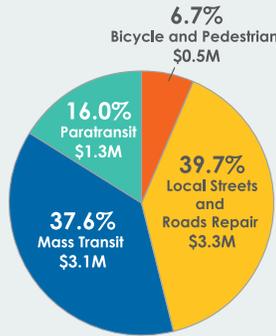
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$499.3 million; over \$7.9 million was distributed in August 2021.



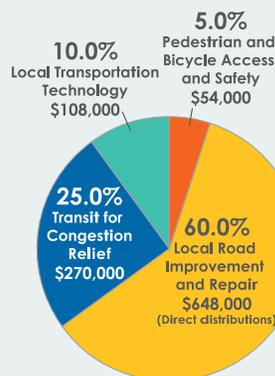
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.2 billion since 2002. In August 2021, over \$8.2 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$74.5 million for local road repair; over \$1.0 million was collected in August 2021.



Committee Activities

Advisory committee activity in November and December

In November and December, the following advisory committees met. Highlights include:

- November 4 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) received updates on the County's Federal Inactive Projects and on the 2021 Priority Development Area Investment & Growth Strategy update, a reporting requirement for the Metropolitan Transportation Commission's One Bay Area Grant Program. The committee received information on regional and countywide active transportation planning—key priorities at the state and federal levels in recent years. Committee members also received an update of local business contract equity program utilization and payments processed during FY2020-21 on active professional services and construction contracts administered by Alameda CTC.
- November 8 – The [Independent Watchdog Committee \(IWC\)](#) received a presentation of the draft audited Annual Comprehensive Financial Report for the year ended June 30, 2021, as well as an IWC Annual Report outreach summary and publication cost update. Additionally, committee members discussed performance measures pertaining to Measure B and Measure BB Direct Local Distribution program funds, and received information on process and forms for identifying IWC issues.

