



Fremont's Warm Springs BART station, a priority development area to transform into an innovative mixed-use district linking employment, housing and advanced manufacturing.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

JANUARY 2022

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 support 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
- 2 Planning and Program Updates
- Policy News
- 3 Programming Updates
- Finance Updates
- 4 Agency Activities
- Other News
- Committee Activities

Project Updates

Enhancing Rail Safety in Alameda County

Alameda CTC is leading a [Rail Safety Enhancement Program](#) (RSEP) to implement safety treatments at 45 highway/rail crossings (crossings) in the County of Alameda. The RSEP is being delivered in two phases, RSEP-A and RSEP-B. RSEP A includes 28 at-grade crossings within the cities of Berkeley, Oakland, San Leandro, Hayward, and Livermore and in unincorporated Alameda County that can be implemented in the near-term. RSEP-B is within the cities of Oakland, Fremont and Union City and includes 17 crossings.

Work on the project approval/ environmental document (PA/ED) phase of RSEP-A began in fall 2020. Diagnostic meetings are the first step in developing safety enhancements at a crossing. In accordance with California Public Utility Commission's (CPUC) requirements, these meetings began in March and April and were completed in October 2021. The diagnostic meeting requires the host railroad for the RSEP, Union Pacific Railroad (UPRR), the CPUC and local partner agencies meet and collectively identify safety treatments necessary to enhance the safety at the crossing. An exhibit demonstrating the improvements was then submitted

to the UPRR, CPUC and the local partner agency for their review and comment.



37th Avenue at-grade rail crossing in Oakland.

2022 is anticipated to be a busy year for the RSEP-A as final submittals for all crossings are scheduled to be completed by the fall 2022. Alameda CTC will be working closely with partner agencies in 2022 to submit grant applications for RSEP-A to secure construction funding to implement the program.

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



29th Avenue at-grade rail crossing in Oakland.

Planning and Program Updates

Priority Development Area Investment and Growth Strategy

Alameda CTC is required by the Metropolitan Transportation Commission to periodically update a Priority Development Area Investment and Growth Strategy (PDA IGS), a document that describes housing trends and transportation needs in Alameda County's Priority Development Areas (PDAs). PDAs are locally nominated areas near high-quality transit where jurisdictions are concentrating new housing and job growth.

Alameda County jurisdictions have designated 48 PDAs. Throughout the County, those jurisdictions and Alameda CTC have emphasized PDAs and the importance of integrating transportation and land use to meet mobility and climate goals, support local economies and provide much-needed housing.

The 2021 update to the PDA IGS will be submitted to MTC in January 2022.

I-580 Transit and Multimodal Strategy

Alameda CTC is undertaking a planning study along the interstate 580 (I-580) corridor in Alameda County, from San Joaquin County to the Bay Bridge. The I-580 Transit and Multimodal Strategy will advance policy directives around pricing, equity and multimodal travel along one of the County's most heavily-traveled interstates. Given its centrality to I-580, a separate but interrelated task will develop multimodal recommendations along MacArthur Boulevard in the City of Oakland.

Alameda CTC will kick off the Strategy in early 2022, and it is anticipated to take approximately 18-24 months.

Policy News

2022 Legislative Priorities

Each year, Alameda CTC adopts a new legislative program to facilitate the improvement and maintenance of the County's multimodal transportation system and highlight key policy priorities of the Commission. The [2022 Legislative Program](#) builds off of the 2020 Countywide Transportation Plan vision and goals and provides direction for agency legislative and policy activities through the establishment of funding, regulatory and administrative principles to guide legislative advocacy. Alameda CTC's 2022 platform is aligned with regional, state and federal goals and priorities, a vision that allows us to develop strategic partnerships and support efforts that encourage regional and mega-regional cooperation to increase and secure competitive funding and advance policy priorities.

The 2022 program focuses on five core areas:

- 1. Transportation Funding:** Advocate for increased transportation funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies.
- 2. Equity:** Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Prioritizing and advancing equity will be considered throughout each policy area of this legislative program.
- 3. Safety:** Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.

4. Sustainability: Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.

5. Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.

Additional information on the platform can be found in the [final program document](#).

State Update

The state legislature was in recess through January 3, 2022. January 2022 will be busy, as two-year bills must be out of their house of origin by January 31, 2022.

The Governor's budget proposal was released on January 10th. The Legislative Analyst's Office is forecasting another high revenue year with a net surplus of \$31 billion for fiscal year (FY) 2022-23. The Governor's budget proposal includes a major focus on climate resiliency, including funding to reduce emissions from the transportation sector, and an emphasis on transit, safety and equity.

Federal Update

The \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) was signed by President Biden on November 15, 2021. The law reauthorizes federal surface transportation and water infrastructure programs. It also provides \$550 billion worth of new, additional spending

[Policy News cont'd on page 4](#)

Programming Updates

Measure B/BB and Vehicle Registration Fee Direct Local Distribution Programs Compliance Update

Alameda CTC is reviewing the Measure B, Measure BB and Vehicle Registration Fee (VRF) reported expenditures from local jurisdictions for fiscal year (FY) 2020-21. Each year, Alameda CTC requires recipients of Measure B/BB and VRF direct local distribution (DLD) funds to submit Audited Financial Statements and Program Compliance Reports, which summarize revenues and expenditures that support local street and roads, bicycle and pedestrian, paratransit and transit investments. These compliance reports inform the public with detailed information, including recipient use of funds, fund balances and information about specific improvements and programs funded by the sales tax programs.

Alameda CTC, in conjunction with the Independent Watchdog Committee, will review submitted reports for the FY 2020-21 reporting year to determine program compliance and note any discrepancies to the Commission. Program compliance information is available on the Alameda CTC [Compliance Reports webpage](#).

Measure B and TFCA At Work – Emeryville South Bayfront Bridge



The City of Emeryville celebrated the opening of its South Bayfront Pedestrian-Bicycle Bridge. Alameda CTC leveraged \$2 million in a combined Measure B and Transportation for Clean Air grant,

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

Finance Updates

Finance staff readies for the upcoming fiscal year

Over the last couple of months, Alameda CTC's finance staff began preparing to issue debt. Preparation involved updating the agency's debt policy and procurement efforts toward acquisition of a financing team to support Alameda CTC's capital program and to continue meeting cash flow demands of projects in the [Measure BB Transportation Expenditure Plan](#).

Staff also brought Alameda CTC's Annual Comprehensive Financial Report (ACFR) for the year ended June 30, 2021 and the Sunol JPA's Annual Financial Report for the year ended June 30, 2021 to the Commission and the Sunol JPA Board, respectively, for approval. Both financial reports received a clean audit opinion from Maze and Associates. Once approved by the Commission, the ACFR was submitted to all required regulatory agencies and to the Government Finance Officers Association (GFOA) to be considered for the award for excellence in financial reporting.

In addition, finance staff kicked off Alameda CTC's mid-year budget update process for FY 2021-22, to update budget needs for any adjustments since the budget was adopted in May, and the budget process for FY 2022-23 to collect budget needs data to support the programs in each department.

Contracting Opportunities

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

Professional Services contracts

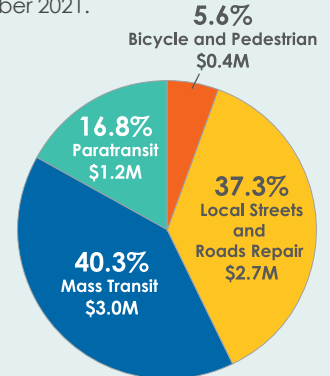
- I-680 Express Lanes Toll System Integration
- East Bay Greenway Project

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

Transportation Investments

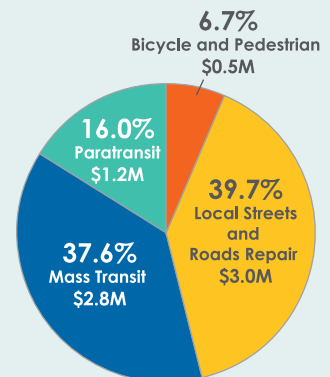
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$514.8 million; over \$7.3 million was distributed in October 2021.



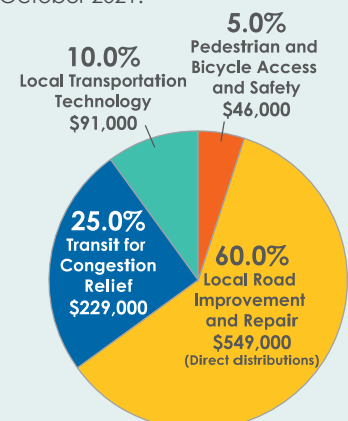
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.2 billion since 2002. In October 2021, over \$7.5 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$75.6 million for local road repair; over \$0.9 million was collected in October 2021.



Agency Activities

In January 2022, Alameda CTC hosted, sponsored or participated in the following events:

- January 11 – Virtual Open House for the I-80/Ashby Avenue Interchange Improvements project
- January 28 – The Hayward Chamber of Commerce Latino Business Roundtable to discuss the East Bay Greenway, Phase 1 project
- January 30 – Sponsorship of the County of Alameda and the Asian Pacific Islander Community Collaborative annual Lunar New Year celebration.

Policy News cont'd from page 2

for transportation, resiliency, energy, environment, broadband and water investments over five years (FY 2022-26). The law requires many programs to be established within 180 days; Alameda CTC is actively monitoring the development of new grant guidelines to identify opportunities to pursue federal funding to advance projects and programs across the County.

Finance Updates cont'd from page 3

- Financial Advisory and Support Services

Construction contracts

- 7th Street Grade Separation East Project

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

Programming Updates cont'd from page 3

to support this \$31 million project that includes a 227-foot-long steel tied-arch pedestrian/bicycle bridge over the UPRR tracks with concrete approach ramps along the east and west sides. The bridge landing on the west side of the UPRR right-of-way is located at the east end of Ohlone Way with a pedestrian connection to the parking structure at the Bay Street development. The landing on the east side of the UPRR right-of-way is located at Horton Landing Park behind Novartis, a local, global healthcare company. This project provides bicycle and pedestrian connectivity to the Bay Trail, residential areas and business centers.

Other News

A Virtual Open House to Improve the Interstate 80/Ashby Avenue Interchange



Earlier this month, the [Interstate 80 \(I-80\)/Ashby Avenue Interchange Improvement Project](#) released its [draft environmental document](#), beginning its 45-day public review and comment period, enabling the public to examine the potential impacts of the project. Soon thereafter on January 11, 2022 a virtual Open House sponsored by the California Department of Transportation (Caltrans) and Alameda CTC was held to further inform the public and answer any questions they may have about the project.

Comments were submitted during the open house, and they may also be submitted through January 31, 2022 via:

Online: [Comment form](#)

Email: comments@I80Ashby.com

Phone: 510.800.8924

U.S. mail:

Caltrans, District 4
Office of Environmental Analysis
ATTN: Wahida Rashid
P.O. Box 23660, MS: 8B
Oakland, CA 94623-0660

The open house, presented in English, Spanish and Cantonese, was well-attended.

Committee Activities

January committee activity

In January, the following advisory committees met. Highlights include:

- January 6 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) meeting focused on the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS), a report required for the Metropolitan Transportation Commission's One Bay Area Grant Program that provides information on planned transportation projects in PDAs in Alameda County and documents housing data. The committee also received an update on County's Federal Inactive Projects in Alameda County.
- January 10 – The [Independent Watchdog Committee \(IWC\)](#) received updates on Measure B and Measure BB projects and programs, as well as an update on the FY 2020-21 Measure B/BB Program Compliance and Audit Reports. Audit reports are available on the website at <https://www.alamedactc.org/funding/reporting-and-grant-forms/>. In addition to the review of bylaws and a discussion on performance measures, the committee established the IWC Annual Report Subcommittee and scheduled its first ad hoc subcommittee meeting.
- January 11 – The [Paratransit Technical Advisory Committee \(ParaTAC\)](#) received FY 2022-23 Paratransit Direct Local distribution projections. Updates on how COVID-19 has impacted Alameda CTC programs, Transportation Network Companies, mobility management and emergency preparedness were also received. Transit advisory committees provided updates.
- January 24 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) received updates on the FY 2022-23 Program Plan Review Process and the FY 2022-23 Paratransit Discretionary Grant Program Progress – requests were made for subcommittee volunteers. A mobility management update was shared.