



May is National Bike Month!



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# EXECUTIVE DIRECTOR'S REPORT

MAY 2023

## 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. Our work is an important part of supporting local communities, equity, safety, clean transportation and the economy.

Thank you,

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## Project Updates

### San Pablo Avenue Corridor Project advances



The Alameda County Transportation Commission (Alameda CTC) is leading the development of three complementary project components in Alameda County along the San Pablo Avenue corridor, a key multimodal arterial linking the cities of Oakland, Emeryville, Berkeley and Albany: [Safety Enhancements](#), [Parallel Bike Improvements](#) and [Bus and Bike Lanes](#). The overall project is intended to improve safety and multimodal mobility on a street that has one of the highest levels of traffic collisions and injuries to bicyclists and pedestrians in all of Alameda County. It is also one of AC Transit's major bus corridors, a California Department of Transportation (Caltrans) state highway route, and traverses regionally and locally identified Equity Priority Communities and Priority Development Areas.

The Safety Enhancements project component extends from Oregon Street in South Berkeley to Brighton Street in Albany. Improvements will make it safer and easier to cross the street and bus trips to be faster and more reliable. Alameda CTC has developed conceptual plans for this project

component and launched a comprehensive public engagement effort in December 2022 to share the design details with the community. This phase of engagement is expected to conclude in June 2023. Alameda CTC has also obtained significant grant funding for this project component, including competitive awards from the Metropolitan Transportation Commission's One Bay Area Grant, the state's Active Transportation Program, and the federal Safe Streets for All program. In the past year, more than \$40 million has been obtained for this project and the Parallel Bike project, which will be ready to advertise for construction by spring 2024.

Since a portion of the roadway is a Caltrans facility, Alameda CTC is fulfilling Caltrans' requirements in the corridor. A Caltrans Project Report and environmental documentation are expected to be complete by spring 2024 and the project is anticipated to be fully designed and ready to advertise for construction by early 2025.

### Oakland Alameda Access Project moves to the detailed design phase of project development

By reducing conflicts between local and regional traffic and with pedestrian and bicycle users, the [Oakland Alameda Access Project \(OAAP\)](#) will improve multimodal safety, pedestrian and bicycle accessibility and connectivity, and traffic operations. OAAP is currently in the Plans, Specifications & Estimate (PS&E) phase, which is anticipated to be

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complete in fall 2024. The project team completed 65% PS&E in March 2023, meeting a major design milestone. The project is scheduled to be ready to advertise in late 2024 and construction is expected to begin in spring 2025.

To close the funding gap and develop a full funding plan, Alameda CTC staff submitted Local Partnership Formulaic and Competitive Program (LPP – F and C) applications in November 2022 for \$32.2 million as part of the Senate Bill 1 (SB 1) Cycle 3 Programming. The California Transportation Commission is expected to adopt the SB 1 Program at its June 2023 meeting.

More information about these and other Alameda CTC projects can also be found on the agency's [Projects webpage](#).

## Planning Updates

### Transit ridership steadily increasing but not yet recovered



In 2022, transit ridership steadily increased for all operators in Alameda County compared to the stark lows of 2021. Increases ranged from a 21% increase in AC Transit's ridership to a 62% increase in Water Emergency Transportation Authority's (WETA) ridership. Despite this steady growth, ridership remained significantly below pre-pandemic levels; regional ridership was approximately half of pre-COVID levels. This recovery varied significantly by operator and type of transit service provided. In Alameda

County, AC Transit and WETA recovered approximately 60% of their pre-pandemic ridership, whereas regional rail operators like BART and ACE are still significantly below their pre-COVID ridership levels. This suggests that there is a lasting effect of remote work on transit operators that predominantly served long-distance office commuters before the pandemic.

As a culmination of the annual performance reporting process for Alameda CTC, staff presented this finding—among others on transit and goods movement—to the Planning, Policy and Legislation Committee this month. Performance reporting ensures conformity with state legislation and allows Alameda CTC to better understand the changing nature of the county's multimodal transportation system. Final documents on the 2022 performance cycle have been posted to the [agency website](#).

### Bikeways Academy kicks off with first design training!

Late last month, Alameda CTC kicked off the Countywide Bikeways Academy with its first session, All Ages and Abilities Design Fundamentals. Attended by over 60 staff from across Alameda County jurisdictions, this key first training covered Alameda CTC's new [Countywide Bikeways Design Guide](#) web resource. The training also provided guidance on design decisions facing all areas of the county as agency staff look to implement bikeways that are truly for All Ages and Abilities.

To facilitate knowledge sharing between jurisdictions that are tackling similar issues, Oakland staff presented their [West Street project](#) as a local project highlight. It implemented innovative bikeway features as part of a repaving project.

In July, Alameda CTC will continue the academy with an Implementation and Phasing training and later this year there will be a Commission workshop.

## Policy News

### State update

Activities in Sacramento continue to be dominated by the state budget deficit, the fiscal cliff challenges facing public transit, and initial hearings for proposed legislation. Staff continue to evaluate proposed bills as updated language is provided through the amendment process.

### Federal update

Preparations are underway for the Alameda CTC Commissioner and staff delegation visit to Washington, D.C. in June. Visit plans include meeting with representatives of the U.S. Senate, Congress, and Department of Transportation staff, including the Federal Highway Administration and Federal Transit Administration to discuss Alameda CTC's portfolio of projects and programs and funding needs.



## Programming Updates

### 2024 Comprehensive Investment Plan

This month, the Commission will consider approving Alameda CTC's 2024 Comprehensive Investment Plan (CIP), with approximately \$180 million in new programming and allocation recommendations countywide. This consists of \$148.8 million in new discretionary programming and \$30.9 million of other new programming recommendations related to Commission-approved priorities and named commitments identified within the 2014 Transportation Expenditure Plan. The funding awarded through the 2024 CIP includes local sales tax, Vehicle Registration Fee, Transportation Fund for Clean Air and Federal funds programmed through Alameda CTC. The discretionary programming recommendation includes funding 35 of 52 funding requests for bicycle/pedestrian, transit capital, and shuttle projects and programs. The CIP investments widely support focus areas of Equitable Priority Communities, High-Injury Network and Priority Development Areas, with a significant focus on deliverability during fiscal years 2023-24 to 2027-29.

For a list of the overall ranking of project applications and other programming recommended as part of the 2024 CIP refer to Alameda CTC's website: <https://www.alamedactc.org/funding/funding-opportunities>.

### An Alameda CTC grant-funded project

The **Iron Horse Trail Bridge at Dublin Boulevard** will construct a Class 1 bicycle and pedestrian bridge near the East Dublin Pleasanton BART Station. The bridge will connect two existing segments of the Iron Horse Trail and eliminate the chance of motor vehicles colliding with pedestrians. In addition to creating safer

*Programming Updates cont'd on page 4*

## Finance Updates

### Proposed fiscal year 2023-24 annual budgets

April is the month that Alameda CTC finalizes budgets for the coming fiscal year (FY) to be presented to the Finance and Administration Committee (FAC), the Commission, and the Sunol Joint Powers Authority (JPA) board for approval in May. The finance team began this work to develop balanced and sustainable budgets in December 2022, collaborating with all departments in an effort to address upcoming agency needs related to projects, programs, planning efforts and administration for FY 2023-24. Alameda CTC's proposed budget for FY 2023-24 includes revenues of \$520 million and expenditures of \$478 million, including capital rollover budget authority from the prior fiscal year.

Finance staff also has prepared a budget update for FY 2022-23 Measure BB (MBB) sales tax revenues that will be going to the FAC and the Commission for approval in May. Actual MBB sales tax revenues are coming in higher than originally projected in the adopted budget during May 2022. Staff is recommending an increase to the MBB sales tax revenue budget for FY 2022-23 to \$400 million—a \$40 million increase.

### Contracting opportunities

Alameda CTC Alameda CTC has entered into various contracts over the last several months to deliver the many projects and programs of the agency and administer the Measure BB transportation expenditure plan and the congestion management program. Upcoming solicitations of bids and/or proposals are available on the [Contracting Opportunities webpage](#).

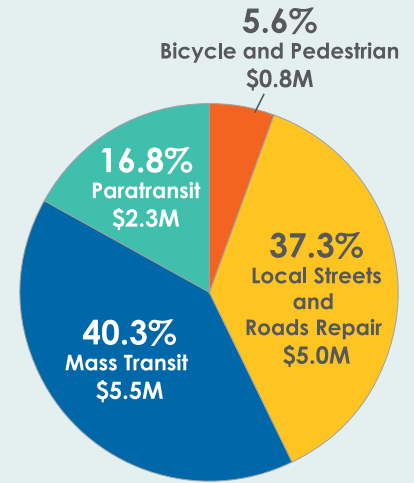


Courtesy of the California Department of Transportation.

## Transportation Investments

### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$740.7 million; over \$13.6 million was distributed in February 2023.

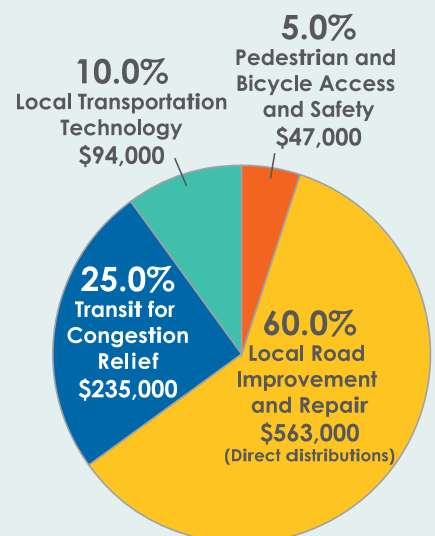


### Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.3 billion since 2002. The measure sunset on March 31, 2022. There are no Measure B Program Distributions after the fiscal year-end of June 30, 2022.

### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$85.2 million for local road repair; over \$0.9 million was collected in February 2023.



## Agency Activities

During May, Alameda CTC hosted, sponsored or participated in the following outreach events:

- May 3 – Alameda CTC held a Culture and Engagement Chat with Ky-Nam Miller, MTC's Equity Officer to learn more about regional activities and perspectives on diversity, equity and inclusion
- May 4 – Virtual public hearings for the [Rail Safety Enhancement Program's \(RSEP\)](#) proposed safety improvements in eight locations in San Leandro, Hayward and unincorporated Alameda County
- May 10-12 – 2023 WTS International Annual Conference, Atlanta, GA
  - May 9 – WTS Executive Women's Roundtable, Tess Lengyel as panelist
- May 11 – Bike to School Day – Safe Routes to Schools, Countywide
- May 17 – The Future of Public Transit sponsored by East Bay EDA – a panel discussion with Alameda CTC Executive Director Tess Lengyel, AC Transit, BART and Contra Costa County
- May 20-21 – Livermore Downtown Street Festival, Livermore
- May 24 – San Francisco Ferry Clean Air Conversion press conference – Chair Bauter presented and Director Lengyel was in attendance
- [BikeMobile](#) Outreach Events
  - May 2 – Brenkowitz High, Hayward
  - May 3 – Halkin Elementary, San Leandro
  - May 4 – Longfellow Arts and Technology Middle, Berkeley
  - May 5 – Ardenwood Elementary, Fremont
  - May 6 – Forest Park Elementary, Fremont
  - May 9 – Edendale Middle, San Lorenzo
  - May 11 – Steven Millard Elementary, Fremont
  - May 12 – Thornton Junior High, Fremont
  - May 15 – J.M. Amador Elementary, Dublin
  - May 16 – Irvington High, Fremont
  - May 17 – O.N. Hirsch Elementary, Fremont

- May 18 – Martin Luther King, Jr. Middle, Berkeley
- May 19 – The Academy of Alameda Elementary, Alameda
- May 23 – Tyrrell Elementary, Hayward
- May 25 – Eldridge Elementary, Hayward
- May 30 – William Hopkins Junior High, Fremont
- May 31 – John F. Kennedy Elementary, Newark

## Other News

### Annual Paratransit Plan Review



In late April, Alameda CTC's Paratransit Advisory and Planning Committee's (PAPCO) held its annual two-day Program Plan Review (PPR) subcommittee meetings. The PPR subcommittee is a primary responsibility of PAPCO as mandated in the 2014 Measure BB Transportation Expenditure Plan. It is an opportunity for members to review, make comments and suggest ideas to the paratransit program managers regarding their program plans for fiscal year 2023-24.

Subcommittee members reviewed performance data for both Americans with Disabilities Act-mandated services and City-based programs. Review included cost-effectiveness and adequacy of service levels with the objective of creating a more cost-efficient, productive and effective service network through better communication and collaboration of service providers. The subcommittee members may identify and recommend alternative approaches to program delivery that will improve transportation options for older adults and people with disabilities in Alameda County.

## Committee Activities

### May advisory committees

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

- May 4 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) met to approve the 2024 Comprehensive Investment Plan. The committee also received an update on the 2022 Performance Report: Key Findings related to transit and goods movement. Information regarding Plan Bay Area 2050 Plus was also presented.
- May 22 – The [Paratransit Advisory and Planning Committee \(PAPCO\) and Paratransit Technical Advisory Committee \(ParaTAC\)](#) met jointly to focus on advances in mobility management within Alameda County, the region, and the nation. This was a key opportunity for committee members to receive an overview of the latest updates and trends regarding mobility management efforts. Committee members, presenters and guests then had an opportunity for discussion.

Visit [Alameda CTC's Meetings webpage](#) for details on upcoming meetings.

### Programming Updates cont'd from page 3

roads, the bridge will encourage the recreational use of the Iron Horse Trail and promote the opening of local businesses in the City of Dublin. The entire project is approximately 1,200 feet long and will include an overcrossing structure that is approximately 230 feet in length and 20 feet high. The project recently began construction of the overcrossing bridge; full project construction is estimated to be completed late 2023.

