



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# EXECUTIVE DIRECTOR'S REPORT

MARCH 2024

## 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,

Tess

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## Project Updates

### Express Lanes updates

#### Saving taxpayer dollars with the dissolution of the Sunol Smart Carpool Lane Joint Powers Authority

The Alameda County Transportation Commission (Alameda CTC) and the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA), the governing body for the Interstate 680 (I-680) Sunol Express Lanes, took actions in January and February to dissolve the Sunol JPA and to consolidate operations of the I-680 Express Lanes under Alameda CTC. This change will allow for more efficient and streamlined administration of the express lanes in Alameda County. Alameda CTC is now the governing body for both the Interstate 580 (I-580) and I-680 Express Lanes.

#### Interstate 680 and Interstate 580 Express Lanes anniversaries

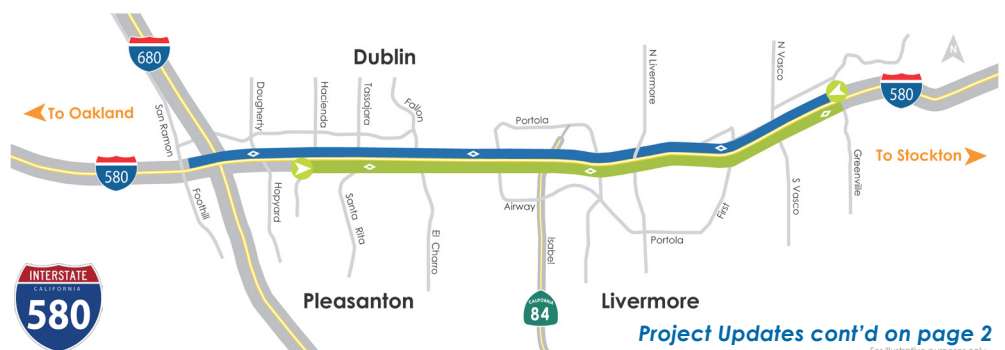
The I-680 Sunol Southbound Express Lane, the first express lane in the Bay Area, opened to traffic in September 2010. Tolling operations were paused during construction of the northbound lane and reconfiguration of the southbound

lane. Both directions resumed tolling one year ago in March 2023. From reopening through December 2023, the I-680 Sunol Express Lanes have recorded over 5.2 million total trips and collected over \$8.5 million in gross toll revenues.



The I-580 Express Lanes celebrated eight years of operations since opening to traffic in February 2016. From inception through December 2023, the I-580 Express Lanes have recorded over 62 million total trips and collected over \$83.6 million in gross toll revenues. A new project to replace aging toll equipment on I-580 is anticipated to begin later this year.

Continued monitoring of express lanes manages congestion and optimizes corridor capacity, providing motorists with benefits, including travel time savings and



**Project Updates cont'd from page 1**

travel reliability. Both corridors' express lanes speeds average about 5 to 15 miles per hour faster than the general purpose lane speeds, depending on the time of day and location within the corridor. More information about these and other Alameda CTC projects can be found on Alameda CTC's [Projects webpage](#).

## Planning Updates

### 2023 Performance Report findings

This month, Alameda CTC staff published the 2023 Performance Report, summarizing the latest data available on a wide range of topics relevant to the county's transportation system. The data reported illuminates trends as they unfold and supports informed decision making with regard to the county's transportation landscape. Together with more detailed analyses published every other year in the Multimodal Monitoring Report, the annual Performance Report ensures Alameda CTC's compliance with state legislation.

The 2023 Performance Report presents key findings related to countywide demographics, the economy and goods movement, auto congestion, transit performance, and active transportation safety. As of 2023, Alameda County's population had stabilized at 1.66 million people after a couple years of decline, and the rising median age rose, surpassing the national average for the first time in over a decade. Economic indicators began to stabilize as the rate of inflation cooled in 2023, while the sharp drop in trade volumes for both the Port of Oakland and Oakland International Airport reflected a challenging year for global trade. Despite those declines, the Port remained the 9th busiest container port in the nation.

In 2023, auto congestion on the county's freeways rebounded to near-pre-pandemic levels, catching up to freeway vehicle miles traveled which had surpassed pre-pandemic levels in 2022. At the same time, lower average daily auto volumes on the county's gateway bridges pointed to travel patterns shifting away from peninsula-bound commutes and toward more local auto travel



within and/or through Alameda County. As of 2022, the latest year for which commute data is available, the share of

employed residents primarily working from home dropped from a high of 35 to 28 percent.

Despite fewer commuters, increased overall auto travel had significant safety implications in 2022. People killed in traffic collisions in 2022 rose to 102, marking it the most fatal year on the county's roadways since 2003. Some groups are particularly vulnerable—the severity rate for collisions involving bicyclists and pedestrians is higher than the rate for total collisions, and older, Black, and Hispanic pedestrians are disproportionately harmed. On a more positive note, transit ridership continued to recover throughout calendar year 2023, with bus and ferry operators recovering the highest shares of their pre-pandemic ridership. Union City Transit was the first of the county's seven transit operators to report average weekday ridership that surpassed pre-pandemic levels in fiscal year (FY) 2022-23.

The full 2023 Performance Report is to be published on agency's [Congestion](#)

[Management Program webpage](#), and will be complemented by updated countywide modal fact sheets coming later this month. More detailed findings from the upcoming 2024 multimodal monitoring cycle will be published and shared with the Commission next year.

## Policy News

### State policy update

In late February, the nonpartisan Legislative Analyst's Office, which provides fiscal and policy advice to the California Legislature, announced a projected state budget deficit higher than previously estimated. The projection brings the deficit for FY 2024-25 to \$73 billion, rendering more bad news state's budget.

February 16th was the last day for new bills to be introduced in the 2024 Legislative session. Alameda CTC staff is currently evaluating bills related to the agency's Legislative Program and will bring recommendations to the Commission as bills advance.

The Commission will head to Sacramento later this spring for a state advocacy day to meet with the California State Transportation Agency (CalSTA), Caltrans, and the California Transportation Commission, as well as individual meetings with members of the state delegation representing Alameda County.

### Federal policy update

Alameda CTC recently submitted two federal grant applications to the U.S. Department of Transportation (USDOT)'s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding program. Totalling \$50 million in requested support, the applications seek funding for the Rail Safety Enhancement Program and the East Bay Greenway Multimodal Project: Lake Merritt BART to Bayfair. The USDOT is scheduled to make awards no later than the end of June 2024.

## Programming Updates

### Measure B and Measure BB Direct Local Distribution Audit and Compliance Report

Each year, Measure B and Measure BB Direct Local Distribution (DLD) fund recipients are required to submit Audited Financial Statements and Compliance Reports to Alameda CTC that summarize the prior fiscal year's financial and project expenditure activity and fund balances. This year's compliance reporting period is for FY 2022-23. Recipients were required to submit their Compliance Report and Audited Financial Statement to Alameda CTC by December 31, 2023. During this year's compliance reporting period, Alameda CTC received nineteen out of the twenty jurisdictions' compliance reports by the required deadline, with the final one delayed until mid-2024. This spring, Alameda CTC and the Independent Watch Dog Committee will review the reports for consistency with the 2014 Transportation Expenditure Plan and its fund requirements. A summary compliance report will be presented to the Commission in June. The DLD recipients' reports are available here: <https://www.alamedactc.org/funding/reporting-and-grant-forms>.

### Union City Boulevard Bike Lanes Phase 2 and Complete Streets Phase 3 Improvements

Union City is expected to begin construction on the Union City Boulevard Bike Lanes Phase 2 and Complete Streets Phase 3 Improvements project later this month. This project will construct over 2.4 miles of new Class I and Class II bike lanes in each direction on Union City Boulevard from the southern city limits to Smith Street. It will provide improved bike access to local parks, trails, connectivity to a future Bay Trail access point, and East Bay Regional Parks. Additionally, students and families will have safer

bicycle and pedestrian access to nearby Delaine Eastin Elementary School. These bicycle and pedestrian improvements will promote safety through the modification of traffic signals, restriping of pavement, Americans and Disabilities Act improvements, and enhancement of street lighting. Construction is expected to begin in March 2024 and to be complete in fall 2025. For additional information refer to <https://www.unioncity.org/861/Union-City-Boulevard-Bike-Lanes-Project>.

## Finance Updates

### Mid-year budget updates

In February, the finance team finalized a mid-year budget update document for FY 2023-24 for the Sunol Joint Powers Authority (JPA), which was also approved by the Sunol JPA board in February. Additionally, a mid-year budget update to Alameda CTC's FY 2023-24 budget was developed to reflect changes in needs for all items including active projects and programs. Adjustments to Alameda CTC's budget include aligning beginning fund balances with prior year audited financial statements, adding unutilized capital funding sources rolled over from the prior year, and updating revenue and expenditure needs that arose subsequent to the original budget adoption in May 2023. The update reflects a beginning fund balance of \$867.2 million, projected revenues of \$608.9 million, which are offset by projected expenditures of \$735.9 million, and the acquisition of the I-680 express lanes of \$10.8 million as Alameda CTC expects to assume full responsibility of the I-680 express lanes during FY 2023-24. This resulted in an overall reduction in fund balance of \$116.2 million and a projected ending fund balance of \$751.0 million.

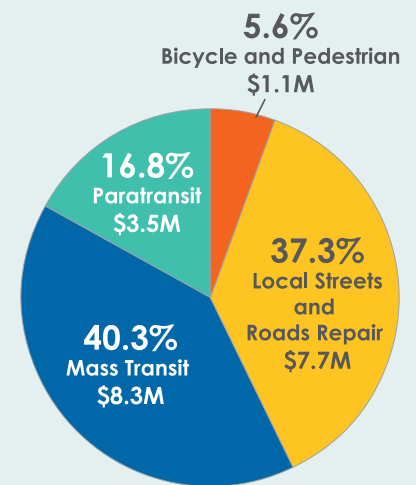
*Finance Updates cont'd on page 4*

## Transportation Investments

Alameda CTC supports the future of Alameda County by equitably investing in projects and programs throughout the county to improve transportation.

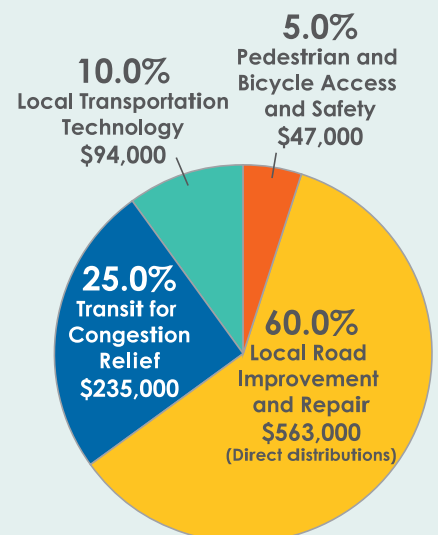
### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$911.3 million; over \$20.6 million was distributed in December 2023.



### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$91.3 million for local road repair; over \$0.9 million was collected in December 2023.





Agency Activities

In March 2024, Alameda CTC either hosted, sponsored, or participated in the following events:

- March 2 – The Crucible/West Oakland Bike Summit, Oakland
- March 5 – San Joaquin Joint Powers Authority launch of the new Siemens Venture Rail Cars, Stockton
- March 8 – The Power of a Woman's Voice in honor of International Women's Day – Executive Director Lengyel participated as a Speakeasy, Inc. panelist, virtual
- March 14 – Funding Bay Area Projects to Catalyze Equitable Outcomes, a WTS event, Oakland
- March 16-17 – St. Patrick's Day Celebration, Dublin
- March 23 – Healthy Families Festival, Emeryville
- [BikeMobile](#) Outreach Events
  - **Alameda**
    - Dewey Academy
    - William G. Paden Elementary
  - **Berkeley**
    - Oxford Elementary
  - **Castro Valley**
    - Castro Valley Bike Clinic
    - Vanno Elementary
  - **Fremont**
    - Brookvale Elementary
    - Cabrillo Elementary
    - Warwick Elementary
  - **Hayward**
    - Glassbrook Elementary
  - **Livermore**
    - Altamont Creek Elementary
  - **Newark**
    - Birch Grove Intermediate
  - **Oakland**
    - Castlemont High
    - Frick United Academy of Language
    - Garfield Elementary
    - Laurel Elementary
    - Lazear Charter Academy
    - Oakland Charter High
    - Piedmont Avenue Elementary
    - Sankofa Academy
  - **Pleasanton**
    - Donlon Elementary
    - Valley View Elementary
  - **San Leandro**
    - Halkin Elementary

Finance Updates cont'd from page 3

Contracting opportunities

Alameda CTC anticipates upcoming solicitation of proposals for the following Professional Services opportunities:

- East Bay Greenway Multimodal—North Segment (Lake Merritt to Fruitvale BART Segment)
- East Bay Greenway Multimodal—North Segment (Oakland - 54th Avenue to Broadmoor Boulevard)
- Rail Safety Enhancement Program—Phase A
- Rail Safety Enhancement Program—Phase B

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

Other News  
Golden Sneaker Contest

The 2024 Golden Sneaker Contest kicked off on March 4 and ran through March 15. This much-enjoyed two-week contest encourages students, parents, teachers, and school administrators to try active modes to walk or roll to school or opt for carpooling or taking transit, which is healthier for the environment. The contest encourages teamwork and community building. Classmates work together to track active and shared travel each day with their teachers and household family members.

At the end of the competition, the classroom at each participating school with the highest percentage of students using active or shared modes receives their school's coveted Golden Sneaker trophy made with an actual donated Golden State Warrior shoe! In recognition of their hard work, students in each winning class receive a pair of golden shoe laces. The ultimate prize—the Platinum Sneaker Award—goes to the school with the highest participation in all of Alameda County. This school will participate in a

special recognition event at the April 2024 Commission meeting.

Over 100 schools throughout Alameda County registered for this year's contest.



Committee Activities  
March advisory committees

March community advisory committee highlights are as follows:

- March 7 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) received updates on the obligation status of both the One Bay Area Grant Cycle 2 and Cycle 3. The committee also received updates on the 2023 Performance Report, the 2025 Transportation Improvement Program and the Alameda County Federal Inactive Projects.
- March 14 – The [Independent Watchdog Committee \(IWC\)](#) met to establish its Annual Report Subcommittee that develops and finalizes the annual report. Members received information on Measure B and Measure BB FY 2022-23 Direct Local Distribution Audit and Program Compliance Reports. And the committee continued discussion regarding Committee Bylaws and Alameda County's High-Injury Network.
- March 25 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) approved the 2024 Paratransit Discretionary Grant Program recommendations. Member reports included updates on the Independent Watchdog Committee, the East Bay Paratransit Access Committee, and other Americans with Disabilities and Transit Advisory Committee. PAPCO members also received updates on the draft Regional Paratransit Eligibility Report, mobility management, and the agency's equity initiatives. Visit Alameda CTC's [Meetings webpage](#) for detail on upcoming meetings.