



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# EXECUTIVE DIRECTOR'S REPORT

OCTOBER 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,

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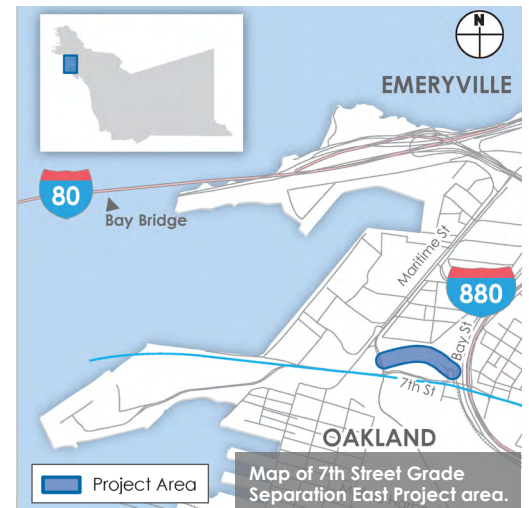
## Project Updates

The 2024 construction season is wrapping up for Alameda County Transportation Commission (Alameda CTC) and this article provides an update on four agency projects worth over \$500 million in construction that have made significant progress.

### 7th Street Grade Separation East Project

A collaboration between Alameda CTC, the City of Oakland and the Port of Oakland, the 7th Street Grade Separation East Project in Oakland is now over 20% complete since the contractor started work in November, 2023. The project will improve operations and multimodal landside access at the Port and provide a shared pedestrian/ bicycle pathway. Over the last 11 months the following activities have been completed:

- The underground telecommunication system relocation is complete;
- Pacific Cold Container building demolition is complete;
- To locate and identify existing underground utilities, utility potholing and initial work on the underground drainage system is complete;
- Deep soil mix wall construction to stabilize and reinforce soil on the west side of the project is substantially complete, with more than 40% of the walls installed; and
- The Kinder Morgan utility bridge foundations are complete and the fabricated steel utility bridge is in place.



### Projects in Partnership with Caltrans

#### I-80/Gilman Interchange

Located in Berkeley, the I-80/Gilman Interchange Project will improve safety and operations and close the gap in local and regional bicycle facilities and is now 87% complete. The following activities have been completed:

- The new Pedestrian Overcrossing connecting the Bay Trail over I-80 is now open;
- The East Shore Highway leading to Gilman at the East Roundabout is complete;
- The West Frontage Road and Gilman extension to Golden Gate Fields at the West Roundabout are finished; and

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- Storm drain, sewer, and waterline work is complete.

**I-680 Southbound Gap Closure Project**

The Interstate 680 Southbound Gap Closure Project to close the gap between existing express lanes to increase efficiency, improve travel time and reliability, and optimize freeway operations is 64% complete. Concrete and asphalt work in the southbound lanes from the 580/680 interchange to Koopman Road were finished during weekend closures in 2024. Median and outside shoulder work from the 580/680 interchange to Bernal Road is now also complete.

**State Route 84/I-680 Interchange Improvements Project**

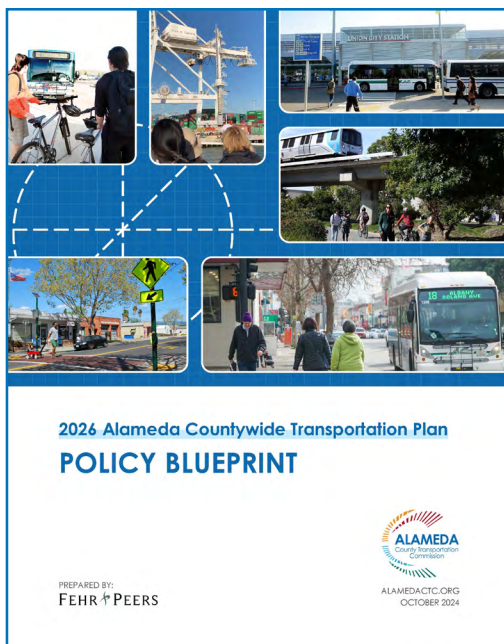
The State Route 84/I-680 Interchange Improvements Project to alleviate traffic congestion, improve operations and safety, and improve bicycle access on SR-84 and at the SR-84/I-680 interchange is 82% finished. The following activities have been completed:

- Bridge upgrades completed at I-680 Southbound Calaveras, I-680 Northbound Paloma Way, and Koopman Road;
- Retaining walls along the SR 84/I-680 interchange are complete;
- New signalized intersections at SR 84 and Little Valley Road are operational; and
- Traffic has shifted to the final alignment on SR 84 east of Little Valley Road.

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

**Planning Updates**

At the October meeting, the Commission will consider a major milestone in the Countywide Transportation Plan (CTP) update: adoption of the CTP Policy Blueprint. Developed over a full year of planning work, policy discussions and engagement, the Policy Blueprint establishes the CTP's vision, goals, and objectives focused on Commission priorities of safety, equity, climate, and economic vitality. It includes an updated High-Injury Network and brand-new Proactive Safety Network that will serve as a strong technical foundation to advance safety throughout the county.



The Commission is being asked to approve the Policy Blueprint for the Countywide Transportation Plan (CTP) including the vision, goals, and policy objectives which will guide development of the 2026 CTP.

This marks the first major milestone of a multi-year CTP update process and will guide the remaining steps in plan development, including a needs assessment, project prioritization, final strategies, and performance analysis. All aspects of the Blueprint were built in partnership with local jurisdictions and agencies, agency advisory committees, community organizations and through Commissioner input on policy priorities.

Directly carrying out recommendations in the agency's Race and Equity Action Plan, the CTP team held discussions with 40 organizations in the earliest phases of the plan process to cultivate relationships and generate future engagement opportunities that expand the agency's reach across communities. Staff will continue these partnerships across the full CTP development process, which is anticipated to be finalized in 2026.

For the more information, the full CTP Policy Blueprint is [available here](#).

**Policy News****State Update**

The 2024 legislation session concluded at the end of August, and the Governor signed two bills into law on which Alameda CTC had taken support positions. These legislative victories mark important advancements for safety, improved transportation options for all users, and a significant milestone for the Valley Link project:

1. **SB 960 (Wiener)**, known as "the Complete Streets" bill, the legislation makes California state-owned roads safer for all users by requiring Caltrans to prioritize road improvements for pedestrians, cyclists, and public transit riders. It also improves the speed and safety of public transportation by facilitating implementation of more public transportation infrastructure like rapid bus lanes and protected bus stops.
2. **SB 1068 (Eggman)**, authorizes the Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link) to use the Construction Manager/General Contractor (CM/GC) project delivery method.

One major legislative effort in the last session was SB 1031, which would

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**Project News cont'd from page 2**

have authorized the Metropolitan Transportation Commission (MTC) to place a regional transportation measure on the ballot. The bill did not advance due to a number of unresolved issues.

MTC has formed a Transportation Revenue Measure Select Committee to work towards consensus to advance legislation in the next session to address the Bay Area's transit funding challenges. Transit agencies in the region are also working together in parallel to explore fallback options. Alameda CTC continues to actively participate in meetings and will provide updates to the Commission as available.

**2025 Legislative Platform**

Staff have begun drafting Alameda CTC's 2025 Legislative Platform including contacting partner agencies to ensure an inclusive Commission platform. It will be proposed for adoption at the Planning, Policy and Legislation Committee (PPLC) in November and then Commission in December.

**Programming Updates****FY 2024-25 Transportation Fund for Clean Air Program of Projects**

The Transportation Fund for Clean Air (TFCA) is funded by a four-dollar vehicle registration fee collected by the Air District. Its goal is to reduce vehicle emissions beyond current regulations. Alameda CTC, as the designated TFCA County Program Manager, oversees 40 percent of the TFCA funding generated in Alameda County.

Funding is distributed based on an established TFCA formula that allocates 70 percent to local jurisdictions according to population, with a minimum of \$10,000 for each, and 30 percent for discretionary transit-related projects. In May 2024, the Air District Board approved the Fiscal

Year (FY) 2024-25 TFCA Expenditure Plan, which allocated \$3.087 million to Alameda County for eligible projects, such as shuttles, bicycle facilities, and alternative fuel infrastructure.

Alameda CTC issued a stand-alone call for projects in May 2024 and is now recommending programming the entire \$3.087 million to the recommended projects.

**Concannon Crossing Improvement Project**

In 2021, Alameda CTC awarded \$323,000 in Measure B funding for the Concannon Crossing Improvement Project in Livermore. The bicycle and pedestrian improvement significantly enhances safety at two intersections: Concannon Boulevard at Robertson Park Road and Epsom Street in Livermore. Improvements include building ADA-compliant curb ramps, extending curbs, adding pedestrian and bicycle buttons, and upgrading intersection markings and signage. The project also creates a safer route for pedestrians from the residential neighborhood to Sunset Elementary School and improves access to the Arroyo Bike Trail. Improvements were completed earlier this year.

**Finance Updates**

October was a busy month for the Finance team as independent auditors from Maze and Associates concluded the financial audit. The Finance team worked with auditors to draft an Annual Comprehensive Financial Report (ACFR) for the period ended June 30, 2024. Preparing this report promotes financial transparency and accountability for the residents of Alameda County.

The ACFR includes a wide range of information including management's discussion and analysis, various financial

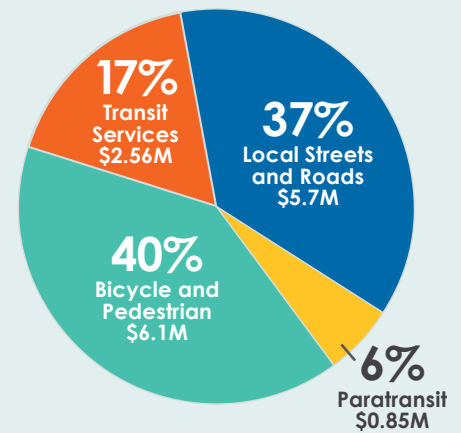
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**Transportation Investments**

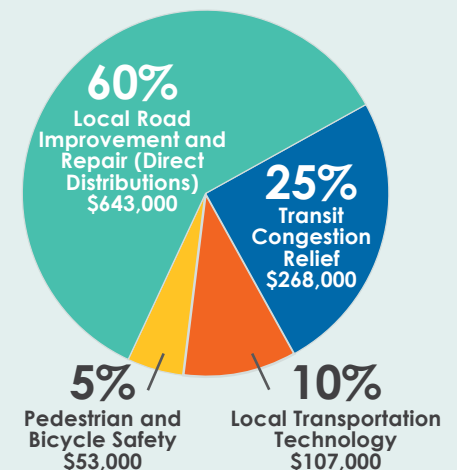
Alameda CTC supports the future of Alameda County by equitably investing in projects and programs throughout the county to improve transportation.

**Measure BB Program Distributions**

Measure BB Direct Local Distributions began in April 2015 and total over \$1.0 billion. On average, \$17 million is distributed every month to DLD recipients; in July 2024, more than \$15 million was distributed.

**Vehicle Registration Fee**

Since 2011, Alameda CTC has distributed more than \$96 million for local road repair. On average, \$600,000 is distributed monthly to DLD recipients with approximately \$372,000 available for discretionary programming.





## Agency Activities

In October, the following events were either hosted, sponsored or participated in by Alameda CTC:

- October 5 – Emeryville Harvest Festival
- October 9 – International Walk and Roll to School Day 2024 led by Safe Routes 2 Schools
- October 12 – Dublin Harvest Festival
- October 17 – Groundbreaking for East Bay Asian Local Development Corporation Chinatown TOD Senior Affordable Housing project
- October 20-23 -- Mpart Transit + Community Conference, Philadelphia, PA
- October 24 – Caltrans Calmentor Quarterly Meeting

### Bike Mobile October 2024 activities:

- October 1 – Arroyo Seco Elementary, Livermore
- October 2 – Brier Elementary, Fremont
- October 3 – Newark Memorial High, Newark
- October 4 – Highland Community School, Oakland
- October 5 – Hayward
- October 6 – John Gomes Elementary, Fremont
- October 7 – Halkin Elementary, San Leandro
- October 8 – Wells Middle, Dublin
- October 9 – Palomares Elementary, Castro Valley
- October 10 – The Academy of Alameda, Alameda
- October 11 – Oakland Technical High, Oakland
- October 12 – Piedmont Avenue Elementary, Oakland
- October 14 – Donlon Elementary, Pleasanton
- October 16 – Skyline High, Oakland
- October 17 – Thornton Middle, Fremont
- October 18 – Birch Grove Primary, Newark
- October 19 – Sequoia Elementary, Oakland
- October 20 – Chabot Elementary (Oakland), Oakland
- October 22 – Ocean View Elementary, Albany
- October 23 – Castro Valley High, Castro Valley
- October 24 – San Leandro High, San Leandro
- October 25 – Ruus Elementary, Hayward

### Finance Updates cont'd from page 3

reports, note disclosures, required and other supplementary information, and statistical analysis. It also includes a federal compliance section including a single audit related to federal awards utilized during the fiscal year. The draft ACFR will go to the Audit Committee for review in October and will go to the Finance and Administration Committee (FAC) in November and the Commission for final approval in December.

### Contracting Opportunities

Alameda CTC anticipates upcoming solicitation of proposals for the following professional services and construction contracts:

### Professional Services

- Financial Audit Services
- Human Resources Consulting and Support Services
- Central County Communities Connection Plan
- Rail Safety Enhancement Program – Phase A
- San Pablo Avenue Parallel Bike

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

## Committee Activities

### October 2024 advisory committee activities

The following advisory committees met during October. Highlights include:

- October 5 – The Alameda County Technical Advisory Committee (ACTAC) approved the FY 2024-25 Transportation Fund for Clean Air Program of Projects. The Committee also approved the Countywide Transportation Plan Policy Blueprint and High-Injury Network and Priority Safety Network Report.
- October 17 – The Bicycle and Pedestrian Advisory Committee (BPAC) reviewed the MTC Complete Streets Checklist for the Eden Greenway Active Transportation Corridor and received updates on the East Bay Greenway Multimodal Project and reviewed the MTC Complete Streets Checklist for the phase one project from Lake Merritt to Bay Fair. The Committee also received an update on the Countywide Transportation Plan Policy Blueprint and High-Injury Network and Priority Safety Network Report.

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

## Bikeways Academy Multimodal Corridor Planning & Implementation



The next Bikeways Academy webinar to facilitate information exchange and technical training for agency staff throughout the county is scheduled for Thursday, November 14th from 10:00 AM to 11:30 AM. Panelists will focus on multimodal corridor planning and implementation, sharing their lessons learned from stakeholder coordination, outreach, and design iteration. Valuable insights into policies, processes, and strategies will be shared.