

Aerial view of prior construction area where landscaping will be installed at the Interstate 880 Marina Boulevard interchange. Photo courtesy of the California Department of Transportation.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

JULY 2020

Keeping Our Promises

Alameda CTC is keeping our promises of delivering projects and programs while supporting jobs and the economy. I am ensuring that all our staff are able to work remotely and continue 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,

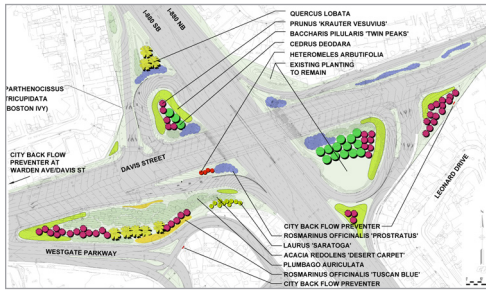
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Project Updates

Updates along the Interstate 880 and 680 corridors



Rendering of planned landscaping along Interstate 880 at Davis Street.

The Interstate 880 (I-880) Landscaping at Davis Street and Marina Boulevard Interchanges

project, located in the City of San Leandro, will replace trees and other vegetation at the Davis Street and Marina Boulevard interchanges. This project will satisfy the provisions of the approved environmental document for the I-880 Southbound High-Occupancy Vehicle (HOV) Lane – South Segment project, which Alameda CTC sponsored and opened to the public in October 2015. Construction is scheduled to begin in August 2020 and will last approximately six months. The estimated capital construction value is \$2.3 million and is funded by both City of San Leandro and Alameda CTC administered funds.

Also, along I-880 in coordination with the cities of Hayward and Union City, Alameda CTC is working to modernize the [interchanges at Whipple Road/Industrial Parkway Southwest and](#)

[Industrial Parkway West, as part of the I-880 Interchange Improvements project.](#)

The project will include interchange on-and off-ramp reconfigurations, modifications and/or replacement of bridge structures, local roadway realignments and restriping, and bicycle and pedestrian improvements. The project is currently in the Project Approval and Environmental Document (PA&ED) phase, which will be completed later



Project area for the Interstate 880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) project.

this year. The right-of-way and final design phases are anticipated to begin in early 2021. In support of that, Alameda CTC will release a Request for Proposals this summer to acquire professional services to deliver this work, including construction contract documents.

With the opening of the [Interstate 680 \(I-680\) Sunol Express Lanes](#) rapidly approaching, adoption of Toll Policies, Business Rules and a Toll Enforcement Ordinance began this month. These policies are consistent with other regional express lane policies to ensure [Project Updates cont'd on page 4](#)

Planning and Program Updates

2020 Countywide Transportation Plan Update

July is a critical month for the 2020 Countywide Transportation Plan (CTP). Alameda CTC staff will present core recommendations to agency committees (the Alameda County Technical Advisory Committee and the Planning, Policy and Legislation Committee) and the Commission, which represents the culmination of months of technical analysis and engagement. The core recommendations will include:

- **10-Year Priority Projects and Programs:** a set of projects to be advanced over the next 10 years to help Alameda County address its transportation needs and advance the County towards the CTP vision and goals.
- **Strategies and Near-Term Priority Actions:** a set of strategies that will inform funding, advocacy, policy, planning, technical assistance and project implementation at Alameda CTC. Near-term actions are identified to implement strategies over the next four years until the next update of the CTP.

July's presentation will launch a final phase of public outreach for the transportation plan in late summer and early fall. Plan adoption is anticipated in late 2020.

Rail Safety Enhancement Program

In July, staff will request award of two contracts that will advance the Rail Safety Enhancement Program (RSEP) in Alameda County. Alameda County has high volumes of freight and passenger rail activity, often in close proximity to residential neighborhoods, schools and commercial districts. Alameda County was identified by the Federal Railroad

Administration as having the fourth highest incidents of trespassing fatalities at railroad rights-of-way in the nation. The RSEP will address existing safety issues along rail tracks and mitigate against future safety issues as rail service increases.

Award of two contracts, one for Program Management Oversight and the other for Design and Environmental Services, will enable Alameda CTC to develop construction-ready packages at 28 at-grade crossings and two trespass locations over the next two years, with the option to extend for design of the remaining 17 crossings in the full Rail Safety program. Implementing the RSEP will entail close coordination with Union Pacific Railroad (UPRR), owner of rail tracks and right-of-way throughout the County, as well as with eight of our cities and the rail Operators.



A typical at-grade crossing at L Street in the City of Livermore that requires improvement.

Programming Updates

Timely Use of Funds

The outbreak of COVID-19 is an unprecedented event that has created significant economic disruptions to industries throughout the country. Many Bay Area businesses and agencies have put their best foot forward to implement contingency plans to mitigate the impact of this pandemic. Alameda CTC seeing the need to lessen these impacts, has proactively amended guidelines to address jurisdictional needs.

Alameda CTC administers three local fund sources—Measures B and BB and the Vehicle Registration Fee (VRF)—and makes monthly direct local distribution (DLD) payments to local jurisdictions, the County and transit agencies for transportation improvements. Implementation guidelines of the [Timely Use of Funds Policy](#) were developed to specify requirements that DLD recipients must follow in their use of Measure B, Measure BB and VRF DLD funds so that the public can experience timely benefits of this jurisdictional funding.

The Alameda CTC Commissioners unanimously approved an extension of the agency's Timely Use of Funds policy for one year, allowing revenue-strapped jurisdictions and transit agencies to strategically draw down their fund balances and manage expenditures through the coming fiscal year. Alameda CTC will continue to review potential modifications to the Timely Use of Funds policy to ensure that it is feasible and effective in achieving the intended goal of encouraging the expeditious use of DLD funds.

Measure B and Measure BB support for meal delivery programs

The COVID-19 pandemic and the resultant Shelter in Place order across Bay Area counties has altered the current state of sales tax and VRF program revenues, altered available local staff resources and reshaped near-term transportation needs. In consideration of the COVID-19 impact, Alameda CTC approved an interim policy for FY 2020-21 to allow eligibility for costs associated with meal delivery to all local Measure B and Measure BB DLD recipients. The Meals on Wheels program and other meal delivery services provide meals directly to seniors and people with disabilities who are

unable to use transportation services. With the emergence of COVID-19, and required distancing among individuals to minimize the spread and associated health risks, meal delivery programs are a critical service for seniors and people with disabilities who are sheltering in their homes. The interim policies allow all DLD recipients the option to use their DLD funds to support transportation elements of their jurisdictional meal delivery program operations, which have become a service priority for seniors and people with disabilities in the County.

Annual Obligation Plan for FY 2020-21

The Metropolitan Transportation Commission's (MTC) Regional Project Delivery Policy, Resolution 3606, requires MTC to develop an Annual Obligation Plan by October 1st of each year in coordination with local agencies and the California Department of Transportation (Caltrans). MTC takes an active role in monitoring the various State Senate Bill 1 (SB 1) funding sources administered by Caltrans Local Assistance. Caltrans and MTC require local agencies to have a Local Agency Single Point of Contact (SPOC) for all federal and state-funded projects administered by Caltrans Local Assistance. To assist with monitoring the delivery deadlines of SB 1 funding, MTC has developed a California Transportation Commission (CTC) Allocation Plan, which is a list of projects with a CTC allocation deadline in the current fiscal year.

This fall, Alameda CTC will reach out to local jurisdictions to actively monitor the delivery status of the projects included in the Federal Fiscal Year 2020-21 Obligation and CTC Allocation Plans to ensure compliance with MTC's requirements.

Finance Updates

Agency interim audit activities

During June, the finance team worked with auditors from Maze and Associates, Alameda CTC's independent auditors, to provide all information and documents requested for interim audit activities. During this interim audit period, auditors worked to determine the most effective way to test significant audit areas and balances, performed compliance testing and reviewed internal controls, policies and procedures. Also, the auditors met with Alameda CTC's Audit Committee to review the Statement on Auditing Standards (SAS) 99 required communications and to review their plan for the upcoming annual financial audit, which will take place in late August and early September.

Staff continues to keep a close watch on sales tax revenue information from the California Department of Tax and Fee Administration. Sales tax revenue received through June is slightly under budget for the fiscal year, but overall effects of COVID-19 on sales tax revenues is not yet clear.

Contracting opportunities

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

Professional Services contracts

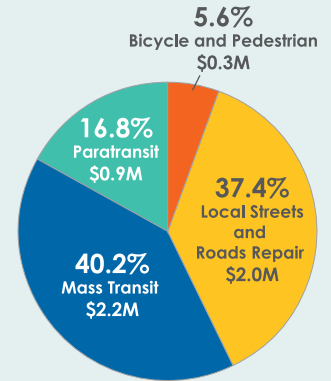
- Project Delivery Services
- I-880 Interchanges (Whipple Road/ Industrial Parkway Southwest and Industrial Parkway West) Improvements
- Paratransit Coordination Services
- State Route 262 (Mission Boulevard) Cross Connector
- Contract Equity Support Services
- Information Technology Support Services
- Oakland-Alameda Access Project
- Operations Management and Support Services

Finance Updates cont'd on page 4

Transportation Investments

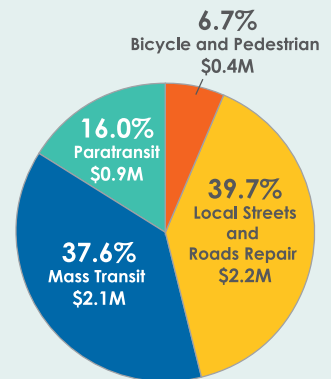
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$384.2 million; over \$5.4 million was distributed in April 2020.



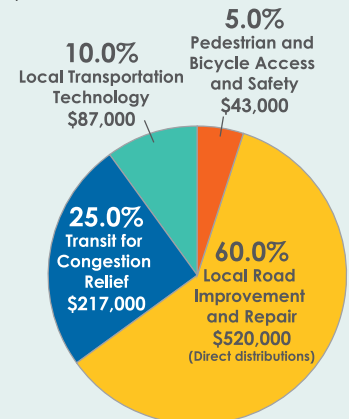
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.1 billion since 2002. In April 2020, over \$5.6 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$64.3 million for local road repair; over \$0.8 million was collected in April 2020.



Agency Activities

Alameda CTC was scheduled to host, sponsor or participate in a number of events during the month of June; the bulk of them, including BikeMobile events and school visits, were either canceled or postponed due to COVID-19.

The following event was held virtually:

- June 18 - I-680 Express Lanes from SR-84 to Alcosta Boulevard Open House, Virtual Meeting

Because of the spike in COVID-19 cases in recent days, Governor Newsom has ordered many businesses to again close. Although it is not clear when things will reopen, we continue to look forward to events resuming once new directives from the state and health officials are given.

Project Updates cont'd from page 1

express lane users have a smooth transition from one facility to the next. Updates to the existing I-580 Express Lanes Toll Policies, Business Rules and



Toll Enforcement Ordinance are also underway to achieve consistency between the two facilities.

For more information on these and other Alameda CTC projects, visit the [Projects web page](#).

Finance Updates cont'd from page 3

Construction contracts

- 7th Street Grade Separation East – Construction Services
- SR-84 Plant Establishment Services

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

Other News

Alameda CTC's 18th Annual Independent Watchdog Committee Report to the Public

Every year, Alameda CTC's Independent Watchdog Committee (IWC) reviews all agency expenditures, Measure B and Measure BB, and performance measures. The committee reports its findings to the public each year to ensure that use of sales tax funds on transportation programs and projects are done in accordance with the intent of the two voter-approved measures passed by voters in 2000 and 2014, and to provide the status of active Measure B and Measure BB capital projects. The report documents expenditures on transportation programs and projects throughout Alameda County that are intended to expand access and improve mobility to foster a vibrant and livable Alameda County.



Fiscal Year 2019-20 Independent Watchdog Committee members.

On Monday, July 13, 2020, the IWC held a [public hearing](#) to receive comment on its draft 18th Annual Independent Watchdog Committee Report to the Public. The draft report, which is an item on the meeting agenda, can be viewed at https://www.alamedactc.org/wp-content/uploads/2020/07/4.2_IWC_18th_Annual-Report_6_29_20_B_20200713.pdf.

The final report to the public is anticipated in August 2020 and will be

available at Alameda CTC's [Reports web page](#).

Committee Activities

July advisory committees

In July, the following community and/or technical advisory committees met. Highlights from those meeting are as follows:

- July 9 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) met to approve the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program and the submittal to MTC of the updated Plan Bay Area 2050 Project List and Performance Strategies for Alameda County. The committee also received an overview of the draft 2020 CTP recommendations that include the draft final countywide 10-year priority project list, draft final strategies, draft near-term priority actions, long-term projects, programmatic investment types and the approach to addressing COVID-19 in the CTP.
- July 13 – The [Independent Watchdog Committee \(IWC\)](#) approved the election of its FY 2020-21 chair and vice chair and its calendar/work plan. The committee also approved the draft 18th Annual IWC Report, along with its associated costs for publication and distribution, and reviewed the draft press release for the report. Committee members discussed their issues identification process, the Independent Auditor Work Plan, and the FY 2018-19 Measure B and Measure BB Program Compliance Summary Report prior to receiving a staff report on the upcoming fiscal year IWC budget and discussing next steps for IWC projects and programs on its watchlist.