

ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

MAY 2021

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 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,

Tess

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Project Updates

Breaking ground in 2021

Measure BB has been instrumental in leveraging external funds for many of the Alameda County Transportation Commission's (Alameda CTC) projects, and the [Interstate 80 \(I-80\)/Gilman Street Interchange Improvement](#) project is no exception. To date, the project has received \$48 million in state and federal funds, which accounts for 63.5 percent of the total project cost.

On May 20, 2021, Alameda CTC broke ground on this long-awaited project that has been 20 years in the making. The groundbreaking event marked the beginning of construction activities for Phase 1 of the project, which will construct a new bicycle/ pedestrian bridge overcrossing (POC) on I-80 just south of the Gilman Street Interchange. The new bridge will have a look and feel similar to the POC at University Avenue.



Rendering of the I-80/Gilman Street bicycle and pedestrian overcrossing.

Phase 2 of the project will construct two roundabouts at the Gilman

Street Interchange and improve approximately one mile of bicycle/ pedestrian facility to connect the many businesses and public amenities in the area. This phase is scheduled to be advertised in the summer of 2021 and begin work in the fall of 2021. Additionally, the installation of safety elements at the Union Pacific Railroad crossing on Gilman Street and the closure of the Camelia Street crossing will minimize conflicts between trains, motorists, bicyclists and pedestrians.



Rendering of a roundabout at the Gilman Street interchange on the east side of I-80.

In partnership with the California Department of Transportation (Caltrans), both phases have been carefully staged to minimize impacts to the public from construction activities and to make portions of the improvements available to the public as soon as the work is completed. Consideration has also been given to maintain access for users of the Bay Trail throughout the duration of the construction phase, which is scheduled to be completed in 2023.

For closures and traffic related information during construction, visit

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

Planning and Program Updates

May 2021 Safe System Approach

Improving overall transportation safety is a core need and priority coming out of the 2020 Countywide Transportation Plan. To support implementation of this goal, staff held a mini-training at the May Alameda County Technical Advisory Committee (ACTAC) meeting on the Safe System Approach. The Safe System Approach, currently led by the Federal Highway Administration (FHWA), is a national road safety leadership initiative to develop a coordinated approach to reaching zero deaths in the transportation system within the next 30 years.

The Safe System Approach is guided by six principles that help reframe consideration of safety in transportation planning, engineering and operations:

1. Death/serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial



More information on how to implement these principles can be found on the [FHWA website](#), and all materials

presented during the ACTAC mini-training are posted to the [Alameda CTC meetings webpage](#).

Alameda CTC looks forward to supporting our partner agencies in implementing elements of this approach. Additionally, Alameda CTC has a commitment to safety through funding capital projects that have safety elements, especially near schools, supporting state and federal legislative changes supporting safety, including safety as a core element of our capital projects, and continuing resource sharing and training through our monthly meetings with ACTAC.

Policy News

Fiscal Year 2019-20 annual reports

Each year, Alameda CTC releases its Agency Annual Report and the Interstate 680 Sunol Southbound Express Lane Annual Report.



Agency Annual Report

The [2020 Annual Report](#) presented to the Commission this month details Alameda CTC's key programs and projects funded by Measure, B, Measure BB and the Vehicle Registration Fees that:

- Improve our transportation through the expansion of mobility and accessibility
- Build our future through highway modernization, multimodal improvements, innovation and sustainability, and

- Serve our communities through encouragement of community input, having an open and transparent public process and support of the growth and vitality of the economy with systems that create local jobs.



Interstate 680 Sunol Southbound Express Lane Annual Report

The I-680 Sunol corridor is one of the most congested corridors in the Bay Area. Investment in this corridor for the extension of express lanes provides congestion reduction and more reliable travel times, providing an additional option for those traveling the corridor. The [Fiscal Year \(FY\) 2019-20 I-680 Sunol Southbound Express Lane Annual Report](#) highlights corridor usage, data on toll rates, overall financial information, as well as milestones for ongoing projects to extend the I-680 Express Lanes.

Programming Updates

Safe and Seamless Mobility Quick-Strike Program update

On March 30th, project nominations for the Metropolitan Transportation Commission's (MTC) Safe and Seamless Mobility Quick-Strike Program were submitted as approved by the Alameda CTC Commission on March 25th. The program—a part of MTC's One Bay Area Grant program (OBAG 2) framework for programming discretionary federal funding—is a one-time,

competitive grant program intended to benefit communities responding and adapting to the COVID-19 environment. Through Alameda CTC's nominations, a total of \$15 million was requested for 12 projects in Alameda County. Nominated projects conformed to the program guidance and timelines, and reflect regional and local priorities.

During April, MTC evaluated nominated projects from around the region. They are scheduled to release final Quick-Strike program recommendations by early May. Sponsors of the recommended projects will have until May 21st to provide any remaining required application materials, including governing body-approved resolutions of local support, and will have until September 2022 to receive a federal funding authorization from the California Department of Transportation and the Federal Highway Administration.

City of Fremont Warm Springs BART West Access Bridge and Plaza – Measure BB



This summer, the City of Fremont will complete construction of a pedestrian and bicycle bridge over the Union Pacific Railroad tracks, connecting the Warm Springs/South Fremont BART Station to a new public plaza west of the station. [This \\$40 million project](#) is funded with \$30 million in Measure BB sales tax program funds to support the construction of the improvements with an additional \$10 million from the City of Fremont. Once completed, the bridge

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

Finance Updates

Proposed FY 2021-22 annual budgets

During April, the finance team worked diligently to produce staff reports and supporting documentation that are before the Commission for approval in May including, but not limited to:

- Alameda CTC and Sunol Joint Powers Authority (JPA) proposed budgets for FY 2021-22
- Proposed update to FY 2020-21 sales tax revenue budgets
- Third quarter financial reports for Alameda CTC and the Sunol JPA
- Alameda CTC third quarter investment report
- Annual investment policy update, and
- Restatements of the Alameda CTC Flexible Spending Account Plan document to incorporate changes allowed as per the Consolidated Appropriations Act, 2021 IRS Notice 2021-15 and the American Rescue Plan of 2021, which were enacted to provide economic relief to families in response to the COVID-19 pandemic.

Many of these staff reports include significant documents that will guide agency activities through the end of the current fiscal year and FY 2021-22. Most notable is the Alameda CTC proposed budget for next fiscal year, which includes revenues of \$360 million and expenditures of \$306.9 million, including capital rollover budget authority from the prior fiscal year.

Contracting opportunities

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

Professional Services contracts

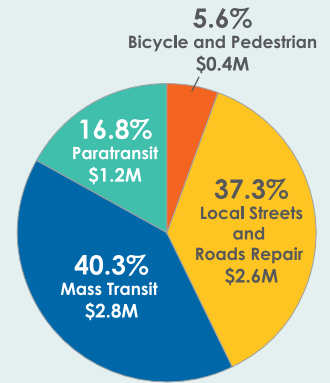
- Oakland Alameda Access Project
- I-680 Express Lanes Southbound Gap Closure
- I-580 Sustainable Corridor Strategy

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Transportation Investments

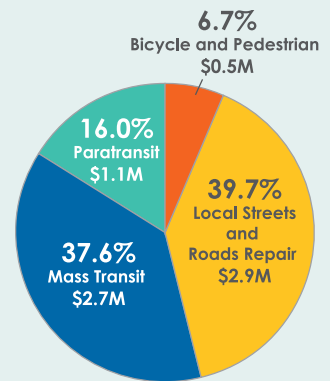
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$453.1 million; over \$7.0 million was distributed in February 2021.



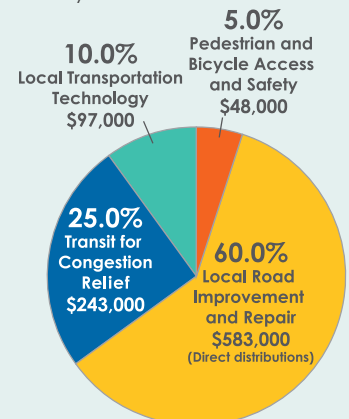
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.2 billion since 2002. In February 2021, over \$7.2 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$70.6 million for local road repair; over \$0.9 million was collected in February 2021.



Agency Activities

In the month of May, Alameda CTC hosted, sponsored or participated in the following virtual events:

- **BikeMobile virtual school events:**
 - May 3 – Martin Luther King, Jr. Middle, Hayward; James Leitch Elementary, Fremont
 - May 4 – Martin Luther King, Jr. Middle, Hayward
 - May 6 – Hayward; Bridges Academy, Oakland
 - May 7 – Martin Luther King, Jr. Middle, Hayward; Lincoln Middle, Alameda
 - May 10 – Martin Luther King, Jr. Middle, Hayward; James Leitch Elementary, Fremont
 - May 11 – Henry P. Mohr Elementary, Pleasanton; Oakland International High, Oakland
 - May 12 – Martin Luther King, Jr. Middle, Hayward; Henry P. Mohr Elementary, Pleasanton; Oakland International High, Oakland
 - May 13 – Martin Luther King, Jr. Middle, Hayward; Henry P. Mohr Elementary, Pleasanton; Oakland International High, Oakland
 - May 14 – Martin Luther King, Jr. Middle, Hayward; Henry P. Mohr Elementary, Pleasanton
 - May 17 – Martin Luther King, Jr. Middle, Hayward
 - May 18 – Martin Luther King, Jr. Middle, Hayward; Oakland International High, Oakland
 - May 19 – James Leitch Elementary, Fremont
 - May 20 – Martin Luther King, Jr. Middle, Hayward
 - May 21 – Martin Luther King, Jr. Middle, Hayward; Joshua Chadbourne Elementary, Fremont
 - May 28 – James Leitch Elementary, Fremont
 - May 31 – Martin Luther King, Jr. Middle, Hayward
- May 10-14 - Bike to the Moon Week
- May 20 – Virtual groundbreaking for the Interstate 80/Gilman Street Interchange Improvements Project
- May 21 – Bike to Wherever Day
- May 27 – A virtual presentation to the Associated General Contractors of California Bay Bridges Board of Directors

Other News

Fiscal year 2021-22 Paratransit Program Plan Review

Each year, agencies that receive Measure B and Measure BB Direct Local Distribution (DLD) funds for transportation for seniors and people with disabilities (paratransit) are required to submit a program plan and budget based on an estimate of annual sales tax revenue for the forthcoming fiscal year provided by Alameda CTC.

At the January 2021 Paratransit Technical Advisory Committee meeting, staff provided an overview of the program plan process and forms, as well as the estimate of annual sales tax revenue for FY 2021-22. In April, the Paratransit Advisory and Planning Committee (PAPCO) reviewed and provided input on the plans, and during their remote subcommittee meetings on April 26th and 27th, PAPCO members provided recommendations. The subcommittees' recommendations will be considered by PAPCO in June.

Projects Updates cont'd from page 1

Caltrans' website: <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-alameda-80-gilman-interchange-improvement-project>.

And for information on this and other Alameda CTC projects, visit the [Projects webpage](#).

Programming Updates cont'd from page 3

will provide pedestrian and bicycle access to the west side of the Warm Springs/South Fremont BART Station, facilitating access for the residents in the new Warm Springs/South Fremont communities and employees from nearby businesses, such as Tesla and Thermo Fisher.

Committee Activities

May advisory committees

In May, the following community advisory committee met.

Highlights include:

- May 6 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) met in May to approve the Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement Program. The committee received updates on MTC's Safe and Seamless Mobility Quick-Strike Program (see more detailed information about this program on page 3, Programming Updates) and the Local Business Contract Equity Program reporting requirements and procedures. Committee members also received information on recent training and discussion about the Safe Systems Approach, a new paradigm to reframe safety by proactively designing for safety, working toward a transportation system with zero deaths.
- May 27 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) approved projects that are to be a part of Alameda CTC's annual request for MTC for Transportation Development Act Article III funding. In addition to receiving an update on the Caltrans District 4 Highways Study, committee members elected the FY 2021-22 Chair and Vice Chair.

Finance Updates cont'd from page 3

- I-880 Interchanges Improvements
- Transportation Demand Management Program
- General Legal Counsel Services

Construction

- State Route 84 Plant Establishment

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

