

Alameda CTC is 10 Years Strong!



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

SEPTEMBER 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,

Tess

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Alameda CTC Celebrates 10 Years

Continuing to expand access and improve mobility in the County

September marks the 10-year anniversary of the Alameda County Transportation Commission (Alameda CTC), and as the agency transitions from one decade to the next, Alameda CTC is well-positioned to take on the challenges and opportunities that are integral to the delivery of critical transportation projects and programs, transit service, and innovative and effective programs to expand access and improve mobility throughout the County.

Building on successes of the past decade:

- Passage of the **2014 Alameda County Transportation Expenditure Plan**—the \$8 billion Measure BB
- Delivery of a more than \$800 million **Proposition 1B Bond-funded Capital Program**
- Delivery of the **2000 Measure B Capital Program** (almost 10 years ahead of schedule)
- Receipt of **AAA credit ratings from Fitch Ratings and Standard and Poor's Ratings Services** for Measure B sales tax revenue bonds—the highest possible rating

Alameda CTC continues to move things forward, even in the face of the COVID-19 pandemic, through:

- Project delivery and oversight of local and major regionally-significant transit,

roadway, active transportation and rail improvement projects

- **Multimodal projects and programs** development and implementation, including monitoring performance of the transportation system and development of multimodal plans for major arterials in the County, including the **San Pablo Avenue Corridor** and the **East 14th Street/Mission and Fremont Boulevard Multimodal Corridor** projects
- Development and management of **express lanes and electronic tolling systems**
- Implementation of countywide programs for children, families, seniors and people with disabilities that include the **Student Transit Pass Program** and the **Safe Routes to Schools Program**, which has launched **online programming** during the COVID pandemic
- Updating the **Countywide Transportation Plan** to establish the vision for the transportation system serving Alameda County and identify near- and long-term priority projects and programs
- Implementation of Alameda CTC's **Comprehensive Investment Plan**

Additionally, Alameda CTC has amended current requirements to more effectively serve people and communities during the time of this pandemic, including ensuring that our most vulnerable have access to essential services:

- Seniors and people with disabilities have been acutely impacted by the COVID-19 pandemic. An interim

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policy has been installed for fiscal year (FY) 2020-21 to allow eligibility for transportation costs associated with meal delivery programs for all local Measure B and Measure BB direct local distribution (DLD) recipients, to assist in the provision of meals directly to seniors and people with disabilities who are unable to use transportation services due to the emergence of COVID-19.

- Creation of a [COVID-19 Rapid Response Bicycle and Pedestrian Grant Program](#) to support Alameda County's economic recovery from the impacts of COVID-19 and capitalize on the need for safe space for walking and biking in neighborhoods. Funds for this program are designated for quick-build capital transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses.
- Extension of Alameda CTC's Timely Use of Funds policy, which applies to Measure B, Measure BB and Vehicle Registration Fee funds allocated to cities, the county and transit operators. The policy is being extended by one year to ensure that no disruption of funding occurs due to the challenges with the pandemic. This extension offers relief to revenue-strapped jurisdictions and transit agencies, allowing them an additional year to draw down their fund balances and strategically manage expenditures through FY 2020-21.

Alameda CTC anticipates approximately \$4.5 billion in agency-administered projects in the next 15 years. **Alameda CTC is moving forward 10 years strong!**

Project Updates

Projects moving forward

Alameda CTC continues to advance projects that will provide critically-needed safety and mobility improvements across the County. This month highlights two projects in the County that will improve safety and accessibility for pedestrians and

cyclists, improve connectivity between interstates and alleviate regional traffic impacts to local streets.



Rendering of proposed streetscape at 6th and Webster Streets for the Oakland-Alameda Access Project.

After three decades of planning, the [Oakland-Alameda Access Project](#) is moving forward with one consensus alternative. Located in the cities of Oakland and Alameda along Interstate 880 (I-880), the project will improve safety, connectivity, and accessibility for pedestrians and cyclists:

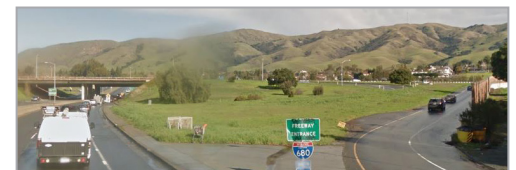
- To and from the City of Alameda
- In the City of Oakland's Chinatown area, and
- For vehicles traveling between I-880 and Alameda

The project Preliminary Engineering and the Draft Environmental Document (DED) are in the final stages of development. The DED will be released for public comment in September 2020 for a 60-day comment period, and a virtual public hearing will be held in late October 2020, with the intent to finalize the Environmental Document in mid-2021. In late 2020, Alameda CTC intends to issue a Request for Proposal for the Design phase of this project, a named Measure B and Measure BB project. Design is scheduled to be completed in late-2022, with construction estimated to begin mid-2023, pending funding availability.

The [SR-262 \(Mission Boulevard\) Cross Connector](#) project is a major east-west connector between Interstates 880 and 680 in the City of Fremont. The

project proposes to improve safety for all users, reduce congestion and improve traffic flow and connectivity for both local and regional traffic along and in the vicinity of SR-262. Alameda CTC in cooperation with Caltrans and the City of Fremont is completing the supporting technical investigations for the Project Initiation Document (PID) Phase. The technical investigations inform the level of effort that is likely needed to support the project's goals. Once the PID is complete and approved by Caltrans, the project will move into the Project Approval and Environmental Document phase. Alameda CTC, in cooperation with Fremont, intends to start the Environmental phase in 2021.

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



Eastbound State Route 262 at the Interstate 680 southbound on-ramp.

Planning and Program Updates

2020 Countywide Transportation Plan is nearing completion

In August, the Alameda County Transportation Commission (Alameda CTC) staff initiated the final phase of outreach on the draft 2020 Countywide Transportation Plan (CTP). This outreach consists of a virtual open house on the agency website, with a survey for members of the public to offer their input regarding the prioritization of strategies in the draft Plan. The survey has been disseminated to communities through a number of public information contacts throughout Alameda County, social media and email distribution lists.

Additionally, staff will attend several virtual meetings with various community groups throughout the County. Virtual outreach will be live through September 30, at which time staff will then summarize findings and report back to Alameda CTC's Planning, Policy and Legislative Committee and Commission at the November meetings for final approval of the 2020 CTP.

Safe Routes to Schools/International Walk and Roll Week

Each year, International Walk and Roll to School Day joins millions of students around the world in promoting active school travel during the month of October. For the 2020 school year, the Alameda County Safe Routes to Schools (SR2S) Program will observe this event by hosting a virtual, interactive International Walk and Roll Week starting Monday, October 19, 2020 through Friday, October 23, 2020.

As students practice physical distancing and learn online, this event will be a great way for the community to engage in and support one other in a school-wide activity that's good for the mind and the body.

Much like a school spirit week or school-wide participation challenge, each day of International Walk & Roll Week will be assigned a theme associated with walking, biking, and other ways of exercising. Participants will use an online "passport" that can be used to track progress and participation. There will also be social media posts and prizes.

Visit alamedacountysr2s.org for event updates as we kick off a safe, active and healthy school year. Additionally, [Alameda CTC's SR2S program website](#) offers an array of online learning resources, curriculum for travel safety training and webinars customized for distanced learners.

Finance Updates

Final FY 2019-20 audit begins

During recent months, Alameda CTC's Finance Team has been working to finalize and close out the FY 2019-20 financial books to provide auditors with a trial balance and draft financial statements for the final audit. In addition, staff has been working with auditors on various aspects of the audit, including the federal single audit, to get a head start to ensure all work is completed in a timely fashion. Completing this work in a timely way will minimize the challenge of completing audit activities remotely due to the pandemic.

Staff is keeping a close watch on sales tax revenue information from the California Department of Tax and Fee Administration (CDFTA) to better understand the effects of COVID-19. For FY 2019-20, Alameda CTC sales tax revenues were slightly lower than budget; however, additional revenues related to the various relief provided to small businesses authorized by the Governor's Order in March are expected to be realized in November 2020 when returns are filed.

Contracting opportunities

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

Professional Services contracts

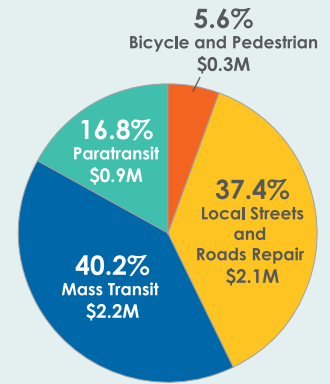
- I-880 Interchanges (Whipple Road/ Industrial Parkway Southwest and Industrial Parkway West)
- Paratransit Coordination Services
- Oakland-Alameda Access Project
- SR-262 (Mission Boulevard) Cross Connector
- Contract Equity Support Services
- Information Technology Support Services
- East Bay Greenway (Lake Merritt BART to South Hayward BART)
- Operations Management and Support Services

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Transportation Investments

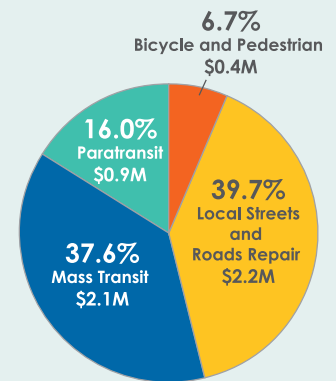
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$397.3 million; over \$5.5 million was distributed in June 2020.



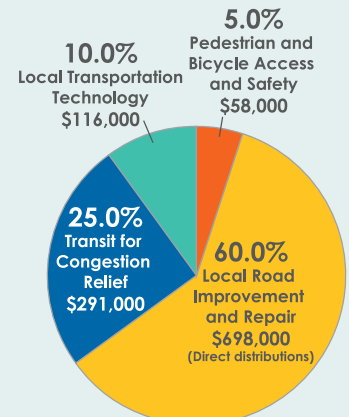
Measure B Program Distributions

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



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$65.6 million for local road repair; over \$1.1 million was collected in June 2020.



Agency Activities

Alameda CTC was scheduled to host, sponsor or participate in a number of events from late July through September. The bulk of those events including BikeMobile events and school visits, were either canceled or postponed due to COVID-19.

The following events were held virtually from late July through September:

- July 30 – Emission Reductions in the Goods Movement Industry, a panel discussion hosted by the Bay Planning Coalition
- August 28 – Public Works Speaker Series, a presentation and panel discussion hosted by United Contractors
- September 24 – Bike to Work Day is now a virtual [Bike to Wherever Day – pledge to ride!](#)

As we move into the second quarter of the fiscal year, Alameda County is implementing its [Reopening Plan](#). We at Alameda CTC are prudently cautious, and look forward to events resuming once the Reopening Plan is executed fully.

Committee Activities

September advisory committees

During September, one technical advisory committees met as follows:

- September 17 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) approved the FY 2020-21 BPAC calendar and its officers. Committee members received information about two plans—the City of Dublin’s Bicycle and Pedestrian Master Plan and the 2020 Countywide Transportation Plan.

Finance Updates cont'd from page 3

Construction contracts

- SR-84 Plant Establishment Services
- East Bay Greenway (Segment 7A) Maintenance Services

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

Programming Updates

Annual Measure B/BB and VRF Program Compliance Reporting

Alameda CTC's Master Programs Funding Agreements outlining eligible expenditures, reporting requirements and policies on the timely use of funds were recently signed by jurisdictions that are eligible to receive Measure B, Measure BB and Vehicle Registration Fee Direct Local Distribution (DLD) funds. Each year, jurisdictions are required to submit separate audited financial statements and Program Compliance Reports that detail use of these funds. DLD recipient reporting for FY 2019-20 expenditures are due to Alameda CTC by the end of December. A summary report to the Commission on DLD recipients' compliance and use of transportation funds will be presented in June 2021.

COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

Alameda CTC created a new grant program for \$1.125 million in local Bicycle and Pedestrian Measure B sales tax funds for the deployment of a COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (Program) to support Alameda County's economic recovery from the impacts of COVID-19.

Program funds are designated for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses.

The Program goals are to:

- Create, expand and improve bicycle/pedestrian access to local business, restaurants and employment centers
- Restore local economic activity
- Promote physical social distancing, enhanced mobility and open spacing along transportation corridors to

business districts and employment centers

- Enhance public health through transportation improvements that mitigates the risk and spread of COVID-19

This non-competitive funding opportunity offers eligible recipients a single, maximum grant award of up to \$75,000 for bicycle and pedestrian transportation improvements that achieve the aforementioned program goals. All eligible jurisdictions that propose an eligible project with the required matching funds (50 percent) will receive program funding. Alameda CTC is accepting applications through October 31, 2020. For more information, please refer to the Program guidelines on [Alameda CTC's Funding Opportunities web page](#).

Other News

IWC releases its 18th Annual Report

In August of this year, Alameda CTC's Independent Watchdog Committee (IWC) released its final [18th Annual Report to the Public](#). The report, which covers fiscal year 2018-19 expenditures and IWC activities, confirms that Measure B and Measure BB transportation sales tax dollars were spent in accordance with the intent of each measure.

The [full report](#), the Executive Summary in [English](#), [Chinese](#) and [Spanish](#), and [audited financial statements and compliance reports](#) of each agency receiving

Measure B and Measure BB

funds through the direct local distribution

program, are available to the public on

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

