

ALAMEDA COUNTY TRANSPORTATION COMMISSION

# EXECUTIVE DIRECTOR'S REPORT

SEPTEMBER 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,

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## Project Updates

### Interstate 680 Southbound Express Lane From State Route 84 to Alcosta Boulevard (Gap Closure)

Alameda CTC intends to release a Request for Proposals (RFP) for Electronic Toll System Integration Services for the [Interstate 680 \(I-680\) Southbound Express Lane From State Route 84 \(SR-84\) to Alcosta Boulevard](#) project, also known as the I-680 Gap Closure, and which is included in the voter-approved 2014 Transportation Expenditure Plan. Alameda CTC is the project sponsor and implementing agency of the project that will construct a new nine-mile southbound express lane from SR-84 to Alcosta Boulevard, passing through the community of Sunol and the cities of Dublin and Pleasanton. Like other Bay Area Express Lanes, the new toll system will employ an all-electronic toll collection method. Toll rates will be dynamically calculated based on real-time traffic conditions in the express and general purpose lanes and displayed on Variable Toll Message Signs mounted on cantilevered overhead sign structures spanning the express lane. When complete, this project will close a gap in the southbound express lane along I-680, by connecting the I-680 Sunol Express Lanes, operated by Alameda CTC, with the Bay Area Infrastructure Finance Authority's

I-680 Express Lanes in Contra Costa County, resulting in a 48-mile long I-680 southbound express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to State Route 237 in Milpitas (in Santa Clara County). The I-680 Gap Closure project will relieve congestion on two of the Metropolitan Transportation Commission's (MTC's) ten most congested freeway segments, improving regional and interregional traffic conditions.



Rendering of Interstate 680 Gap Closure project highlighting California Highway Patrol enforcement.

[Project Updates cont'd on page 2](#)

Project Updates cont'd from page 1



Facing eastbound on State Route 262 at the Interstate 680 on-ramp.

### State Route 262 (Mission Boulevard) Cross Connector

The [State Route 262 \(SR-262\) Cross Connector](#) project anticipates completion of the Project Initiation Document (PID) phase in September 2021. Completion marks a significant milestone for this project and allows Caltrans to authorize work on the Project Approval/Environmental Document (PA/ED) phase, once Alameda CTC has awarded the PA/ED contract.

The PID identified several key areas for improvement along Mission Boulevard, including:

- Separate east-west and north-south traffic along Warm Springs Boulevard and Mohave Drive at Mission Boulevard
- Modernize the SR-262/I-680 interchange
- Improve local circulation with frontage roads to provide adequate facilities for all users on Mission Boulevard

Resulting improvements will integrate multimodal transportation infrastructure, reduce cut-through traffic, improve travel times and reduce vehicle back up along I-680 and I-880 approaching Mission Boulevard.

Alameda CTC released an [RFP for PA/ED services](#) on March 3, 2021 and looks to award the contract in September 2021. Alameda CTC will

then initiate PA/ED activities, such as public outreach to residents, businesses and stakeholders, in close coordination with Caltrans and the City of Fremont. These essential discussions with stakeholders will be the foundation for the Public Scoping meeting anticipated in 2022.

For more information on these and other projects, visit Alameda CTC's [Projects webpage](#).

## Planning and Program Updates

### National Rail Safety Week

This year, National Rail Safety Week will occur September 20–26, 2021. Rail Safety Week raises awareness and empowers the general public to stay safe near railroad crossings and along railroad rights-of-way. ACT Safely is educational training similar to Alameda CTC's Safe Routes to Schools (SR2S) program. It promotes rail safety through student trainings, outreach and resource materials. The SR2S program promotes ACT Safely training as a tool to encourage participating schools to observe National Rail Safety Week.

Learn more about **Rail Safety Week events and themes** at <https://oli.org/about-us/public-awareness-campaigns/rail-safety-week>.

More information on **ACT Safely** at <https://alamedacountysr2s.org/rail-safety/>.



Rail crossing near Amador Valley High School in Pleasanton.

### International Walk and Roll to School Day

Alameda County's SR2S program will celebrate the annual International Walk and Roll to School Day on Wednesday, October 6, 2021. Observing COVID-19 physical distancing parameters, students will join millions around the world to promote active travel to and from school on this special day. Students will experience hands-on learning by demonstrating active transportation options and charting their trip to school. The SR2S program supports active transportation through event support and materials for learning and encouragement.

Learn more about **International Walk and Roll to School Day** at <https://alamedacountysr2s.org/our-services/plan-an-event/iwr2sd/>.

More information about **Alameda County's Safe Routes to Schools** program at <https://alamedacountysr2s.org/>.



## Programming Updates

### Measure B, Measure BB and Vehicle Registration Fee Program compliance reporting

Alameda CTC's Master Programs Funding Agreements (MPFAs) outline eligible expenditures, reporting requirements and policies on the timely use of funds. The MPFAs 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 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 2022.

### 2020 State Transportation Improvement Program Update

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off of the State Highway System. The program is funded with revenues from the State Highway Account and other funding sources administered by the [California Transportation Commission \(CTC\)](#), including [Senate Bill 1](#). The 2022 STIP will cover FY 2021-22 through FY 2025-26. Based on the State's Draft 2022 STIP Fund Estimate, approximately \$22.035 million of new programming capacity is anticipated for Alameda County of which \$15.87 million is anticipated to be available for programming to projects.

This fall, Alameda CTC will adopt and forward a program of STIP projects to MTC for inclusion in the 2022 Regional STIP program (2022 RTIP). Once approved by MTC, the 2022 RTIP is forwarded to the CTC for approval.

## Finance Updates

### Final FY 2020-21 audit begins

During the months of July and August, Alameda CTC's finance team performed due diligence to ensure that all accounting activity for FY 2020-21 was properly recorded and final trial balances for Alameda CTC and the Sunol Joint Powers Authority (JPA) were delivered to the audit team of Maze and Associates for the final audit. The final audit, scheduled to last two weeks, ran from the end of August through the first week of September, during which time the auditors completed the work included in their specific audit plan developed during the interim phase of the audit.

Upcoming work for the finance team will be to develop draft Annual Comprehensive Financial Reports (ACFR) for the year ended June 30, 2021 for both Alameda CTC and the Sunol JPA. Alameda CTC's draft ACFR is scheduled to go to the Audit Committee for review in October, the Finance and Administration Committee in November and the Commission for final approval in December. The Sunol JPA's draft ACFR is scheduled to go to the Sunol JPA board for approval in November.

### Contracting Opportunities

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

#### Professional Services contracts

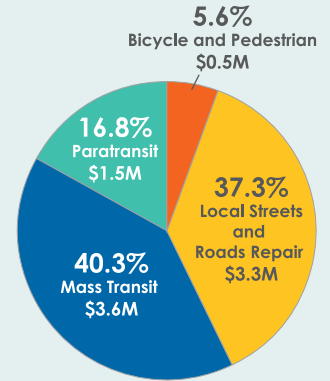
- I-680 Express Lanes Toll System Integration
- I-880 Interchange Improvements
- Bond and Disclosure Counsel Services
- General Legal Counsel Services
- Information Technology Support Services
- Underwriting Services
- Transportation Demand Management Coordination Services

For more information, visit Alameda CTC's [Contracting Opportunities webpage](#).

## Transportation Investments

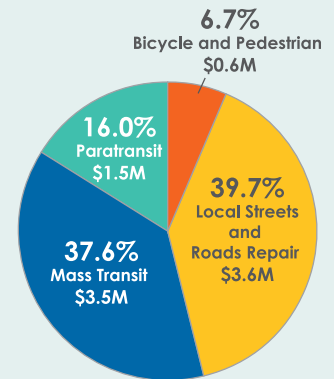
### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$484.2 million; over \$8.9 million was distributed in June 2021.



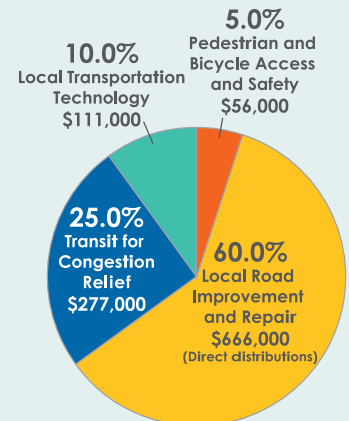
### Measure B Program Distributions

Measure B direct local distributions have totaled more than \$1.2 billion since 2002. In June 2021, over \$9.2 million was distributed for four programs.



### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$73.2 million for local road repair; over \$1.1 million was collected in June 2021.



## Agency Activities

In September, Alameda CTC hosted, sponsored or participated in the following events:

- September 21 – “Transportation Improvements Revitalizing Alameda County,” a presentation to the Rotary Club of Albany, Albany
- September 30 – 18th Annual Healthy Living Festival, Oakland Zoo, Oakland



## Other News

### Independent Watchdog Committee Releases 19th Annual Report

**19th Annual Independent Watchdog Committee Report to the Public** FY2019-20

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**Measure B and Measure BB Sales Tax Activities**

In November 2000, Alameda County voters approved Measure B, which extended the County's 1986 half-cent transportation sales tax to 2022 and set forth a 20-year Expenditure Plan to enhance the County's transportation system. 2000 Measure B also established a Citizens Watchdog Committee (CWC) to review all Measure B expenditures for compliance with the Expenditure Plan. In November 2014, Alameda County voters approved Measure BB, which increased the County's half-cent transportation sales tax to one full cent, extended the tax through 2045, and set forth a 30-year Expenditure Plan for essential transportation improvements in every city throughout the County.

The 2014 Measure BB established an Independent Watchdog Committee (IWC) that reports its findings annually to the public to ensure appropriate use of sales tax funds and provides oversight by reviewing Measure B expenditures and Measure BB expenditures and performance measures. The IWC replaced and assumed responsibility for CWC activities in July 2015. The IWC does not opine on other funds the Alameda CTC manages and/or programs. This 19th annual report reviews expenditures and IWC activities during the fiscal year ended June 30, 2020 (FY2019-20).

**SUMMARY OF REVENUES AND EXPENDITURES**

The Alameda County Transportation Commission (Alameda CTC) is responsible for administering the Measure B and Measure BB transportation sales tax measures. In FY2019-20, Measure B revenues for Alameda CTC totaled \$155.4 million, and audited expenditures totaled \$151.0 million. Measure BB revenues totaled \$154.9 million, and audited expenditures totaled \$204.4 million in FY2019-20.

<sup>1</sup> Measure BB utilized sales tax funds received in prior years to pay for expenditures.

Category	Amount
General Administration	\$2.0 million
Local Government	\$21.7 million
Highways and Streets	\$44.8 million
Public Transportation	\$44.8 million
Other Transportation	\$37.9 million
Technology	\$2.0 million
General Administration	\$5.3 million
Direct Program and Project Management and Oversight	\$5.7 million
Public Transportation	\$48.0 million
Highways and Streets	\$70.9 million

The Alameda CTC's Independent Watchdog Committee (IWC) released the final [19th Annual Report to the Public](#) in August of this year. The report covers FY 2019-20 expenditures and IWC activities and confirms that Measure B and Measure BB transportation sales tax dollars were spent in accordance with the intent of each measure.

The [full report](#) and the Executive Summary in [English](#), [Chinese](#) and [Spanish](#) are available on Alameda CTC's [Reports webpage](#) on the Independent Watchdog Committee (IWC) Annual Report to the Public expandable list. And audited financial statements and Direct Local Distribution (DLD) compliance reports of each agency receiving Measure B and Measure BB funds are available on the DLD Compliance tab on Alameda CTC's [Reporting and Grant Forms webpage](#).

See the [press release](#).

## Committee Activities

### September advisory committees

During September, the following technical advisory committees met. Highlights from those meetings are as follows:

- September 9 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the programming principles, strategy and schedule for the FY 2022 State Transportation Improvement Program. Updates were also provided in the meeting packet on the Alameda County Federal Inactive Projects.
- September 14 – The [Paratransit Technical Advisory Committee \(ParaTAC\)](#) reviewed the FY 2021-22 ParaTAC meeting calendar and discussed updates to the paratransit program implementation guidelines. The committee also discussed performance measures, received updates on the City Application process, COVID-19 impacts, partnerships with transportation network companies, mobility management and emergency preparedness.

