



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

MAY 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,

Tess

TABLE OF CONTENTS

- 1 Project Updates
- 2 Planning Updates
- Policy News
- 3 Programming Updates
- Finance Updates
- 4 Agency Activities
- Other News
- Committee Activities

Project Updates

Interstate 80/Gilman Street Interchange Improvement Project, Phase 2 roundabout—construction milestones

On May 10th and 11th, the [Interstate 80 \(I-80\)/Gilman Street Interchange Improvement Project](#) for both Phases 1 and 2 reached a significant milestone. Phase 1 constructs the pedestrian overcrossing (POC) over I-80 and Phase 2, constructs two roundabouts along Gilman Street and improves Gilman Street between I-80 and 4th Street.

The POC is now open to bicyclists and pedestrians marking the end of Phase 1 construction and reopens the Eastshore Highway in Berkeley. The California Department of Transportation (Caltrans)

and the project contractor, O.C.

Jones, constructed the needed approaches— on

the east side of I-80 along Eastshore Highway and on the west side along Tom Bates Regional Sports Complex. These approaches allowed the project to permanently open the POC and close the gap on the Bay Trail for safe pedestrian and bicyclist passage over I-80.

Traffic management to complete the roundabouts will change now that an accessible pedestrian route has been opened. Second Street between Gilman Street has reverted to one-way northbound traffic. Drivers will now move through a temporarily striped roundabout installed at the Gilman



Aerial view of the Interstate 80/Gilman Street pedestrian overcrossing.

Project Updates cont'd on page 2

Project Updates cont'd from page 1

Street intersection west of Second Street as permanent features continue to be installed. More construction will be seen on the west side of the I-80 Gilman Interchange and West Frontage Road at Gilman Street. It is currently closed for construction and is expected to remain closed through mid-July. Those moving through the intersection will see a concrete curtain wall under I-80 take shape. While there is ongoing work on the Eastbound I-80 on- and off-ramps, Eastshore highway will remain open.



Pedestrian overcrossing above Interstate 80.

Phase 2 construction is scheduled for completion in late 2024.

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



Rendering of roundabouts at the northern pedestrian overcrossing.

Planning Updates

Alameda CTC released its first progress report on the Race and Equity Action Plan

Alameda CTC adopted its inaugural [Race and Equity Action Plan \(REAP\)](#) in December 2022. The REAP serves as a living document that includes concrete actions agency leadership and staff can take to advance equity across Alameda CTC's diverse functions and workplan. There are 43 actions in the REAP that are organized into 11 categories representing the major functional areas of the agency where progress towards institutionalizing equity continues.

An essential aspect of the REAP is the progress reporting process. Through the initial progress reporting effort, Alameda CTC staff has more explicitly defined outcomes and metrics and has established the first baseline for reporting on subsequent REAPs.

Throughout 2023, Alameda CTC staff worked toward action timelines noted in the REAP, establishing frameworks that set a good foundation for future equity work. Aspects of all 43 actions have been implemented, many of which are ongoing. Updates on the REAP's first year implementation were reported to the

Commission at its April meeting and can be found in the [REAP 2023 Annual Progress Report](#).

Some examples advancing equity in 2024 include advancing several actions related to creation of Community-Based Transportation Plans; conducting initial community-based engagement for an update to the Countywide Transportation Plan; and furthering inclusive engagement actions in the REAP across agency-led capital projects and programs. Staff look forward to making progress on all 43 actions in the year to come.

Policy News

State policy updates

On April 30, the Commission's delegation had a productive legislative visit to Sacramento for a state advocacy day. Meetings occurred with both agency representatives and legislative offices. Commissioners focused on highlighting critical policy priorities, the Commission's key commitments to safety, equity, and climate, and encouraging opportunities for future partnership.

Federal policy update

Commission representatives also recently returned from the annual legislative advocacy trip to Washington DC. Meetings held during that visit included representatives at the US Department of Transportation, the Alameda County Legislative Delegation, California's Senators and key committee staff for the Senate and House of Representatives. During the meetings, Commissioners highlighted Alameda CTC applications for key federal grant programs, innovative zero emission programs and projects, and the work Alameda CTC is leading to advance safety, equity, and climate.

Programming Updates

2024 Comprehensive Investment Plan update

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC are programmed, allocated, and documented. Sources include Measure B, Measure BB, the Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and the federal One Bay Area Grant Program.

The CIP is updated annually to document programming and allocations that occurred since its last approval. Updates capture additional programming and technical adjustments, and update programming guidelines, policies, and procedures. In the 2024 CIP update, Alameda CTC is recommending \$73.2 million in new programming and allocations to several Paratransit programs and various projects throughout Alameda County, such as the I-80 Ashby Interchange Improvement, Oakland Alameda Access Project, and the Rail Safety Enhancement Program. These new programming and allocations will advance project development and design, positioning these projects for competitive external funding opportunities in the future. The allocations will also provide Alameda County residents access to mobility management programs. At its May meeting, Alameda CTC's Commission will consider approval of the 2024 CIP Update.

2026 Comprehensive Investment Plan programming guidelines

Alameda CTC will take action on the 2026 Comprehensive Investment Plan (CIP) programming guidelines at Alameda CTC's Commission meeting in May. The 2026 CIP programming guidelines include

\$100 million in a programming fund estimate, project selection criteria, and the programming schedule. Alameda CTC seeks to program Measure B and BB, VRF, and TFCA discretionary funds for bicycle/pedestrian, transit-related improvements, community and transit-oriented development, and technology-related improvements throughout Alameda County. The 2026 CIP will program funding anticipated between CIP five-year horizon of fiscal years (FYs) 2025-26 through 2029-30. Release of the 2026 CIP Call for Projects is anticipated in September 2026.

Finance Updates

Proposed fiscal 2024-25 annual budget

For the past several months, the finance team has been gathering information and collaborating with staff throughout various departments to understand agency budget needs based on priority projects and programs for FY 2024-25. This work culminated in April, during which time the finance team finalized a balanced, sustainable budget for the coming fiscal year that includes the revenues and expenditures necessary to deliver the many projects and programs that Alameda CTC provides. Alameda CTC's proposed budget for FY 2024-25 includes revenues of \$528.8 million and expenditures of \$673.7 million, including estimated capital rollover budget authority from the prior fiscal year. The proposed budget will be presented to the Finance and Administration Committee (FAC) and the Commission for final approval in May.

In addition, the finance team has produced quarterly financial reports through March 31, 2024 for both Alameda CTC and the Sunol Joint Powers Authority, which will also go to the FAC and the Commission for review and approval in May.

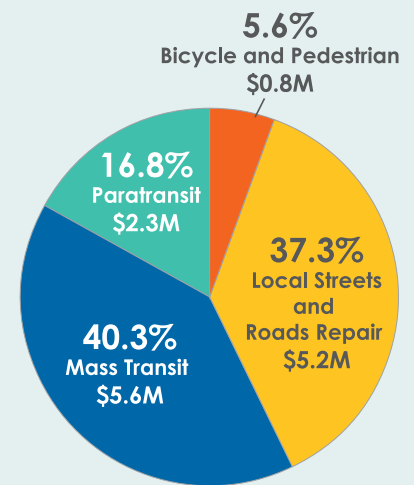
[Finance Updates cont'd on page 4](#)

Transportation Investments

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

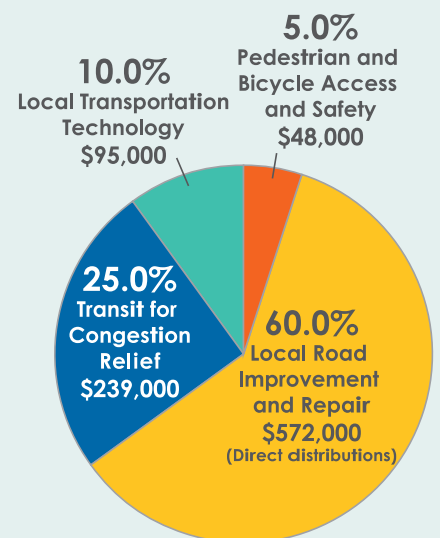
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$940.1 million; over \$13.9 million was distributed in February 2024.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$92.5 million for local road repair; over \$.9 million was collected in February 2024.



Agency Activities

During May, Alameda CTC hosted, sponsored, or participated in the following outreach events:

- May 2 – NorCal Zero dedication, held at FirstElement Fuel Hydrogen Refueling Station, Oakland



Alameda CTC Commissioner Rebecca Kaplan (l.), Chair John Bauters, and Vice Chair David Haubert celebrating at the NorCal Zero dedication.

- May 3 – Caltrans District 4 CalMentor 17th Annual Awards Luncheon with California Secretary of Transportation, Toms Omishakin, as keynote speaker – Executive Director Lengyel attended and participated as a panelist to discuss transportation leadership in addressing the global climate crisis, Oakland



Alameda CTC Executive Director Tess Lengyel with Director of Express Lanes, John Lowery celebrating CalMentor awardees.

- May 8-10 – WTS International Conference 2024, New Orleans, LA
- May 13-17 – Annual federal legislative advocacy trip, Washington, D.C.
- May 18-19 – Livermore Downtown Street Festival, Livermore
- May 22 – Bay Area Council "Future of Bay Area Transportation" at Deloitte Greenhouse, San Francisco
- [BikeMobile](#) Outreach Events

- May 2 – Joe Michell K-8, Livermore
- May 6 – Longwood Elementary, Hayward
- May 8 – Ruus Elementary, Hayward
- May 15 – Cabrillo Elementary, Fremont

Other News

Bike Month!



May is National Bike Month. To celebrate, Alameda County's Safe Routes to Schools (SR2S) hosted Bike to School Day on May 16, 2024 when students, families, and school staff from throughout the county bike to school—some for the first time—to renew their commitment to healthy and safe bicycling.

Bike to School Day coincides with [Bay Area Bike to Wherever Days 2024](#) (formerly Bike to Work Day), also held in May. Many other events around the Bay Area also celebrate National Bike Month.



Finance Updates cont'd from page 3

Contracting opportunities

Alameda CTC anticipates upcoming solicitation of proposals for the following Professional Services opportunities:

- Audio/Visual Engineering and Technical Services
- East Bay Greenway Multimodal—North Segment (Lake Merritt to Fruitvale BART Segment)

- Human Resources Consulting and Support Services
- Rail Safety Enhancement Program—Phase A
- Rail Safety Enhancement Program—Phase B

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

Committee Activities

May advisory committees

In May, two advisory committees met. Highlights include:

- May 9 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) met to approve the 2024 Comprehensive Investment Plan (CIP) Update and the 2026 CIP Programming Guidelines. Also, One Bay Area Grant Cycles 2 and 3 Obligation Status and Alameda County Federal Inactive Project updates were shared with committee members.
- May 9 – The [Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) received information on the Complete Streets Checklist Review for the Rail Safety Enhancement Program, Phase A, an update on Countywide Transportation Plan Safety, and Transportation Development Act Article 3 Project Review for FY 2024-25. Members also approved election of its FY 2024-25 BPAC chair.

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

