Transportation Matters
Investments that improve reliability, mobility, access and safety in Alameda County
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District 1
Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Rick Ortiz

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Supervisor Keith Carson, District 5

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Director Thomas Blalock

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Executive Director
Arthur L. Dao

Over the past decade, our local Measure B sales tax has generated more than a billion dollars for transportation improvements built in every community in Alameda County.
Message from the Director

Alameda CTC provides the highest level of service and the best value for public funds to deliver voter-approved transportation programs and projects.

Dear Friends,

Transportation matters. As I look back over 2013, I am extremely proud of Alameda CTC’s ability to deliver transportation improvements that expand access and improve mobility to foster a vibrant, livable Alameda County. By being transparent to voters, including annual reporting on Measure B sales tax expenditures by a Citizens Watchdog Committee, we continue to be accountable and have received our 12th clean audit in a row. We have stayed below the 1 percent cap for expenditures on administrative staff as well as the 4 percent cap on administration costs.

In early 2014, we received AAA credit ratings from both Fitch Ratings and Standard and Poor’s, assigning Measure B sales tax bonds the highest possible rating and affirming Alameda CTC’s high-quality financial management.

What this means to residents, businesses and communities of Alameda County is that we understand how important transportation is — what matters most to you — and we expand transportation choices and access, and improve services, safety and efficiency while being fiscally responsible.

Our long-range planning activities will meet the future transportation demands of a county projected to increase in population by 30 percent over the next 30 years. We recently began work on three countywide multimodal plans that will inform our Countywide Transportation Plan as well as the regional transportation plan: Goods Movement Collaborative and Plan, Multimodal Arterial Plan and Transit Plan.

Alameda CTC continues to fund public transit, BART, bus, rail and paratransit services; provides valuable programs such as the Guaranteed Ride Home Program for commuters; installs bike lanes and pathways that improve safety for bicyclists and pedestrians including students; and funds travel training for seniors and people with disabilities.

We have also improved efficiencies and decreased congestion through local streets and highway improvements. In fact, we currently have $2.5 billion in transportation projects under construction. These projects will enable efficient goods movement and result in job creation and economic growth.

I am proud of Alameda CTC’s accomplishments and am pleased to share highlights with you.

— Arthur L. Dao, Executive Director

About Alameda CTC

Our investments operate transit, improve roads and freeways, and expand safety for walking and biking throughout Alameda County. Transportation matters to our daily lives.

Nearly 30 years ago, Alameda County voters took the bold step of responding to economic challenges by approving innovative plans for our transportation network and a steady stream of local sales tax dollars to support this vision. Alameda County has benefited significantly from the foresight of our residents and businesses investing in infrastructure including the BART to Warm Springs extension, the BART Oakland Airport Connector; new high occupancy vehicle and express lanes, rapid bus lines and major interchange improvements countywide.

We are now at a critical juncture. Federal and state dollars for transportation have declined significantly over the past two decades, and the federal gas tax, once the mainstay of transportation funding hasn’t been increased since 1993, resulting in a significant decline in its buying power. At the same time, Alameda CTC has delivered nearly all of the capital projects approved by voters in 2000, more than a decade ahead of schedule due to local sales tax funding, strong project development practices and working with partners to fully fund and construct projects.

We know that our local sales tax dollars are critical to maintaining and expanding our transportation system. Only by investing locally are we poised to solve the complex challenges of our growing county. To address these challenges, Alameda CTC is returning to voters in 2014 to seek approval to fund a new set of critical projects and programs identified and developed into a plan over a four-year period with extensive public engagement.
Transportation Matters to COMMUTERS

Efficient, safe and affordable commute choices.

Commuters going from their homes to their jobs account for about 22 percent of the trips taken in the Bay Area. Continuing to reduce traffic congestion and improve travel options remains critically important to the quality of life and economic vitality of Alameda County residents and businesses alike.

In 2013, Alameda CTC, along with partners the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission, broke ground on the I-580 Westbound High Occupancy Vehicle (HOV) Lane and Corridor Improvement Projects in June, celebrating $186 million worth of corridor investments under construction in the Tri-Valley (Dublin, Livermore and Pleasanton). These improvements include a new 13-mile westbound HOV lane from Livermore into Dublin/Pleasanton, an eastbound auxiliary lane in Livermore and the widening of two eastbound bridges at Arroyo-Las Positas. Together, these projects will reduce congestion, encourage carpools and improve air quality, while setting the stage for future express lanes.

The introduction of express lanes in this I-580 corridor (anticipated in late 2015) will utilize technology, traffic engineering expertise and dynamic pricing to more efficiently use existing roadway capacity to improve traffic flow and provide users with reliable travel times.

Guaranteed Ride Home Program

One of the hallmarks of successful transportation planning in the 21st century is to approach complex challenges in new ways. Alameda CTC’s efforts to create options for commuting to work include supporting expanded BART, bus and ferry service, incentives for carpooling and vanpooling, and providing a safety net for those who make the effort not to drive alone to work.

The Guaranteed Ride Home Program guarantees a free ride home from work if you have an emergency and have made the effort to avoid commuting alone in your car — and it’s free to everyone who works in Alameda County and lives within 100 miles of their workplace.

"When I carpool I save money, get to work more quickly and feel better about my commute." – Neal McCarthy

Neal McCarthy is committed to taking a variety of transportation modes to get between his home in Walnut Creek and his job in Pleasanton — including bike riding, taking BART, carpooling and riding the bus. "I'm probably one of few who absolutely loves his commute."

In the evenings, I either ride home or if I'm just not in the mood, I can put my bike on the rack of four different local bus routes to get home from BART.

"What’s great about the Guaranteed Ride Home Program is that if I have an emergency, I know I can promptly get home from work."
Transportation Matters to **STUDENTS**

Getting to and from school safely and affordably.

A diverse, vibrant community depends on transportation infrastructure and programs that address the needs of our youth, commuters, businesses, families, people with disabilities and seniors. Alameda County’s Safe Routes to Schools (SR2S) Program, a countywide collaboration that promotes safe walking and biking to school to support healthy habits and improve air quality, exemplifies how transportation funding has enhanced and strengthened our community.

The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded dramatically. In the 2012-2013 school year, it reached more than 100 schools across all areas of the county. The current program is administered by Alameda CTC and funded by federal Congestion Mitigation and Air Quality funds, federal Surface Transportation Program funds and local Measure B funds.

SR2S supports year-round educational programming including the BikeMobile, which provides bike repair and mechanics and safety lessons free of cost at Alameda County schools and community events. Alameda CTC is helping make safe connections for children to and from their schools through education, encouragement and technical assistance.

**Bike to School Day**

Bike to School Day 2013 saw a 338 percent increase in biking to school in Alameda County from a typical day. More than 3,000 bicyclists rode to school from 44 schools throughout the County on May 9, 2013, and 21 schools held their first ever Bike to School Day event. In fiscal year 2012-2013, Alameda CTC distributed $4 million to the cities and the county for Active Transportation projects, as well as supporting important programs including Safe Routes to Schools, the BikeMobile and bike safety training.

**“I look forward to walking or biking with my friends ... It is so much fun and I get to school faster than when I go by car.”**

Saiesha Goel’s school has participated in the Safe Routes to Schools program for two years, since she was in kindergarten. As a result, she now rides her bike or walks to school whenever the weather is good. Saiesha’s school is one of the more than 100 schools in Alameda County that receive support from SR2S to promote walking, biking, carpooling and transit as safe and healthy transportation choices that are fun and easy.

**“Safe Routes to Schools has given me confidence that my daughter can get to school in a safe and healthy way, while reducing traffic, congestion and overall morning aggravation. Thanks for reminding us of alternative ways to get our children to school.”** — Bhavna Goel
Keeping our seniors mobile and independent.

Funding for transportation for seniors and people with disabilities has been a hallmark of Measure B, which when passed in 2000, increased funding seven-fold, allowing for increased rides, shuttle programs, same-day transportation programs, grants and more. Since Measure B passed, nearly $100 million has provided 25 percent of all Alameda County trips for seniors and people with disabilities through Americans with Disabilities Act-mandated paratransit programs including 11 city-based programs as well as Union City Paratransit, East Bay Paratransit and Wheels.

Between 2002 and 2013, Measure B-funded paratransit provided close to 10 million rides to seniors and people with disabilities in Alameda County. In 2013 Alameda CTC celebrated 11 years of providing specialized transportation for seniors and people with disabilities in Alameda County. At its Annual Mobility Workshop, Alameda CTC’s Paratransit Advisory and Planning Committee (PAPCO) focused on keeping seniors and people with disabilities functioning with maximum independence and on how new technology and innovative design offer new opportunities in mobility (including smartphone-based services and driverless cars), and the ways these technologies can fill gaps in special needs transportation.

Seniors and people with disabilities need to be able to rely on same-day service and a safe, comfortable ride that gets them to their destination on time. Using a smartphone, they can arrange real-time taxi services, real-time ridesharing and real-time ride services. Seniors are rapidly adopting technology: more than half use the Internet and email, a third use social media such as Facebook, and almost 70 percent own a mobile phone (about half of which are smartphones). Local sales tax revenue supports new technology to keep seniors mobile and independent.

“Learning how to ride transit with confidence gives seniors and people with disabilities independence.”

For the past 11 years, Shawn Fong has managed the City of Fremont’s Paratransit Program and has been instrumental in developing a comprehensive network of transportation and mobility programs for seniors and people with disabilities. Developing self-confidence on how to ride transit is central in Fong’s work with the Tri-City Travel Training Program, which teaches seniors and people with disabilities how to use AC Transit, Union City Transit and BART. The program has travel trained more than 750 community members since 2008.
Transportation Matters to Alameda County

Highlights of the programs and projects delivered.

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>Original Measure B passes</td>
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<tr>
<td>1991</td>
<td>Congestion Management Agency is designated</td>
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<tr>
<td>1997</td>
<td>BART Dublin/Pleasanton Extension and I-880 Improvement plans are completed</td>
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<tr>
<td>2000</td>
<td>Guaranteed Ride Home Program launches</td>
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<tr>
<td>2002</td>
<td>Citizens Watchdog Committee releases first report to the public</td>
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<tr>
<td>2003</td>
<td>State Route 84 moves out of Downtown Livermore to Isabel Avenue</td>
</tr>
<tr>
<td>2006</td>
<td>San Pablo Rapid Bus Service begins</td>
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<tr>
<td>2008</td>
<td>Safe Routes to Schools Program begins</td>
</tr>
<tr>
<td>2010</td>
<td>First express lane in the Bay Area opens on I-880</td>
</tr>
<tr>
<td>2011</td>
<td>BART extension to Oakland Airport construction begins</td>
</tr>
<tr>
<td>2012</td>
<td>I-80 Integrated Corridor Mobility Project construction begins</td>
</tr>
<tr>
<td>2013</td>
<td>50 miles of new bike lanes are installed</td>
</tr>
<tr>
<td>2014</td>
<td>4th bore of Caldecott Tunnel opens; construction of East Bay Greenway begins</td>
</tr>
</tbody>
</table>

Investing in local transportation programs and projects that improve mobility and access:

- Coordinating transportation planning, funding, and other activities to reduce congestion
- Extending BART to the Tri-Valley, gaining 22 miles of HOV lanes on major freight and commute corridor
- Insuring a safe trip home for your sustainable commute
- Passing with 81.5% voter approval
- Beginning of 12 straight years of 100% clean Measure B audits
- Creating vibrant downtown resulting in economic growth
- Reducing delays for bus riders
- Supporting biking and walking to and from school
- Combining a major transit hub with connections to homes and jobs
- Saving time for more than 1 million paying solo drivers
- Opening in late 2014 to provide more convenient, frequent service
- Making the freeway safer and more efficient with high-tech improvements
- Delivering projects 10 years ahead of schedule
- Increasing safe bicycle commuting
- Delivering solutions through successful regional partnerships, linking together community destinations via greenway

In 2014, Measure B provides 10 millionth paratransit ride.

In 1991, the Guaranteed Ride Home Program launches.

In 1997, the Belvedere Toll Bridge opens.

In 2000, the first express lane in the Bay Area opens on I-880.

In 2002, the Citizens Watchdog releases its first report to the public.

In 2003, State Route 84 moves out of Downtown Livermore to Isabel Avenue.

In 2006, Safe Routes to Schools Program begins.

In 2010, First express lane in the Bay Area opens on I-880.

In 2011, BART extension to Oakland Airport construction begins.

In 2012, I-80 Integrated Corridor Mobility Project construction begins.

In 2013, 50 miles of new bike lanes are installed.

In 2014, 4th bore of Caldecott Tunnel opens; construction of East Bay Greenway begins.

In 1986, Original Measure B passes.
More than 80 percent of the personal trips people currently make in Alameda County are by private vehicles, and only about 20 percent are by transit, walking or bike riding. Despite the varied transportation options and major improvements to our streets and highways, traffic congestion is still a critical issue in Alameda County.

Through the use of innovative technology, the highly congested I-80 Corridor between the Carquinez and Bay Bridges will soon see significant safety and efficiency improvements. The I-80 Integrated Corridor Mobility (ICM) project will provide high-tech solutions to reduce traffic and secondary accidents along this 20-mile corridor, including real-time traffic information along the entire corridor, improvements and signage on San Pablo Avenue and other adjacent arterials, and adaptive ramp metering on 44 on-ramps in Contra Costa County and Alameda County.

Developed in collaboration with Caltrans and the nine cities, Contra Costa Transportation Authority, two transit agencies and four regional agencies with jurisdiction over this corridor, the I-80 ICM project will position this section of I-80 for 21st century vehicle and transit travel, and is anticipated to be activated in early 2015, bringing benefits to commuters, transit riders and businesses alike.

The economic analysis of the 2014 Transportation Expenditure Plan shows creation of 150,000 jobs. The 2014 Transportation Expenditure Plan that goes before voters in November 2014 outlines a comprehensive investment package for Alameda County. The nearly $8 billion plan will support $20 billion in economic activity.

“With its focus on expanding and modernizing BART, fixing roads and highways, and providing transit programs for youth and seniors, the 2014 Plan will help make Alameda County a place where businesses of all shapes and sizes want to start, stay and grow. And it will make it easier for all Alameda County residents to get where they need to go safely and efficiently,” notes Jim Wunderman, president and CEO of the Bay Area Council.
Alameda County serves as a vital transportation connector for people and businesses throughout the Bay Area, the state, the nation and the world. Our transportation systems – including the Port of Oakland, Oakland International Airport, our freeways and roads, our transit network and our sidewalks and paths – connect people to their jobs, connect goods with stores that sell those goods and services, and connect businesses with their suppliers and distributors. If the county’s economic vitality is at the heart of people’s quality of life, then transportation is the connector that allows goods and services to flow freely.

The Port of Oakland handles 99 percent of containerized goods that enter and leave our region, and 40 percent of goods exported through the Port of Oakland (the nation’s fifth busiest container port) are agricultural, including 90 percent of California’s wine exports – and nearly every container begins and ends with a truck. This means that a whole lot of goods and the people who move them depend on Alameda County’s roads, rails and highways.

The Port of Oakland’s Jean Banker says redevelopment of the former Oakland Army Base is positioning the Port to capture future maritime business and enhance its role as an international gateway. Together, the Port and City of Oakland are creating “Oakland Global,” a world-class trade and logistics center. This $1.2 billion project will reduce congestion, improve goods movement efficiency and support job growth and economic vitality critical to the region. A highly functioning rail and highway network is essential for goods movement.

Goods Movement Collaborative and Plan Vision and Goals

- Preserve and strengthen an integrated and connected multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.
- Provide safe, reliable, efficient, resilient, and well-maintained goods movement facilities and corridors.
- Increase jobs and economic opportunities that support residents and businesses.
- Reduce and mitigate impacts from goods movement operations to create healthy communities and a clean environment, improve quality of life for people most burdened by goods movement.
- Promote innovative technology and policy strategies to improve the efficiency of the goods movement system.
Transportation Matters to COMMUNITY

Enriching neighborhoods and quality of life.

Alameda CTC delivers projects that provide traffic relief, protect transportation infrastructure and make communities livable and vibrant. Construction began this year on the first segment of the East Bay Greenway Project — a half-mile Class 1 bicycle and pedestrian path funded by a U.S. Department of Transportation TIGER II Grant, East Bay Regional Park District’s Measure WW and Alameda CTC’s Measure B — that will run from the Oakland Coliseum/Airport BART Station to 85th Avenue in Oakland. The planned 15-mile mixed-use path will run roughly parallel to the BART tracks through Oakland, San Leandro, Hayward and unincorporated Alameda County. By linking together many smaller parks, schoolyards, bike trails and community destinations, the Greenway will encourage use of alternate transportation modes such as walking and biking, creating new opportunities for recreation, public health, sustainability and community pride. Another project under construction, improvements on I-880 at 23rd and 29th Avenues in Oakland, will increase the flow of vehicles, reduce the rate of congestion-related accidents and improve the mobility/safety through the I-880 corridor. Alameda CTC, the City of Oakland and the City of Alameda are replacing the 29th Avenue and two 23rd Avenue overcrossings and constructing improvements to the northbound I-880/29th Avenue and the northbound I-880/23rd Avenue interchanges. Construction will continue through 2018.

In addition to creating jobs, the BART Oakland Airport Connector will provide convenient train service between the airport and BART stations. The BART Oakland Airport Connector will provide a 3.2-mile connection between the BART Coliseum Station to the Oakland International Airport. The project will provide a safe, convenient alternative to driving and quickly connect passengers to their travel destinations. It is expected to create more than 2,500 direct and indirect jobs. Construction began in 2010, and revenue service will begin late 2014.
When it comes to funding public initiatives, taxpayers expect efficiency, accountability and transparency. Those values are put into action at Alameda CTC, which has a rigorous system of checks and balances to ensure that the county's sales tax dollars are spent wisely and as the voters mandated.

Alameda CTC was formed in July 2010 by a merger between the sales tax authority Alameda County Transportation Improvement Agency (ACTIA), and the Alameda County Congestion Management Agency (ACCMA). Effective March 1, 2012, Alameda CTC fully combined and integrated the accounting systems from the two former agencies. The financial information for this annual report covers the period July 1, 2012 through June 30, 2013.

The summary of financial information for Alameda CTC is on the next page. Alameda CTC plans, funds and delivers projects and programs using local Measure B sales tax funds and Vehicle Registration Fee (VRF) funds, as well as some regional, state and federal funds.

Annual independent audits are performed to ensure accountability and transparency. Since the beginning of the county's transportation sales tax program, no percent of all audits have been unqualified, otherwise known as clean.

Measure B sales tax funds and Vehicle Registration Fee (VRF) funds, as well as some regional, state and federal funds.

Investing Matters to Alameda County

A steady stream of local transportation funding.
The goal of the voter-approved Vehicle Registration Fee Program is to support transportation investments in a way that sustains Alameda County’s transportation network and reduces traffic congestion and vehicle-related pollution. The VRF Program is part of an overall strategy to develop a balanced and strategic program that improves transportation in Alameda County.

In spring 2011, the VRF Program began collecting funds. Through June 2014, Alameda CTC has collected $35.7 million, including $10.4 million in fiscal year 2013-2014. The administration of the program is limited to no more than 5 percent of the funds collected, representing $1.78 million through the life of the program. Expenditures to date are $24.3 million. The net revenue funds are used for four programs, as shown left.

The VRF Program calls for funds to be distributed among the four geographical sub-areas of the county in an equitable manner. Geographic equity is measured by a formula, weighted 50 percent by population of the planning area and 50 percent of registered vehicles of the planning area. The equity of fund distribution measured cumulatively over the three years of existing revenue is within plus or minus 10 percent, and programming over the next two years will allow for VRF program equity to be normalized.

VRF Program Improvements

- **BART station improvements:**
  - Berkeley ($3.7 million)
  - Union City ($5.7 million)
- **Transit operations:**
  - Estuary Crossing Shuttle ($0.2 million)
  - Broadway Shuttle ($0.4 million)
- **Bicycle/pedestrian improvements:**
  - Christie Avenue Bay Trail Gap Closure ($0.5 million)
  - Gilman Street to Buchanan Street Bay Trail Gap Closure ($1.0 million)

The VRF Program and the Pedestrian and Bicyclist Access and Safety Program are programmed on a competitive basis. Through the fiscal year 2012-2013 Coordinated Call for Projects, Alameda CTC leveraged more than $50 million of federal and Measure B funds with VRF Program funds, so that fund recipients could implement selected projects.

Local funding sustains Alameda County’s transportation network. The Local Road Improvement and Repair Program and Local Transportation Technology Program are administered by formula as direct local distribution programs to local agencies. On an annual basis, the agencies use funds from these programs to improve local streets and roads (street resurfacing and maintenance, signal work and bicycle and pedestrian crossing improvements in the 14 cities and the county) and to fund ongoing SMART Corridor operations (corridor operations, maintenance and repair of intelligent transportation systems that use technology such as real-time changeable signage and adaptive ramp metering to improve efficiencies).

The VRF Program programming is intended to be as close to an equitable distribution as possible. The geographic equity is measured by a formula, weighted 50 percent by population of the planning area and 50 percent of registered vehicles of the planning area. The equity of fund distribution measured cumulatively over the three years of existing revenue is within plus or minus 10 percent, and programming over the next two years will allow for VRF program equity to be normalized.

### VRF Programs

<table>
<thead>
<tr>
<th>Program</th>
<th>Revenue to Date (x $1 M)</th>
<th>Expenditures to Date (x $1 M)</th>
<th>Committed, Not Yet Expended (x $1 M)</th>
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<tr>
<td>Local Road Improvement and Repair Program</td>
<td>60%</td>
<td>$20.33</td>
<td>$20.33</td>
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<tr>
<td>Transit for Congestion Relief Program</td>
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<td>Local Transportation Technology Program</td>
<td>10%</td>
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<td>$3.39</td>
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<td>Pedestrian and Bicyclist Access and Safety Program</td>
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<tr>
<td>Total</td>
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<td>$24.28</td>
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<td>VRF Programmed to Date</td>
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<td>44.58%</td>
<td>17.97%</td>
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<td>VRF Equity Formula</td>
<td>3793%</td>
<td>25.30%</td>
<td>20.05%</td>
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