



# TRANSPORTATION E-NEWS ALAMEDA CTC REPORTS

PLAN · FUND · DELIVER

JANUARY 2014

## 2014 Transportation Expenditure Plan Approved Unanimously

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### MESSAGE FROM THE EXECUTIVE DIRECTOR, ART DAO

## Innovative Transportation Solutions



### WELCOME TO THE JANUARY EDITION OF ALAMEDA CTC REPORTS!

I am pleased to report that Alameda CTC has started off the new year with a [AAA Rating from both Fitch Ratings and Standard and Poor's rating services](#) on our Measure B sales tax bonds – making Alameda CTC the first transportation agency of its kind in the state of California with this top credit rating from both rating agencies. The AAA ratings demonstrate the highest level of confidence in our financial strength and our delivery of the Measure B voter-approved Transportation Expenditure Plan, and are further proof of the value that Alameda CTC provides to the voters of Alameda County. By selling bonds, Alameda CTC will access capital and be able to deliver key projects, including the BART Warm Springs Extension, the BART extension to Oakland Airport, the Route 84 interchange and I-580 corridor improvements, earlier than if we waited for the sales tax revenue to be collected. This bond issuance will allow for increased travel options earlier than otherwise possible, and will save taxpayer dollars. [The bonds are anticipated to be sold in February and will be paid off within 8 years.](#)

These ratings are a great backdrop to a banner year of delivering transportation solutions throughout the county. We look forward to continued work on the [I-80 Integrated Corridor Mobility project](#) – using innovative high-tech solutions to provide traffic relief and increase safety along this highly congested corridor, and on [express lanes](#) in the Tri-Valley. Both of these projects focus on improving the efficiency of our existing roadways and supporting transit and carpooling. With 30% population growth anticipated into the year 2040, it is vitally important that we plan now to accommodate this projected growth. We look forward to the opening of the [BART extension to Oakland Airport](#) later this year, and the first segment of the [East Bay Greenway](#) bicycle and walking path in time for summer.

Finally, we congratulate our Chair, Supervisor Scott Haggerty, and Vice Chair, Councilmember Rebecca Kaplan, on their re-election to these positions for an additional year term – a testament to their strong leadership.

## Commission Approves Detailed 30-Year Transportation Expenditure Plan

The Alameda County Transportation Commission unanimously approved a [detailed 30-year Transportation Expenditure Plan](#) at the January 23 Commission meeting.

This Plan benefits people who live in Alameda County and will expand BART, bus, and rail services within Alameda County, keep transit fares affordable for youth, seniors, and people with disabilities, provide traffic relief on city streets and highways using new technology, improve air quality, and create good quality, local jobs. It supports an environmentally sustainable future, transforming our transportation network over the coming decades to meet our growing needs, while supporting jobs as our local economy continues to recover. This Plan will:

- **Expand BART, bus and commuter rail for reliable, safe and fast services,**

**Alameda CTC Financials**

**One Bay Area Grant Program**

including BART expansion and improvements within Alameda County, bus

service expansion, and commuter rail service improvements.



- **Keep fares affordable for seniors, youth and people with disabilities**, including affordable senior shuttles, vans and services that help keep seniors independent, and critical funding for student transit passes to ensure youth can affordably get to school. It also funds reliable and inexpensive transportation for people with disabilities.

**What's Ahead**

February 19: Association of Pedestrian and Bicycle Professionals Webinar at Alameda CTC

February 27: Commission meeting

- **Provide traffic relief**, including funds to every city in the County to repave streets, fill potholes, and upgrade local transportation infrastructure. It also invests in aging highway corridors to upgrade on- and off-ramps, using modern technology to manage traffic and improve safety.

- **Improve air quality and provide clean transportation** by reducing pollution using innovative technology and expanding bike and pedestrian paths, and BART, bus and commuter rail expansion and operations.

- **Create good jobs within Alameda County** by requiring local contracting that supports residents and businesses in Alameda County.

**Strict accountability and performance measures ensure delivery.** The 30-year Plan includes strict accountability measures to ensure all \$8 billion for County transportation improvements are spent on approved projects. It requires open and transparent public processes to allocate funds, annual independent audits, an independent watchdog committee made up of people who live in Alameda County, and annual compliance reports distributed to the public that detail costs and how specific performance measures are met.



**Alameda CTC's Citizens Watchdog Committee 11th Annual Report to the Public**

"The CWC is responsible for providing independent oversight of Measure B expenditures to demonstrate to voters and businesses of Alameda County that Measure B is delivering on its promise."

— James Paxson, CWC Chair

**Sign Up for the Guaranteed Ride Home Program**

**INSURANCE FOR YOUR CAR-FREE COMMUTE**

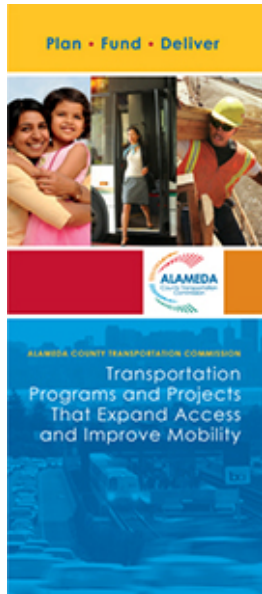


One of the hallmarks of successful transportation planning in the 21st Century, is to approach complex challenges in new ways. Alameda CTC's efforts to create options for commuting to work include supporting expanded BART, bus and ferry service, incentives for carpooling and vanpooling, and providing a safety net for those who make the effort not to drive alone to work. The Guaranteed Ride Home Program does just that – and it's free to everyone who works in Alameda County (and lives within 100 miles of their workplace).

**HOW DOES IT WORK?**

- 1) [Register now on the website](#) (or by mail).
- 2) Don't drive alone to work.
- 3) When an emergency occurs, choose a taxi or rental car (based on your trip length) for your ride home.
- 4) Pay for your ride and retain a receipt.
- 5) Within 30 days, [submit a copy of your receipt by uploading it](#) on the GRH website or mailing it to us.
- 6) Within 30 days of receiving your receipt, the program will reimburse you for your ride as long as it meets all program requirements.

Note - if you have previously signed up for GRH, you MUST re-enroll. It's easy and it takes less than two minutes to complete. [Sign up here!](#)



[Alameda CTC Brochure](#)

## Learn more about...

[Projects funded by Measure B](#)

[Programs funded by Measure B](#)

[Alameda CTC Financials](#)

[Contracting Opportunities](#)

[Express Lanes](#)

## About Alameda CTC

The mission of the Alameda County Transportation Commission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC coordinates countywide transportation planning and delivers the expenditure plan for Measure B, the half-cent sales tax approved by 81.5% of county voters in 2000.

## Goods Movement Planning Underway

Did you know that the Port of Oakland handles [99 percent of containerized goods](#)



that enter and leave our region? Forty percent of goods exported through the Port of Oakland (the nation's 5th 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 and highways. Alameda CTC is working with

local stakeholders and partners to develop a Goods Movement Collaborative and Plan to best support this vital component of our economy, and to plan for future growth. The process includes developing a long-range vision and identifying needs of both short- and long-term priorities for Goods Movement.

In October 2013, Cambridge Systematics was hired to develop a Countywide Collaborative and a Goods Movement Plan. The Alameda County Goods Movement Collaborative will bring together partners, community members, and other stakeholders from across the County, as well as beyond Alameda County, to understand goods movement needs and identify, prioritize, and advocate for short- and long-term strategies to address these needs.

In addition, this project will also develop the Alameda Countywide Goods Movement Plan, which will outline short- and long-range strategies to move goods effectively in Alameda County by road, rail, air, and water. The Plan will establish a vision for the sustainable movement of freight and other goods to ensure that Alameda County continues to play a vital role in the San Francisco Bay Area economy. The Collaborative will also establish an on-going method for discussing and advocating for Goods Movement needs. In the coming months, Alameda CTC will develop a webpage with plan development deliverables, a full calendar and opportunities for participation.

## Community Voices

### MEET NEAL MCCARTHY, AN ALAMEDA CTC GRH PARTICIPANT

Neal McCarthy works at the Safeway Corporate Headquarters in Pleasanton, and participates in Alameda County's [Guaranteed Ride Home Program](#) — which supports his goal to not commute as a solo driver. Neal is committed to taking a variety of modes of transportation to get between his home in Walnut Creek and his job in Pleasanton - including bike riding, taking BART, carpooling and riding the bus.

"When you commute like this, you give up some level of control by not having a car. What's great about the Guaranteed Ride Home Program is that if I have an emergency, I know I can get home from work promptly. I haven't had to use it," he said. "But it's comforting to know I have options, especially with kids at home.

"I absolutely LOVE my commute. Riding my bike in the morning is wonderful. It's just far enough to work up a light sweat. Or, I get on the bus and I read my book. I hadn't read books for fun in a long time. I don't worry about the traffic and there have been many times that I've looked up from my book surprised that we're already at my stop. I get to work refreshed and relaxed - 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 or it's too dark, I can put my bike on the rack of four different local bus routes to get home from BART."

*It is easy to sign up for the [Guaranteed Ride Home Program](#) online. The program is available to anyone who works in Alameda County and is signed up, whenever they do not drive alone to work.*

For more information, visit:

[www.alamedactc.org](http://www.alamedactc.org)

 [twitter.com/AlamedaCTC](https://twitter.com/AlamedaCTC)

 [facebook.com/AlamedaCTC](https://facebook.com/AlamedaCTC)

*We invite you to experience the diversity of transportation choices in Alameda County through our Community Voices project. Through your voices, we highlight the ways in which the range of transportation options in Alameda County is vital to the health, quality of life and mobility for all of us. If you are interested in contributing a community voice, [email us!](#)*



## Alameda CTC's Paratransit Advisory and Planning Committee

### PAPCO PROVIDES GUIDANCE AND RECOMMENDATIONS TO THE COMMISSION ON SPECIAL TRANSPORTATION SERVICES FOR SENIORS AND PEOPLE WITH DISABILITIES

Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO), meets monthly to provide guidance and comments to the Commission regarding special transportation for seniors and people with disabilities. Recently PAPCO has been working in partnership with the Paratransit Technical Advisory Committee to update the [Access Alameda brochure and website](#). Additionally, the twelve projects funded through the Paratransit Gap Grant Cycle 5 program are currently underway and are funded through FY14-15. These projects underwent a very competitive selection process and are providing travel training, shuttle trips, subsidized taxi rides, and more. Grantees will provide updates at PAPCO meetings throughout the grant cycle.

Measure B allocates significant funding to paratransit, supporting approximately one million rides annually, including those of the ADA paratransit programs (such as East Bay Paratransit), the city-based programs (such as Pleasanton Paratransit Service), the Wheelchair Scooter Breakdown Transportation Service, and the Hospital Discharge Transportation Service. PAPCO rigorously monitors local program distribution of funds and is preparing for its Spring Finance and Program Plan Review Subcommittees, which will in turn lead to funding recommendations to the Commission.

### On the Move - Around Alameda County

#### Revitalizing Downtowns: Local Community Development Links Transportation, Housing and Jobs

Alameda CTC is working with the cities in Alameda County to strategically plan for an almost 30% increase in population projected into 2040. By implementing the One Bay Area Grant (OBAG) grant program, which supports local planning decisions made in a regional context, cities are revitalizing downtown areas to link transportation, housing and jobs for increased commute options and opportunities to reduce greenhouse gas emissions and improve air quality. OBAG requires that seventy percent of the funds are used in Priority Development Areas (PDAs), designated infill sites where greater housing and commercial density could be accommodated near transit stops in each city. By linking land use and transportation, people will be able to more easily get from where they live to where they work and have activities. Two examples of how cities are using OBAG funds to support integrated transportation and land use are highlighted below - Downtown Berkeley and Fremont City Center.

[The City of Berkeley](#) is planning for up to 4,150 new housing units in the





downtown area by 2040, with more than 1,400 units currently in development, and is redesigning the Downtown Berkeley BART plaza and reconfiguring Shattuck Avenue through downtown to significantly increase pedestrian safety, supporting a downtown area that is more bus, bike and pedestrian friendly. One key component of this plan is a requirement that developers of new properties, or of significant additions to

existing buildings, provide a pass for unlimited local bus transit service at no cost to residents, and that car share parking be provided in projects with ten or more parking spaces.

**The City of Fremont’s OBAG grant** supports the City's desire to “transition from auto-oriented suburbia to a strategically urban community.” The City is committed to implementing community based transportation projects that bring vibrancy to the downtown, adjacent employment/retail centers, high density neighborhoods, and the Fremont BART station, all of which are elements of the City Center. The project includes extending Capitol Avenue from State Street to Fremont Boulevard and improving and enhancing bicycle and pedestrian connections between the Fremont BART station and nearby employment/retail centers, housing, and downtown.



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