

Measure BB on the November Ballot

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MESSAGE FROM THE EXECUTIVE DIRECTOR ART DAO

A Transportation Plan for a Clean, Efficient and Sustainable Future



Welcome to the October edition of Alameda CTC Reports!

As I travel throughout Alameda County talking to groups and individuals about the [2014 Transportation Expenditure Plan \(Measure BB on the November ballot\)](#) and

the projects and programs we have delivered under the current Measure B, a diverse cross section of our population strongly recognizes the benefits from the current voter-approved measure and the need for Measure BB. The detailed 2014 Plan has been unanimously approved by all 14 of Alameda County's cities and the Board of Supervisors, and is supported by transit, environmental, business, labor, senior and youth organizations.

This plan has broad appeal, because it fills a serious gap in transportation funding. Federal and state funding for transportation has been decreasing over the last several decades, while our needs continue to grow. The investments in the [2014 Plan support a cleaner, healthier and more sustainable Alameda County](#), from supporting the [Safe Routes to Schools](#) program and an affordable student transit pass program, to expanding bus and BART service, providing multiple transportation choices (BART, bus, walking, biking) and increasing the safety and efficiency of our roads.

The 30-year Plan will generate almost \$8 billion for transportation improvements throughout Alameda County, but the benefits are even greater. The Bay Area Council Economic Institute reports that this \$8 billion Plan will yield \$20 billion in economic activity for the Bay Area and create nearly 150,000 local jobs, including construction, transit operations and maintenance, professional, scientific and technical services and manufacturing jobs.

East Bay Greenway Project receives \$2.66 million grant

I am pleased to report that the East Bay Greenway project has

received a \$2.66 million grant from the state's Active Transportation Program to support planning efforts that will help fulfill a longtime community vision to transform 15 miles under the BART tracks from Oakland to Hayward into a high-quality bicycle and pedestrian path and active transportation facility.

The first [half-mile of the East Bay Greenway](#) (from the Coliseum BART Station to 85th Avenue in Oakland), which is funded by a federal TIGER grant as well as the East Bay Regional Park District's Measure WW and Alameda CTC's Measure B, is currently under construction and will open later this fall.

When complete, the East Bay Greenway will form a critical link in our multimodal transportation network, providing the residents, workers and students who live, work or attend school nearby with safe, separate from traffic, pedestrian and bicycle access to buses and BART, downtowns, commercial districts and industrial job centers.



"Alameda CTC has been on the forefront of bringing high-tech transportation solutions to improve traffic in the region. We are providing local Measure B dollars for the important [I-80 SMART Corridor project](#), and we secured more than \$67 million in state funding for the project (from voter-approved Proposition 1B) to relieve traffic and reduce accidents in this heavily used and congested I-80 corridor."

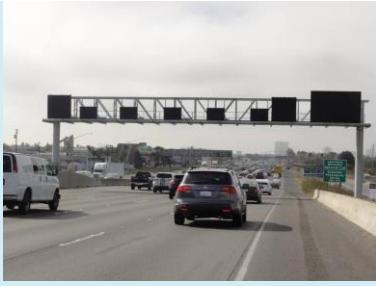
***-- Arthur L. Dao,
Alameda CTC
Executive Director***

High-Tech Improvements Underway on the I-80 Corridor

Over the last several months, motorists along I-80, as well as bikers and walkers on the Bay Trail have seen the latest evidence of progress of the I-80 SMART Corridor (integrated corridor mobility) project - the installation of overhead sign posts known as gantries, which span all westbound lanes and hold variable speed messaging signs to provide advance warning of accidents, merges or speed changes on I-80. Installation of all 11 gantries (from Richmond to Emeryville) will be complete in the next several months (full freeway closures will only happen twice a week, between approximately 1 a.m. and 3 a.m.), and system integration of all the real-time data sensors will occur later this year. The overhead signs and smart ramp meters will all be turned on simultaneously in 2015. For more information, including nighttime freeway closures - visit the project website at www.8oSMARTcorridor.org.

The San Pablo Avenue corridor and other I-80 connecting arterials are also part of this project, which is the first of its kind in the Bay Area to integrate freeway and arterial operations into a single system. It is also the first project to use variable advisory speed signs to notify drivers of conditions ahead (helping to reduce secondary accidents) and the first installation in California of signs that direct drivers to specific lanes to improve safety and traffic flow. Additionally, the project supports transit by providing preferential treatment to transit vehicles through signal priority and ramp-meter-bypass technology.

This project was developed in collaboration with Caltrans, the Contra Costa Transportation Authority, nine cities, two transit agencies and other regional agencies with jurisdiction



over this corridor. Alameda CTC and partners are excited about the significant benefits that this high-tech SMART corridor project will bring to commuters, transit and businesses in this congested corridor and will keep you informed of its continued progress. For more information, view the [I-80 Smart Corridor Project video](#).

Citizens Watchdog Committee Releases Annual Report to the Public

Measure B sales tax expenditures in compliance with Expenditure Plan for 12th year in a row

Alameda CTC's Citizens Watchdog Committee (CWC) released its [12th Annual Report to the Public](#), covering fiscal year 2012-2013 expenditures and CWC activities through July 2014. The report confirms that Alameda CTC's audited income and expenditures were in compliance with specific caps, and the auditors identified no accounting concerns. It also provides an update on the delivery of voter-approved programs and projects funded by Measure B, Alameda County's half-cent sales tax for transportation improvements approved by 81.5 percent of voters in 2000.

"The CWC is responsible for providing independent oversight of Alameda CTC's Measure B sales tax dollar expenditures. Doing so not only provides an important fiscal review of a large county expenditure but provides an additional demonstration to Alameda County voters and businesses that Measure B delivers on its promise," says Citizens Watchdog Committee Chair James Paxson. "The CWC's annual reviews and analyses play an important role in ensuring that Measure B funds are spent in accordance with the measure, and I am pleased to report Alameda CTC's full compliance with Measure B requirements for the 12th year in a row."

The [full report](#) is available, as well as the [Executive Summary in English, Chinese and Spanish](#). The Citizens Watchdog Committee was created in 2002, after reauthorization of the local sales tax measure in 2000, to represent the different perspectives of taxpayers throughout the county and to review all Measure B expenditures on projects, programs and administration for compliance with the Expenditure Plan.

"I am pleased to report Alameda CTC's full compliance with Measure B requirements for the 12th year in a row."

-- James Paxson, Chair Citizens Watchdog Committee

Citizens Watchdog Committee Annual Report



October is WALKtober Month

Kids have returned to school, and Alameda CTC and [Alameda County Safe Routes to Schools \(SR2S\)](#) have launched a series of educational public service announcements (PSAs) to get more kids walking and biking safely to school, and to emphasize that getting to school safely requires awareness by the community, the driving public and students and families.

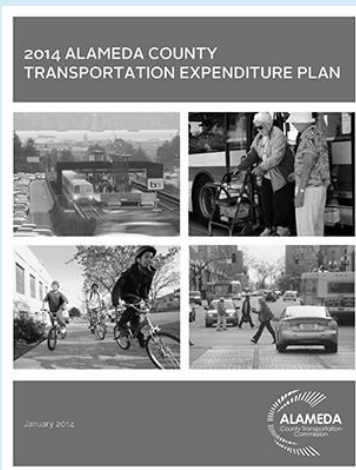
What's Ahead

October 23: Commission Meeting

November 4: Measure BB on Alameda County Ballot

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

December 4: Commission Meeting



The [detailed 2014 Transportation Expenditure Plan](#) will be on the November 2014 Ballot in Alameda County as Measure BB. Measure BB will generate nearly \$8 billion over 30 years for essential transportation improvements, and includes strict accountability measures to ensure that all \$8 billion are spent on approved projects in Alameda County.

The 2014 Plan, an augmentation and extension of the current Measure B, will:

- Expand BART, bus and commuter rail for reliable, safe and

Please [view and share these short \(10-, 20- and 30-second\) PSAs](#), which are in English and Spanish. They have had a great reception, and both [KPIX](#) and [KRON](#) television picked them up and invited Alameda CTC to talk about the importance of the Safe Routes to Schools programs.

A major SR2S event that took place recently was [International Walk and Roll to School Day](#) on Wednesday, October 8. Events took place at elementary, middle and high schools throughout the county. SR2S supports first timers with encouragement, safety training, walking school buses and free bike repair through the [BikeMobile](#).

Safe Routes to Schools started in Alameda County in 2006, serving only four schools. Today, the program has grown to [over 100 schools in every city in Alameda County](#), providing safer access to walking and bicycling for more than 50,000 students. The [2014 Transportation Plan \(Measure BB\)](#) includes significant funding for active transportation (more than 12 percent of the total), and if approved by voters, the Safe Routes to Schools Program will receive additional funding to continue and expand this important program.

We are happy to report that so many kids ride to school now, that more bike parking spaces are needed! This fall, in partnership with National Safe Routes to Schools, Alameda CTC is giving away bikes and bike racks to several local Safe Routes-participating schools (based on demonstrated need and SR2S giveaways).

Alameda CTC Hosts Goods Movement Collaborative Kickoff Roundtable

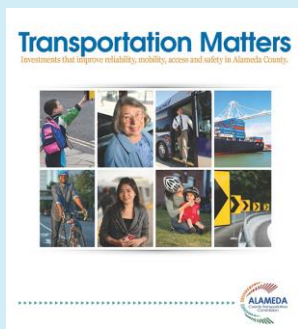
"Building a Regional Perspective: Goods Movement Opportunities and Issues in the Bay Area."

Alameda CTC hosted the first of six Goods Movement Roundtables on July 23 as part of a joint effort with the Metropolitan Transportation Commission to bring together partners, community members and stakeholders from across the county and region to understand goods movement needs and identify, prioritize and advocate for short- and long-term strategies to address these needs in Alameda County and the Bay Area.

Titled "Building a Regional Perspective: Goods Movement Opportunities and Issues in the Bay Area," the roundtable brought together a diverse audience of almost 100 government leaders, business representatives, industry experts and community partners to discuss emerging trends, issues, opportunities and innovations in the Bay Area goods movement system. The format included panel discussions, live audience polling, presentations and small-group sessions. Alameda CTC has synthesized the information and

- fast services.
- Keep fares affordable for seniors, youth and people with disabilities.
- Provide traffic relief.
- Improve air quality and provide clean transportation.
- Create good jobs within Alameda County.

Alameda CTC Annual Report



Learn More About

Projects Funded by Measure B

Programs Funded by Measure B

Alameda CTC Financials

Contracting Opportunities

I-680 Express Lanes Annual Report

ideas collected during the roundtable into a report and will use it to design the subsequent Goods Movement Roundtables and to inform the county and regional Goods Movement Plans.

In addition to the work with the Goods Movement Collaborative, Alameda CTC is developing a [Countywide Goods Movement Plan](#) that will outline a long-range strategy for how to move goods efficiently, reliably and sustainably within, to, from and through Alameda County by roads, rail, air and water. The central location of the county in the Bay Area, combined with significant freight transportation assets such as major interstates, the Port of Oakland and two major rail lines, position it as a goods movement hub for Northern California. For future roundtable and goods movement activities, visit the [Goods Movement Collaborative and Plan web page](#).

Beyond Paratransit

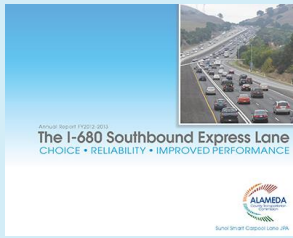
21st century mobility workshop showcased high tech tools to support mobility and independence

Titled Beyond Paratransit: 21st Century Mobility, the workshop featured panels on transportation access to healthcare and social services, and on-demand transportation services and accessibility, as well as a demonstration of two new tools that will help seniors and people with disabilities access transit and paratransit services and transportation programs that support improved mobility and independence.

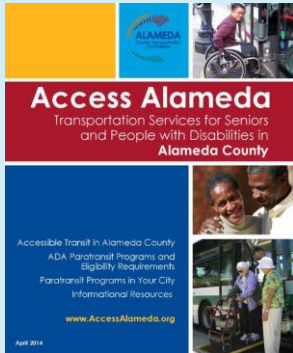
The newly revamped online transportation resource directory, "[2-1-1-Alameda County](#)" is a free phone-in service that offers referrals to transportation and housing information and other critical health and human services. The newly redone [Access Alameda website](#) provides a one-stop online shop for information about transportation services for seniors and people with disabilities in Alameda County.

Both of these tools have been developed with support from Alameda County's Measure B, the county's half-cent transportation sales tax. By 2030, the number of people 65 and older in Alameda County is expected to increase by at least 130%, 150,000 more seniors. Alameda CTC is preparing now for ongoing, sustainable senior mobility and independence, critical to maintaining good health, quality of life, community engagement, and economic security. A further recap of this exciting conference will be included in the next Alameda CTC Reports.

**Community Voices:
Meet Jenny Shu**



Access Alameda



I Bike Campaign



Sign up for the Guaranteed Ride Home - Insurance for your car-free commute!

Jenny Shu loves her commute choices in Alameda County. She rides her bike and takes BART to work in the Rockridge neighborhood in Oakland nearly every day, now that BART allows bikes onboard at all times. "I'm very happy that BART allows bikes on trains," she says. "Being able to take my bike on BART all times of the day has been a welcome change to my commute."



Shu is also happy about the variety of options for crossing the bay. "Last year, I had the opportunity to ride the ferry for the first time. I enjoy the quiet commute, and the views are fantastic. A few months ago, I had to be in Oakland with my bike very early on a Sunday, and neither BART nor the ferry was running, so I took AC Transit across the bridge for the first time. It left on time, and the bus driver was great."

"You may have seen Jenny Shu featured in our [I Bike Ads](#) this past year, encouraging biking for convenience, health, easy parking and community. One of her favorite places to bike is on Mandela Parkway. "I love the straight shot to West Oakland BART, and the bike path is wide and well-marked," she says. "The car traffic is generally quiet, so it sometimes feels like I have the road to myself!"

[Read about taking your bike on BART \(and bike parking at BART stations\).](#)

[Learn about the variety of commuting options in Alameda County.](#) By providing many travel choices, Alameda CTC reduces vehicle trips, congestion and vehicle emissions, while improving mobility, accessibility and the efficiency of our local and regional transportation networks.

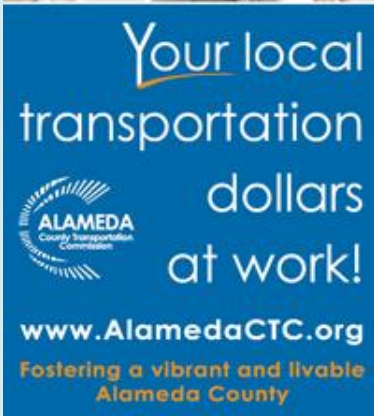
We invite you to experience the diversity of transportation choices in Alameda County through our Community Voices project. Through your voices, we highlight the ways in which the range of transportation options in Alameda County is vital to the health, quality of life and mobility for all of us. If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

On the Move - Around Alameda County



Measure B Signage

Measure B program sponsors are required to publicly identify transportation improvements that receive funding for the transportation sales tax program. We have created two new stickers for use on paratransit vehicles and bike lockers as well as new magnets for vehicles. Please [contact us](#) or come to our office to receive these stickers and magnets.



About Alameda CTC

The mission of the Alameda

Alameda's Estuary Crossing Shuttle

Before the Estuary Crossing Shuttle, bicyclists and pedestrians traveling between the west end of Alameda and Oakland's downtown had to either use a bus with a bicycle rack that carries up to two bicycles or a narrow path in the Posey Tube with two-way pedestrian and bicycle traffic. Also, students enrolled simultaneously at Laney College and the College of Alameda did not have a direct transit route between these two schools. The City of Alameda, in cooperation with the City of Oakland, the Peralta Community College District and Bike Walk Alameda, won three [Bay Area Air Quality Management District Transportation Fund for Clean Air Regional Fund](#) program grants to operate the Estuary Crossing Shuttle for four years, with an option to apply for future year funding. [Alameda County Transportation Commission's Vehicle Registration Fee for transit](#) also funds the shuttle as of August 2013. The Estuary Crossing Shuttle service began on August 15, 2011 and is currently funded through August 14, 2015. To receive email updates on the Estuary Crossing Shuttle, email Gail Payne at gpayne@alamedaca.gov. For more information, contact the City of Alameda at 510.747.7936.



Oakland's Paratransit for the Elderly & Disabled



for Oakland and Piedmont residents.

Oakland Paratransit for the Elderly & Disabled (OPED) has provided supplemental paratransit services since 1978. OPED continues to be an integral part of an important community network of transportation options

for Oakland and Piedmont residents. OPED uses its Measure B distributions to provide daily subsidized taxi scrip service and limited accessible wheelchair van voucher transportation for adult persons with disabilities and seniors age 70 and older to supplement Americans with Disabilities Act services offered by East Bay Paratransit.

During fiscal year 2012-2013 (FY12-13), the program provided 29,587 trips: 14,560 trips by way of taxi and 15,027 accessible wheelchair van trips. During FY13-14, the program provided 29,080 trips: 15,609 taxi trips and 13,471 van trips.

For more information about OPED's services, call (510) 238-3036 or visit the [City of Oakland's Department of Human Services webpage](#) and select "Aging and Adult Services."

Alameda County's Vehicle Registration Fee Grant Supports Phase 2 of Union City Intermodal Station

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 percent of County voters in 2000.

For more information, visit:

www.AlamedaCTC.org



twitter.com/AlamedaCTC



facebook.com/AlamedaCTC



Last year, Alameda CTC awarded \$5,730,000 in Vehicle Registration Fee (VRF) grant funds to the City of Union City for Phase 2 of the city's Intermodal BART Station Improvements. These funds, combined with \$17 million from

other sources, are essential for the transformation of the Union City BART station into a two-sided multimodal station, serving light rail, buses and planned heavy passenger rails.

Segment A of the project consists of reconfiguring the interior concourse to allow for a new east entry with unrestricted passage through the station. This will connect the station to the city's new public plaza and transit oriented development (TOD) area, creating a direct pedestrian link from TOD housing to transit facilities.

Segment B, the Railroad Pedestrian Crossing Component, will construct the pedestrian at-grade crossing at the Union Pacific Railroad (UPRR) Oakland Subdivision for improved access between the BART station, transit facilities and TOD housing. Currently, patrons heading to the TOD area have to walk north to Decoto Road, cross the existing at-grade railroad crossing and then walk south to the TOD area. The proposed new at-grade crossing will serve as free, unrestricted passage and will meet the current safety standards, while substantially reducing the number of pedestrians using the existing at-grade crossing at Decoto Road. The city is currently negotiating with UPRR to permit the proposed at-grade crossing in exchange for closing an existing at-grade and vehicular crossing elsewhere in the city.

When these two segments are complete in 2016, they will improve transit access and mobility for residents and commuters in the Union City.

Union City has recently installed a substantial amount of infrastructure, such as roads and utilities, to provide for developable parcels. The approximately 50 acres of land will be mixed-use TOD and will capitalize on its proximity to the station. An adjacent 60 acres, located just south of the station were developed as medium-density condominiums and single-family residential lots.



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