

Measure BB Approved!

In This Issue

[Measure BB Implementation](#)

[Student Transit Pass](#)

[Kids Get Active and Vie for Golden Sneaker Award](#)

[Addressing Most Congested Freeways:
I-80 SMART Corridor and
I-580 Express Lanes](#)

[Improving Goods Movement](#)

[Community Voices -
Meet Arianna Vaewson](#)

[Guaranteed Ride Home](#)

[Around Alameda County:
AC Transit, Cross Alameda Trail
and the Free B](#)

Quick Links

[Executive Director's Report](#)

[Meeting Calendar](#)

[Contracting Opportunities](#)

MESSAGE FROM EXECUTIVE DIRECTOR ARTHUR L. DAO

Delivering Our Promise and Planning for the Future



Welcome to the March edition of Alameda CTC Reports!

As 2015 gets underway, I want to thank the voters of Alameda County as well as the many organizations, businesses and stakeholders who

placed great confidence in the Alameda County Transportation Commission last year by supporting and overwhelmingly approving Measure BB on November 4. I also thank members of the public who spent significant time participating on our advisory committees and on the independent Citizens Watchdog Committee. I believe that our transparency, 12 consecutive years of 100 percent clean audits and AAA bond rating have all contributed to the confidence demonstrated by voters.

This year marks the beginning of the collection and distribution of Measure BB funds, and we are already on our way in delivering the promises of Measure BB. The Commission, led again by Chair Supervisor Scott Haggerty and Vice Chair Councilmember Rebecca Kaplan, and my staff are working diligently to initiate projects and programs in the 2014 Transportation Expenditure Plan that Measure BB will fund, including transit operations, local road repairs, the affordable student transit pass program and programs for seniors and people with disabilities. In this e-newsletter, you will learn about our efforts to allocate funding for projects and programs over two- and five-year horizons, key Measure-B funded projects opening in 2015 and many programs supported by our local transportation sales tax.

Measure BB Implementation

Alameda CTC's innovative Comprehensive Investment Plan

Alameda CTC has entered into an agreement with the



"This year marks the beginning of the collection and distribution of Measure BB funds, and we are already on our way in delivering the promise of Measure BB."

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

Help Shape the Future of Transit in Alameda County

Provide your input online today to help us create [better transit for Alameda County!](#)

**Sign Up for
Guaranteed Ride Home**
Insurance for your car-free commute!



California State Board of Equalization to collect Measure BB sales tax effective April 1. In addition, Alameda CTC is entering into agreements with local jurisdictions this spring to begin to allocate funding this summer for transit, streets repairs, bicycle and pedestrian safety projects and transportation services for seniors and people with disabilities. In addition, we will release throughout the year a number of [opportunities](#) to support and create local jobs related to planning, project and program activities. Stay tuned!

Alameda CTC is in the process of developing its first Comprehensive Investment Plan (CIP) that will identify anticipated local, regional, state and federal transportation funding (including Measures B and BB) over a five-year period and strategically match these funding sources to targeted transportation priorities in Alameda County. The CIP will include a two-year allocation plan consistent with Alameda CTC's budget. The first CIP is expected to be approved in June 2015.

Student Transit Pass Program Planning Underway

Alameda CTC is excited to launch the development of a sustainable student transit pass program. Measure BB includes funding for a pilot program(s) and grant funding that will prioritize the implementation of successful student transportation pilot programs that increase use of public transit by youth riders. A large group of stakeholders that includes each school district in Alameda County, advocacy organizations and transit agencies has been formed to provide input on developing pilot programs. We will keep you informed.

Golden Sneaker Contest Encourages Walking and Biking to School

Supports safe, healthy transportation habits for students and families

During the first two weeks of March more than 70,000 students from more than 100 schools throughout Alameda County walked, biked and carpoled as much possible, competing in the "Pollution Solution Golden Sneaker Contest," a fun annual event sponsored by the

New Carpool-Express Lanes Coming on I-580 in the Tri-Valley

For more information go to:
www.alamedactc.org/expresslanes

Commute Choices

[A transportation resource](#) for
commuters and employers in
Alameda County.

Safe Routes to Schools Program and funded through Alameda CTC. Families that live too far away to walk or bike to school joined the contest by parking several blocks away and walking to school together, taking the bus or carpooling.

Measures B and BB support Alameda County's Safe Routes to Schools Program, which has expanded each year since its inception in 2004, serving more students and schools (elementary through high school) each year through a variety of programs, events and technical assistance. The program began serving four schools, now serves 110 and is continuing to expand, creating healthier communities, stronger kids and enriched learning. Learn more: <http://alamedacountysr2s.org>.

What's Ahead

April 9: [Bicycle and Pedestrian Advisory Committee meeting](#)

April 15: Association of Pedestrian and Bicycle Professionals Webinar at Alameda CTC

April 23: [Commission meeting](#)

Learn More About

[Projects Funded by Measure B](#)

[Programs Funded by Measure B](#)

[Alameda CTC Financials](#)

[Contracting Opportunities](#)

[2014 Transportation Expenditure Plan](#)

Measure B Dollars Address the Bay Area's Most Congested Corridors

In January, the Metropolitan Transportation Commission (MTC) released a comprehensive report on Bay Area freeway congestion, showing that "delay due to congestion," which MTC defines as time spent in traffic moving at speeds of 35 miles per hour or less, rose 18 percent between 2012 and 2013 - marking the Bay Area's highest level of congested delay on a per-commuter basis in 15 years. [Six of the top 10 most congested freeway corridors in the region are in, or partially in, Alameda County.](#) Approximately half of the total vehicle hours of delay experienced within these corridors occurs in Alameda County. Alameda CTC is currently working on projects along each of the corridors to make them safer and more efficient, and to make travel times along them more reliable. They include the Measure B-funded new southbound carpool lane on I-880 as well as the high-tech SMART project on I-80, express lanes on I-580 and the [BART extension to Warm Springs/South Fremont](#) - all of which will open later this year. Additionally, several successful Measure B-funded projects have helped to move corridors off of previous top-10 lists. The I-880/SR 92 interchange improvements and eastbound I-580 Express Lane are two examples (both corridors were on the top-10 list in 2009). Measure BB is also funding projects to address these corridors, including an express lane on I-680 northbound that is currently in the planning stage. See below for more details on the I-80 SMART Corridor and I-580 Express Lane projects.

I-80 SMART Corridor Project: High-tech

Measure B Signage

Measure B program sponsors are required to publicly identify transportation improvements that receive funding from 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

Alameda County Transportation Commission plans, funds and delivers 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 the voters 2000 as well as the

improvements underway

The I-80 Corridor between the Carquinez and Bay Bridges is being linked through high-tech, real time travel information technology. The [I-80 SMART Corridor Project](#), representing one of the most comprehensive intelligent transportation systems in the state, will enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion by providing real-time traffic information, variable advisory speed signs and incident management along the entire corridor. The overhead signs installed in the corridor and SMART ramp meters will all be turned on simultaneously in mid-2015.

The San Pablo Avenue corridor and other I-80 connecting arterials are also included in the 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, which helps reduce secondary accidents, and the first installation in California of signs that direct drivers to specific lanes to improve safety and traffic flow. The project supports transit, giving preferential treatment to transit vehicles through signal priority and ramp meter bypass lanes.

This project was developed in collaboration with the California Department of Transportation, the Contra Costa Transportation Authority and the nine cities, two transit agencies and other regional agencies with jurisdiction over this corridor. Alameda CTC and its partners are excited about the significant benefits that this high-tech smart corridor project will bring to commuters, transit and businesses in this highly congested corridor (rated number four in the recent [congestion report](#) discussed above).

To learn more about the new signs for freeway drivers that will provide real-time recommended speed limit, traffic accident and other information, as well as the new SMART ramp-meters along the corridor, [view the project fact sheet](#) and visit the project website to see a new project video at [8osmartcorridor.org](#). Follow the project on Twitter at [#8oSMART](#).

I-580 Express Lanes on the Horizon: New carpool-express lanes opening this fall in the Tri-Valley

Have you driven on I-580 through the Tri-Valley lately? If so, you have no doubt seen the carpool lane and express lane construction that is rapidly progressing throughout this 14-mile corridor through Dublin, Pleasanton and Livermore. Express lanes are specially-designated carpool/high-occupancy vehicle (HOV)

expenditure plan for Measure BB, approved by voters in November 2014.

For more information, visit:

www.AlamedaCTC.org



twitter.com/AlamedaCTC



facebook.com/AlamedaCTC

lanes that give solo drivers the choice to pay a toll to use the lane, when there is excess capacity. The price to use the lane changes with the level of traffic and is posted on overhead signs. Tolls are collected electronically with a FasTrak® toll tag.

By the end of this year, all drivers will have the choice to use the new carpool/express lanes on I-580 in both directions. Carpoolers and all those who are eligible to access HOV lanes will use the lanes at no cost, providing they carry a new FasTrak Flex toll tag, and solo drivers will have the choice to use the lanes for a fee paid using their FasTrak toll tag.



The I-580 Express Lanes will be the first express lanes in the Bay Area to provide near continuous access - designed to provide easy access to and from local exits - and the first to benefit from the new FasTrak Flex toll tag, which will be required for all carpoolers along the corridor to receive toll-free lane use. This new requirement helps enforcement throughout the corridor, supporting a safer, more reliable trip. The new FasTrak Flex switchable tag is the latest in toll-tag technology and will be available this summer at www.bayareafastrak.org Alameda CTC is launching a significant education and outreach effort in the Tri-Valley and to drivers in Alameda, Contra Costa, San Joaquin and Stanislaus counties who commute along this corridor to ensure that they understand the express lane requirements and benefits.

The I-580 Carpool-Express Lanes will improve the efficiency and flow of the overall corridor, including the general-purpose lanes, and are scheduled to open this fall. Learn more: www.alamedactc.org/expresslanes.

Goods Movement Collaborative and Plan

Understanding and advocating for effective goods transport in the Bay Area

In January 2015 Alameda CTC hosted its third Goods Movement Roundtable meeting as part of the Northern California Goods Movement Collaborative. The fourth roundtable, scheduled for July, will address the outcome of goods movement strategy development - we will inform you when the final date is scheduled.

The Collaborative, launched by Alameda CTC and MTC, brings together partners, community members and stakeholders from across the county and region in an organized structure to understand goods movement needs and to identify, prioritize and advocate for short- and long-term strategies to address these needs in Alameda County and the Bay Area.

In January and February Alameda CTC released the Goods Movement Plan Needs Assessment and strategy list, which uses performance-based analysis and detailed stakeholder input to identify gaps, needs, issues and deficiencies for each transportation mode and function of the goods movement system according to five plan goals: quality of life for communities, economic prosperity, safe and reliable facilities, interconnected multimodal goods movement system and innovative technology. The strategy list includes solutions to the issues and gaps identified in the needs assessment. The Alameda County Goods Movement Plan will outline a long-term strategy for moving goods effectively within, to, from and through Alameda County by roads, rail, water and air. Learn more: www.alamedactc.org/GoodsMovement

Community Voices

Meet Arianna Vaewsorn

Arianna Vaewsorn works for Alameda County's Public Health Department. She travels all around the county visiting clients and attending public meetings - and does so without owning a car. She uses BART, AC Transit, her bike and a county car (electric or hybrid) for all her transportation around Alameda County.



"Living within a couple miles of work allows me to bike or walk to work every day, which I love!" says Arianna. "Getting a little exercise before I actually get to my office helps me be more awake and focused when I arrive."

"I work for a great [Alameda County Public Health](#) program that serves young people with chronic illnesses and disabilities. This program has units all over the county, where I meet with clients. We have offices in San Leandro, San Lorenzo, Fremont, West

Oakland, East Oakland, Fremont and Livermore. I often have many meetings with program partners in Berkeley, Oakland and Hayward. I bike to all my meetings in Oakland and Berkeley, and I use a combination of BART and my bike to get to nearly everywhere else.

"I love using public transportation for ease and for environmental reasons, but in addition to that, I find that having various [commute options](#) such as public transit and cycling in the different regions of Alameda County gives me a better understanding of the communities my clients live in. I get to see more of their neighborhood conditions, accessibility to outdoor spaces and recreation, and accessibility to BART and bus stops and public green spaces. Taking public transit helps me understand our communities better, and it makes me a better provider."

Want to contribute? Alameda CTC invites 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!](#)

Guaranteed Ride Home

The Alameda CTC Guarantee Ride Home (GRH) Program provides commuters who register with the program a free ride home if they have an emergency and have made the commitment not to commute alone by car. By providing this assurance, more Alameda County residents can confidently choose to take transit, carpool, vanpool, walk or bike to work.

In 2014, the GRH program transitioned from a voucher system to a reimbursement system. This transition is complete, and vouchers are no longer accepted in 2015. GRH participants can easily submit via the website or mail in taxi or rental car ride receipts for reimbursement. For more information about the GRH program and to sign up, visit grh.alamedactc.org.

On the Move - Around Alameda County

Measure B supports 'A Better Ride' on AC Transit

The Alameda-Contra Costa Transit District (AC Transit) is the third-largest public bus system in California, serving 13 cities and adjacent unincorporated areas in Alameda and Contra Costa counties. AC Transit serves over 190,000 riders per day and over 54 million riders per year with 149 bus lines, 5,500 bus stops and over 19 million annual service miles. Approximately 85 percent of AC Transit's service is in Alameda County. Measure B funds have continuously supported the operation of AC Transit service.

In fiscal year 2013-14, the agency's average daily ridership climbed by 8.2 percent, from 178,042 to 192,553 daily riders. This increase is a reflection of AC Transit's efforts through the "A Better Ride" campaign, through which AC Transit has revamped its fleet with 210 new buses for more dependability, instituted initiatives to improve service performance and deployed a cleanliness program to keep buses sparkling like new. In addition, it has created task forces to focus on on-time performance, using teams of street supervisors to ensure adherence to schedules. In the process, it has reduced the number of accidents for both passengers and employees and decreased road calls, so buses are not pulled out of service for repairs. Measure B funding helps make "A Better Ride" possible by providing critical funding to support AC Transit's operating budget.

Cross Alameda Trail segment



The City of Alameda is completing its design and environmental review for its Cross Alameda Trail Project. The proposed 0.4-mile trail segment will run parallel to and south of Ralph Appezato Memorial Parkway between Webster Street and Main Street.

Once complete, the Cross Alameda Trail segment will feature a separate walkway and bikeway path; pedestrian, bicycle and Americans with Disabilities Act improvements; wayfinding signs at the intersecting streets; and landscaping improvements.

The anticipated cost for these improvements is approximately \$1 million. The city secured \$793,000 from Alameda CTC's Measure B Bicycle and Pedestrian grant program to fund the majority of the project. Construction for the project will begin in the spring, and construction completion is scheduled for

October 2015. The Cross Alameda Trail will be designated as a segment of the San Francisco Bay Trail and will close a gap in the current bicycle/pedestrian network.

Oakland Broadway Shuttle



Launched in July 2010, the City of Oakland's Broadway "B" shuttle provides free transportation service to and from the downtown Oakland to Jack London Square.

The B offers transit connections to BART, ferry terminals, the Amtrak Capitol Corridor and local bus routes. Shuttle operations are funded by \$352,000 from Alameda CTC's Vehicle Registration Fee (VRF) transit grant program and \$723,000 from the Lifeline Transportation Program. Since the start of VRF-funded operations in 2013, the shuttle averages 750,000 passenger trips that support congestion relief in the area. Passenger trips are expected to grow with extended service to 10 p.m. Monday through Friday, which began last December.



Alameda CTC | 1111 Broadway, Suite 800 | Oakland, CA 94607

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