



ALAMEDA CTC REPORTS

access, mobility and accountability

APRIL 2011



a message from the executive director

As a public agency that plans, funds and delivers transportation projects and programs, the Alameda CTC supports mobility – the business of getting you from here to there. Multi-modal, safe, efficient and accessible transportation is core to our work, and this spring we are busy with a range of planning activities to expand transportation opportunities to support our diverse communities and mobility needs.

The Countywide Transportation Plan (CWTP)—Transportation Expenditure Plan (TEP) Project

is underway, and we are engaging community members in public workshops to plan and fund a transportation system that supports Alameda County needs. This CWTP will be part of the first Regional Transportation Plan (RTP) to be completed under SB375, the state’s 2008 climate change legislation.

In addition, our Bicycle and Pedestrian Plans Updates are well underway and will be incorporated into the CWTP. The goal of these updates is to project future

Mobility is the Theme of East County Transportation Forum on April 21

The Alameda CTC’s Citizens Advisory Committee (CAC) will host the East County Transportation Forum on Thursday, April 21st at Dublin City Hall, 100 Civic Plaza, in Dublin, California. Come join us to learn about the following projects and programs in East County that improve mobility for people from all walks of life:

- Alameda Countywide Transportation Planning
- Route 84 Expressway Update
- I-580 Corridor Update
- Alamo Canal Trail Update
- WHEELS Transit Advancements

The open house starts at 6:30 p.m. and presentations begin at 7:00 p.m.



The Central County Transportation Forum at Hayward City Hall on January 20, 2011 was well attended.

Planning Update

Regional and Countywide Calls for Projects: Improving Mobility for All

The Metropolitan Transportation Commission (MTC) released a call for projects on February 14 to the Congestion Management Agencies, that will inform the development of the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). A web-based application was made available on March 1st, and projects and programs submitted in Alameda County were due by April 12th in order for the Alameda CTC to evaluate and package them by the April 29th due date.

MTC’s call will also be used for the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) solicitation of projects and programs. Evaluation of the submitted projects will include not only those submitted to MTC for inclusion in the RTP. The Alameda CTC will also evaluate projects and programs in relation to the adopted vision statement and will aim to create a CWTP that fosters a vibrant and livable Alameda County. For more information, see the [Alameda County CTC transportation planning page](#).

On January 29th, Alameda CTC’s Vice Chair, District 1 Supervisor Scott Haggerty, hosted a forum regarding the SCS/

a message from the executive director

continued from previous page

bicycling and walking conditions, needs and priorities in the county. The upcoming **East County Transportation Forum** provides an opportunity for you to learn about projects and programs that are occurring in the eastern region of the county.

It's an important time to get involved with us in shaping the future of transportation in our County and our region. Please join us in these planning efforts!

Art Dao
Executive Director

RTP, the CWTP and the revised California Environmental Quality Act Guidelines adopted by the Air District. On March 19th, Supervisor Nadia Lockyer held a forum to discuss the same items in District 2 of Alameda County. In addition, all Alameda County City Councils/Boards of Directors are receiving presentations regarding the SCS and its relationship to local, county and regional transportation planning. These events and others like them advance the vision for Alameda County's transportation system to support a sustainable and livable Alameda County. Additional public outreach on the CWTP and the TEP occurred in February and March whereby the public was asked to submit project and program ideas and priorities. Visit the Alameda CTC website to learn about the [planning process](#).

Bicycle and Pedestrian Plans

In December, Alameda CTC collected comments from the Bicycle and Pedestrian Advisory Committee (BPAC) and the Bicycle and Pedestrian Plans Working Group relating to two plan chapters entitled: Current Practices and Vision, Goals & Objectives. During February, BPAC discussed program and project priorities. Alameda CTC is considering adopting the revised plans in March 2012. For more information, visit the



Participants weigh in at one of the five CWTP/TEP public workshops.

[Bicycle and Pedestrian Plans update page.](#)

Congestion Management Program

In other planning news, the Alameda CTC began discussions on how to make the Congestion Management Program (CMP) a more effective tool in managing our transportation system, including identifying impacted corridors and solutions as well as how to better integrate land use with transportation investments. The Commission also discussed how the CMP can best help to address congestion and meet Senate Bill 375 requirements in developing strategies that reduce greenhouse gas emissions and create sustainable communities. The CMP is updated every two years and contains the five-year Capital Improvement Program required for the 2012 State Transportation Improvement programming process.

BACK TO TOP

Financial Update

Great news for the Alameda County transportation systems! Based on updated Board of Equalization projections, the Alameda CTC recently increased its budget projection for sales tax revenues by \$12 million for the current fiscal year 2010-2011. This change will have a positive effect on many of the projects and programs funded by the Measure B half-cent sales tax, all of which aim to increase mobility throughout the county.

In 2010/11, an additional \$12 million will provide:

- \$4.8 million toward capital projects approved in the Transportation Expenditure Plan
- \$3.7 million for 14 cities and Alameda County to fund projects related to local streets and roads, bridges, bicycle and pedestrian projects and paratransit services
- \$3 million for transit programs, including those administered by AC Transit District such as transit services, Welfare

continued on next page

special
announcements
& quick links

[Contracting Opportunities](#)

[Countywide Transportation Plan \(CWTP\)— Transportation Expenditure Plan \(TEP\)](#)

[Opportunities for Involvement](#)

[Updated Financial Projections](#)

[Step into Life Campaign](#)

[Bike to Work Day](#) May 12, 2011

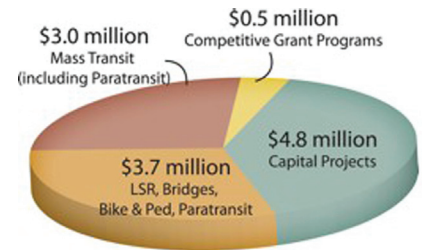
[New Brand and Contact Information for Alameda CTC](#)

In February 2011, the Alameda CTC unveiled its new logo. Visit the Alameda CTC's website to view the agency's [mission statement](#). The Commission also has a new phone number (510) 208-7400 and new staff email addresses. Visit the [Alameda CTC Staff](#) web page to access new contact information. Please update your address book as the old phone numbers and email addresses will no longer work beginning July 1, 2011.

to Work programs and other paratransit services; as well as other transit services, including ferries, Altamont Rail, Union City Transit and Livermore Amador Valley Transit Authority services (WHEELS).

- \$0.5 million reserved for competitive grant programs such as the County-wide Discretionary Fund for bicycle and pedestrian safety, express bus services, paratransit gap grant program, transit-oriented development, and other regional projects (Dollar amounts are estimated based on population and road miles.)

Budget Projections for the \$12M Augmented Measure B Sales Tax Revenues



[BACK TO TOP](#)

Program and Programming Updates

Fiscal Year 2009-2010 Program Compliance

Local agencies/jurisdictions receiving Measure B funds are required to submit both audit and compliance reports to the Alameda CTC indicating their use of funds. In December 2010, all 19 agencies/jurisdictions submitted these reports. The Alameda CTC is now in the process of developing a full compliance report based on an analysis of the [annual audits and reports](#) submitted.

The summary will describe fiscal year 2009-2010 pass-through fund expenditures on four program areas: bicycle and pedestrian safety, local streets and roads, mass transit and paratransit. Alameda CTC allocated over \$51.4 million to sponsor agencies in fiscal year 2009-2010. Preliminary data shows the agencies during that time frame expended approximately \$52.3 million, which includes reserves from the prior fiscal year.

Grant Program Success Stories

To date, Alameda CTC has awarded over \$27.2 million to four grant programs. Three recent success stories of note include:

- **Alamo Canal Trail Undercrossing of I-580 Construction:** The City of Dublin is constructing a 700-foot long, 12-foot wide, multi-use trail, underneath I-580 and the BART track structures. The trail will connect two existing trails and close a critical gap between the cities of Dublin and Pleasanton, as well as linking to the Iron Horse Trail.
- **Pleasanton Downtown Route Senior Shuttle:** The City of Pleasanton recently reviewed client evaluations and updated routes of this valuable local shuttle to reflect riders' interest and needs. Effective July 2010, the city added eight new locations to the downtown route (including stores and shopping centers). They also added five flex stops that allow direct transfer opportunities to Wheels fixed-route buses.
- **LAVTA Express Bus Service:** Livermore Amador Valley Transit Authority (LAVTA) serves almost 40,000 riders per fiscal year with direct transit service on three vital express bus routes. In January 2011, LAVTA held a ribbon-cutting event for the Tri-Valley's new rapid bus system, The Rapid, which will quickly connect area residents to places like the Stoneridge Shopping Mall, Lawrence Livermore/Sandia Laboratories, and BART. LAVTA is also creating local jobs by purchasing the rapid transit buses from Gillig, an American bus manufacturer based out of Hayward.

continued on next page

calendar of events

April 2011—May 2011

Note: Unless otherwise noted, all meetings will be held at Alameda CTC offices, 1333 Broadway, Suite 300, Oakland. Listings are shown in alphabetical order.

Alameda CTC Board Meeting

2:30—4:30 p.m.

April 28

May 26

Alameda County Technical Advisory Committee Meeting (ACTAC)

1:30—4:30 p.m.

May 3

Association of Pedestrian and Bicycle Professionals Webinar

Topic: Integrating Bicycles and Streetcar

12:00—1:00 p.m.

April 20

Bicycle and Pedestrian Advisory Committee Meeting

5:30—7:30 p.m.

April 14

Citizens Advisory Committee (CAC)

*Dublin City Hall,
100 Civic Plaza, Dublin*

5:30—6:30 p.m.

April 21

Countywide Transportation Plan/Transportation Expenditure Plan Steering Committee Meeting

12:00—2:00 p.m.

April 28

East County Transportation Forum

*Dublin City Hall,
100 Civic Plaza, Dublin*

6:30—8:30 p.m.

April 21

Vehicle Registration Fee Implementation

On November 2, 2010, voters approved the Measure F Alameda County Vehicle Registration Fee Program, with 63% of the vote. The Program will generate about \$11 million per year through a \$10 annual vehicle registration fee. Alameda CTC is preparing to implement this program, with fee collection anticipated to begin in spring 2011.

The goal of Measure F is to help fund improvements in the County's transportation network and reduce traffic congestion and vehicle-related pollution. Four categories of projects will support this:

- **Local Road Improvement and Repair Program:** Covers street repaving and rehabilitation, including curbs, gutters and drains and supports complete streets.

- **Transit for Congestion Relief:** Supports funding for public transportation, makes the existing transit system more efficient and effective and improves access to schools and jobs.

- **Local Transportation Technology:** Supports improvements to the performance of road, transit, pedestrian and bicyclist using technology applications.

- **Pedestrian and Bicyclist Access and Safety Program:** Improves safety for bicyclists and pedestrians by reducing potential conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs and other high-activity locations.

This spring, the Alameda CTC is scheduled to review and approve program guidelines. For more information, visit AlamedaCTC.org.

BACK TO TOP

East County Project Updates

I-580 Improvements

The I-580 Eastbound High Occupancy Vehicle (HOV) Lane Project provided an eastbound HOV lane from Hacienda Drive in Pleasanton to the Greenville overcrossing in Livermore, with the final segment opening marked by a ribbon cutting ceremony on November 10, 2010. It is expected that the I-580 Eastbound Express Lane Project will be converted to a High Occupancy Toll (HOT) Lane as a next step in enhancing freeway performance and efficiency in this direction.

The I-580 Westbound HOV Lane Project provides a westbound high occupancy vehicle (HOV) lane from the Greenville overcrossing in Livermore to the Foothill Boulevard overcrossing in Pleasanton. The project will be constructed in three segments with anticipated construction



Construction is underway to provide an HOV lane on Interstate 580 between Livermore and Pleasanton, a project to help ease the commute congestion.

in spring 2012 through spring 2014. The I-580 Westbound Express (HOT) Lanes Project is currently under analysis and will provide a westbound HOT lane from the Greenville overcrossing in Livermore to the San Ramon Road/Foothill Boulevard overcrossing in Pleasanton once constructed.

calendar of events

continued from previous page

Finance and Administration Committee Meeting (FAC)

1:30—2:30 p.m.

May 9

Paratransit Advisory and Planning Committee (PAPCO)

1:00—3:30 p.m.

May 23

Paratransit Advisory and Planning Committee & Technical Advisory Committee (PAPCO/TAC) Joint Meeting

1:00—4:00 p.m.

April 25

Pedestrian/Bicycle Webinar

12:00 p.m.—1:00 p.m.

April 20

Planning, Policy and Legislation Committee Meeting

11:00 a.m.—12:00 p.m.

April 11

May 9

Programs and Projects Committee Meeting (PPC)

12:15—1:15 p.m.

April 11

May 9

I-680 Improvements

The I-680 Express Lane project opened on September 20, 2010, the first High-Occupancy Toll (HOT) lane in Northern California in the Sunol Grade area of the corridor. With substantial construction completed, the remainder of the project will finalize landscaping, toll system integration and mitigation activities.

Route 84 Improvements

The project involves widening a 4.6-mile section of State Route 84 (Isabel Avenue) from Ruby Hill Drive to Jack London Boulevard in Livermore from two lanes to four lanes and six lanes. Designs and specifications for the construction have been submitted to the State for review, and the right-of-way acquisition process is underway. Construction is scheduled to begin in early 2012 and be completed in spring 2013.

[BACK TO TOP](#)

PAPCO Chair Advocates to Improve Senior Mobility in Alameda County

Alameda County has benefitted greatly from Sylvia Stadmire's volunteer contributions. She serves on many boards and commissions, and during 2010 she received a commendation certificate from Alameda County Supervisor Alice Lai-Bitker. This recognition honored Stadmire's tireless efforts in serving as Chair of the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO).

Since 2008, Stadmire has used public transportation as her primary means of getting around. At 71 years of age, she knows firsthand what it's like to navigate transit as a senior. While she says transportation services in Alameda County are good, she thinks they could be better, especially for those seniors who live in areas where transit is not readily accessible. She says, "More planning and funding can result in multimodal choices that improve quality of life for seniors and others in Alameda County."

Lai-Bitker appointed Stadmire to the PAPCO position where she is serving her third term as Chair. In this role Stadmire advocates for planning, funding and coordination to improve mobility for



seniors and people with disabilities in Alameda County. "With numerous budget cuts on the rise, services like senior travel companions are being compromised, so I am working to gain voter support for a measure on the 2012 ballot that will include expansion of transportation services for seniors," says Stadmire.

In addition to her position with PAPCO, Stadmire's volunteer involvement is extensive. She also serves as a Commissioner on the Alameda County Area Agency on Aging, Chair of the Broadmoor Plaza Senior Housing Board, Secretary of United Seniors of Oakland and Alameda County, and more. When asked how she musters energy for so many different endeavors, she says, "Helping others helps keep me young."

[BACK TO TOP](#)

Measure B Programs Update (A Sponsor Articles Supplement)

Sponsor	Project/Program	Benefits
AC Transit	East Bay Bus Rapid Transit Project East Bay Paratransit Alameda/Contra Costa Paratransit Inventory	High-quality, fast and frequent bus service in a significant corridor. Paratransit service delivery improvements and coordination opportunities.
San Joaquin Regional Rail Commission (SJRRRC)	Altamont Commuter Express	Daily operation, maintenance and cleaning of trains.
City of Oakland	Taxi-Up & Go (TUGO) Program	Senior escort assistance.
Bay Area Community Services	Senior Shuttle Services for Oakland Seniors	Providing service to Alameda, Albany, Berkeley, Emeryville and Oakland; expanded service area to include Dimond-Fruitvale/East Oakland Communities.
Senior Support Program of the Tri-Valley	Mobility Management and Paratransit Services	Access to medical appointments and support for seniors to ride transit.

AC Transit Riders Benefit from Measure B Funds

AC Transit's riders continue to benefit from the funding provided through the half cent transportation sales tax, Measure B. Projections for FY 2010-11 indicate AC Transit will provide service to roughly 57 million riders for local and transbay routes.

In addition to operational funding, Measure B provides some funding for part of the **East Bay Bus Rapid Transit (BRT)** capital project. AC Transit's BRT project will provide high-quality, fast and frequent express bus service along an approximately 15 mile-long, heavily urbanized corridor. The project extends from Downtown Berkeley and the University of California at Berkeley to the north, through Downtown Oakland, and into San Leandro at the south end. The total project cost is estimated at \$216.1 million.

East Bay Paratransit (EBP) riders continue to benefit from the grant funding provided to the ADA transportation program, through the Alameda County Transportation Commission (Alameda CTC). Through grant funding, 100% of the EBP fleet has been equipped with

Mobile Data Terminals/Automatic Vehicle Locators (MDT/AVLs) to improve service delivery, efficiency, and productivity by rapidly identifying vehicles' locations with the capacity to absorb riders. Alameda CTC Grant funding will also provide enhancements to the EBP system with Interactive Voice Response (IVR) Web Based Scheduling Software. The IVR software will improve service delivery and efficiency, by allowing EPB to notify clients of their vehicles' arrival time.

Alameda CTC, in conjunction with **New Freedom Funding via the Metropolitan Transportation Commission (MTC)**, will allow for a detailed Paratransit Inventory to be conducted in Alameda and Contra Costa Counties (funding is specifically for Alameda County's portion of the study). The study's purpose is to gather information to aid in establishing a shared database and identify areas where coordination opportunities exist, whether it is vehicles, funding, or personnel.

Measure B Funds Rail Operation and Maintenance

The **San Joaquin Regional Rail Commission (SJRRRC)**, which owns and operates the Altamont Commuter Express (ACE) train, receives a portion of Measure B

revenues from ACTIA to cover operating costs of the service, which consist of daily operation, maintenance and cleaning of the trains, as well as the personnel to operate them.

Funding from Measure B has also contributed to the Rail Maintenance Facility and Locomotive Overhaul Projects. The new Maintenance facility will provide SJRRC with a greatly enhanced capability to inspect, service, repair and clean the ACE trains that serve San Joaquin, Alameda and Santa Clara Counties. Construction for the maintenance facility is expected to start in April 2011 and it is a two-year project.

Measure B also funds the midlife overhaul of ACE's fleet of diesel electric locomotives that have provided 12 to 15 years of service. Industry standards, as well as the very important need for a high level of reliable, on-time service, mandate the completion of this important overhaul project in a timely manner. ACE's locomotives are now in the 13th year of their service life.

Measure B Funds City of Oakland's Senior Companion TUGO Program

Ms. Betty Parfitt, age 92, wrote a letter, sending kudos to staff and Lupe Copenhah, her taxi-escort assistant, who is in the City of Oakland's Senior Companion Taxi-Up & Go (TUGO) Program. She noted that the program has made a difference in her life. "I am indebted to the program's taxi-scrip services." Ms. Parfitt related how 'sweet' it was to be escorted to medical and non medical appointments. She welcomed the opportunity to learn how to access resources. This gave her a sense of actively participating in her community.

Ms. Parfitt was assigned a companion to help her with shopping, meal preparation and escort assistance on a regular basis. She concludes, "The help of Lupe has made a difference to my health and my life: a feeling that someone is there for me, someone who cares. Thanks so much."

TUGO is a Gap Grant from ACTIA to the City of Oakland collaboration between the Senior Companion Program and Oakland Paratransit Program, which began in July 2008.

BACS Maintains Limited Senior Shuttle Service with Measure B Funding

Bay Area Community Services (BACS) has provided Senior Shuttle services for Oakland seniors since March 2001. What began as the West Oakland Senior Shuttle, expanded to include Downtown Oakland, North Oakland and East Oakland, with support from the City of Oakland Paratransit (Measure B) Program.

In 2006, BACS received two gap grants from Alameda County Transportation Improvement Authority (ACTIA) to provide a Northern Alameda County Group Trip Program (servicing Alameda, Albany, Berkeley, Emeryville and Oakland) and to expand the senior shuttle to the Dimond-Fruitvale/East Oakland communities. In 2008, ACTIA extended these gap grants to expand services.

In 2010, the City of Oakland stopped funding the senior shuttle due to budget concerns. **ACTIA's Gap grant** funds have maintained the Senior Shuttle on a limited basis. The senior shuttle now operates two days a week, taking senior residents from the Dimond-Fruitvale/East Oakland communities to various shopping locations on a weekly schedule.

Overall, BACS Senior Shuttles is able to provide approximately 2,000 one-way trips to residents of 8 senior residential complexes. BACS offers limited group trips at cost. For further information, contact Jeff Weiss at (510) 272-4796.

Senior Mobility Management at Work in East County

With the help of The Alameda CTC and Measure B funds, the Senior Support Program of the Tri-Valley works with other Tri-Valley agencies to ensure that East

contact us

Do you know of someone who does not have email access but would like to receive Alameda CTC's news? They can call (510) 893-3347 or write us at 1333 Broadway, Suite 300, Oakland, CA 94612, to request a hard-copy of the e-newsletter. For easy access, past issues of the e-newsletter will be maintained on the [Alameda CTC website](#).

Alameda CTC
1333 Broadway,
Suites 220 and 300
Oakland, CA 94612
510.208.7400

County seniors have access to medical care. Through close coordination with Pleasanton Paratransit Service (PPS) and Wheels (LAVTA), the Program assists seniors with the application process for obtaining paratransit services and provides rides to medical appointments, while they are waiting to be approved for these services.

Seniors can get referrals for rides from PPS, Wheels, and other agencies for same-day service, as well as rides outside of the county. They are located within the Pleasanton Senior Center, which sells all types of tickets for transportation, so it is easy to assist seniors in obtaining their tickets.

It is essential for seniors to be able to access medical care. Unfortunately, there are many obstacles that interfere with access to health care. Many seniors no longer drive, while others are unable to do so due to the expense nature of owning an automobile. Also, many seniors experience a physical or cognitive limitation that impedes their ability to drive. At Senior Support Program of the Tri Valley, volunteers and staff drive seniors living in the Tri Valley Area (Dublin, Livermore, Pleasanton and Sunol) to their medical

appointments, and provides a same-day, door-through-door transportation service in the Greater Bay Area. Most importantly, the Program teaches Tri Valley seniors the transportation options that are available to them and encourage use of these services. Because many clients have never ridden on public transit before, the Program assists the seniors with the application process and explains how the service works.

This vital Program continues to do what paratransit cannot do. Since November 2008, it has:

- scheduled 3,966 rides
- driven over 190 unduplicated riders
- trained 59 volunteer drivers
- reached out to the community about our program numerous times, including a spot on local television twice and several notices in the local newspaper
- provided access to a significant portion (22%) of destinations outside of the Tri Valley Area (Stanford Medical Center in Palo Alto to the VA Medical Center in Martinez)

BACK TO TOP

BART Warm Springs Extension Project Update—February 2011

Construction of the Fremont Central Park Subway is now over half-way completed, on schedule and on budget. Facilities within the park were successfully relocated, and a number of detours of Stevenson Blvd were completed to make way for work on the subway itself. Subway construction began with the installation of an extensive excavation support system designed to keep slopes stable and groundwater out of the work area. This system was fully in place by the end of 2010 and over 800 route feet of subway had been successfully constructed and waterproofed within it. The Subway

contract is expected to be concluded, including park restoration, by early 2013.

The Line, Track, Station and Systems contract, which is responsible for most of the rest of the work required to extend BART service to Warm Springs, is progressing through the contract procurement phase. Five design-build teams were pre-qualified to compete for this contract in 2010 and proposals were received in early 2011. The LTSS contract is expected to be awarded in the spring; however significant construction is not likely to begin until 2012. Subject to the timely award and execution of this contract, service to Warm Springs could begin as early as the end of 2014. [Click here](#) to download a project overview pdf file.