

Alameda CTC receives 100% clean audit!

In this Issue

Commuter Options and Travel Choices

Commuter Profile: Diane Shaw

On the Move Around Alameda County

- One Bay Area Grant Program
- Caldecott Medallion Design Competition
- Alameda's Free Estuary Crossing Shuttle

“I thank all of you who supported Measure B1 and dedicated your time, ideas and expertise in the development of the 2012 Transportation Expenditure Plan. Even though it didn't pass, we are still delivering high quality, effective transportation solutions that create local jobs.”

—ARTHUR L. DAO, Executive Director, Alameda CTC

What's Ahead

OBAG Application Due —
March 15

www.alamedactc.org

MESSAGE FROM THE EXECUTIVE DIRECTOR, ART DAO

Looking to the Future



Welcome to the January edition of Alameda CTC Reports!

2013 brings a new year full of activities to plan, fund and deliver effective transportation investments in Alameda County. While the defeat of Measure B1 in November means that Alameda CTC will not have the opportunity to invest new local transportation funds for projects and programs, my staff and Commission are dedicated to continuing to improve the quality of life in Alameda County using the resources we have. We will

be funding programs and projects with the current Measure B funds until they sunset in 2022, as well as with state and federal funds. The vast majority of voter-approved Measure B and state bond-funded projects are in construction or have already been completed, which have increased transportation choices, expanded mobility and relieved congestion. Because of these investments, we have pumped over \$495 million back into local businesses and created nearly 5,100 jobs each year – with the highest levels of [accountability](#).

We look forward to achieving major construction milestones on many of

our projects this year, including the [I-80 Integrated Corridor Mobility Project](#), the [I-580 HOV and Express Lane project](#), the [I-880 HOV lane extension project](#), [Webster Street SMART Corridor](#), [BART Warm Springs Extension](#) and [Oakland Airport Connector](#), all of which will significantly improve and increase mobility and commuting options throughout the county while supporting local jobs.

Additionally, I welcome our [new Commissioners](#), and [Chair, Supervisor Scott Haggerty](#) and [Vice Chair Oakland Councilmember Rebecca Kaplan](#).

Commuter Options and Travel Choices

Alameda CTC is committed to providing a wide range of transportation options so that people can travel safely and efficiently to and from work, school and for everyday needs. We support a suite of County-wide services to serve the spectrum of transportation needs of residents and businesses.

We do this by investing to expand mass transit, to improve highway infrastructure, local streets and roads, bike and pedestrian safety and services specific to the needs of seniors and people with disabilities. We use our local transportation dollars to leverage key state and federal funding to ensure that Alameda County commuters have a variety of viable choices for their travel needs.

Our investments improve highways and roads to increase efficiencies and reduce bottlenecks, including the [I-80 Integrated Corridor Mobility Project](#), which will significantly improve safety and traffic between the Bay and Carquinez Bridges, and the [I-680 Express Lane](#) which has



decreased travel times and increased options along the Sunol Grade from Pleasanton to Milpitas since opening in September 2010. Our investments also support safe, convenient, and healthy alternatives to car-based travel, such as transit (we program funds for [operators](#) for operations and paratransit services), [walking, and biking](#), as well as the [Guaranteed Ride Home](#) program, which

provides a taxi ride or rental car home from work for any commuter who did not drive solo, in the event of a personal emergency.

By providing a variety of transportation options, we expand access, increase safety, reduce congestion and improve air quality, for an Alameda County that works for all of us.

Commuter Profile: Diane Shaw



Diane Shaw has been a Fremont resident for 28 years and an active member of Alameda CTC's Citizens Advisory Committee (CAC) since July 2012. She was drawn to the CAC when she realized that her use of transportation was reflective of Alameda CTC's efforts to provide various transportation options throughout Alameda County. Over the past decade, she has seen herself

transition from someone who only used a car, to an avid public transit user and bike rider.

Diane became a transit rider six years ago when she was commuting from Fremont to San Carlos. At first she only drove, believing that public transportation was not reliable enough to get to work on time. She says,

CONTINUED ON NEXT PAGE

Thank You Mayor Mark Green

In December, Alameda CTC honored its outgoing (and inaugural) Chair, Mayor Mark Green of Union City. Mayor Green has been a tireless champion for transportation in Alameda County and the region for the past 19 years. Under his leadership, major improvements were made to the I-80, I-238, I-580, I-680, I-880, Route 84, and Route 92 corridors, in addition to local street rehabilitation, bike and pedestrian safety improvements, and transit for seniors and the disabled. He led the successful effort to create and help pass Measure B in 2000, as well as the 2010 merger that created Alameda CTC.

“Mayor Green’s leadership has been effective in securing funding for major transportation investments, developing long-range plans, and streamlining local government to save taxpayers’ dollars. His work will provide benefits to the traveling public for decades to come.”

—SUPERVISOR SCOTT HAGGERTY,
Chair, Alameda CTC



“The Union City Intermodal District is a model development for the rest of the Bay Area, and that’s a testament to Mayor Green’s leadership. He makes things happen.”

—ARTHUR L. DAO,
Executive Director,
Alameda CTC

“What I found is that taking public transit was reliable, I saved money and reduced my stress level.”

Not only does Diane enjoy riding transit, she also enjoys taking advantage of the bike paths around Alameda County. One of her favorite excursions is to ride her bike from Fremont to the

Union City BART station, then take BART to Walnut Creek, where she rides on the Iron Horse Trail all the way to Pleasanton. She can also be found riding on the Alameda Creek trail from Quarry Lakes over the Dumbarton Bridge.

Like many of us, Diane owns a car

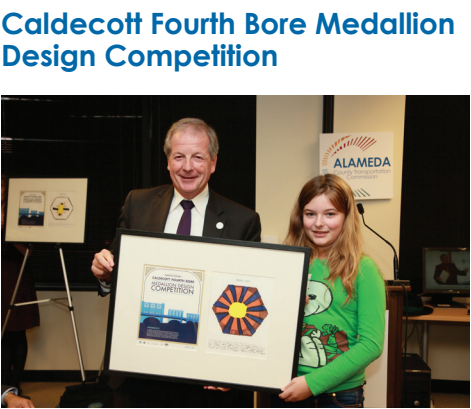
and yet often still chooses to ride public transportation or her bike. She appreciates the varied transportation options supported by Alameda CTC. As a member of the CAC she has the opportunity to provide feedback to the Commission, and be a spokesperson for the many transportation choices throughout the county.

On the Move—Around Alameda County

One Bay Area Grant Program

In December the Alameda CTC approved the One Bay Area Grant (OBAG) Program guidelines and selection criteria, and the [Call for Projects](#) will be released on February 1. Approximately \$38.7 million in OBAG funding is available, through a competitive process, to agencies throughout Alameda County for local streets and roads, bicycle and pedestrian projects and transit oriented developments in [Priority Development Areas](#). Alameda CTC will award funding for improvements that support the Sustainable Communities Strategies to reduce greenhouse gas emissions and provide residents with multi-modal transportation options.

Under the OBAG Program, Alameda CTC will also program approximately \$15.2 million for eligible local streets and roads (LSR) projects. This programming will support the fix it first strategy as well as address the LSR maintenance shortfall in Alameda County. The OBAG Call for Projects includes the coordination of other funding sources that are allocated by Alameda CTC. Overall, approximately \$66 million in funding is estimated to be available through a unified programming of OBAG, Measure B and Vehicle Registration Fee funds. An application workshop will be held February 7, 2013 and applications are due in early March.



Alameda CTC honored the Alameda County students who participated in the Caldecott Fourth Bore Medallion Design Competition during its December meeting. Students, their family members, as well as a teacher who encouraged his students to participate in the competition attended. The Caldecott Fourth Bore Medallion Design Competition was launched in March 2012 to provide children in grades K-12 in Alameda and Contra Costa Counties an opportunity to play a role in the design of an important architectural detail of the Fourth

Bore. The competition drew more than 300 entries from both counties, and judging panels in each county convened to select designs for the medallions. The Alameda County panel selected the designs of 10-year-old Ellina Bartholomew Coutts, 11-year-old Aoife Gorshow, and 8-year-old Nuala Gorshow. The three winners of the Contra Costa competition were honored by the Contra Costa Transportation Authority at an earlier celebration.

In talking to the winners before the ceremony, they expressed delight in having participated, and a sense of the importance and permanence of their art:

“It’s cool that we are kids and we got to do this.” – Emily Henrich

“My grandparents told me that when I tell my kids and grandkids that it’s my art, they won’t believe me!” – Ellina Bartholomew Coutts

“We’ll have art from the past – something to remember Alameda County.” – Aoifa Gorshow

The Caldecott Fourth Bore will have three medallions cast out of concrete on each side of the tunnel. The selected artwork from the design competition will inform the development of molds.

When it opens to traffic in late 2013, the Fourth Bore will relieve traffic congestion in the off-peak direction along this heavily travelled section of State Route 24 by permanently dedicating two bores to westbound traffic and two to eastbound traffic.

Alameda’s Free Estuary Crossing Shuttle Celebrates First Year of Service

The free [Estuary Crossing Shuttle](#) in Alameda has completed a successful first year of service. The shuttle connects the west end of Alameda with downtown Oakland, and also provides a direct transit route between Laney College and the College of Alameda. It is available at no cost for passengers and bicyclists, with three stops in west Alameda, and in Oakland near the Lake Merritt BART station and Laney College. On average, the shuttle carried 150 daily passengers and 24 bicycles each day, for a total of approximately 38,000 passengers and 6,000 bicycles throughout the first year of service.

The San Francisco Bay Area Air Quality Management District has approved a second year of funding for the Shuttle.



Alameda Public Works Director Matt Naclerio states, “We are seeking more funding to extend the service through 2015, and hope to attract more residents to try the shuttle and leave their car at home.” The Shuttle is partially funded by Measure B tax dollars, passed through to the City of Alameda.

The service operates at 30-minute intervals from 7:00 a.m. to 12:00 p.m., and 3:30 p.m. to 6:30 p.m., Monday through Friday, and uses a 40-foot, compressed natural gas bus with capacity for 19 passengers and 10 bicycles.

Learn more online about contracting opportunities, the Executive Director’s report, and our calendar of events @ www.alamedactc.org

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

facebook.com/AlamedaCTC

@AlamedaCTC