



## ACTIA REPORTS

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

access, mobility and accountability

JULY 2010

INFORMATION ON PROGRAMS AND PROJECTS FUNDED BY MEASURE B



### a message from the executive director

Our transportation system is constantly evolving due to many factors affecting our communities—economic cycles, the aging population, climate change. ACTIA is evolving to meet these changing needs by implementing improvements made possible through Measure B, Alameda County's half-cent transportation sales tax.

In this issue we show how cost-savings, increased efficiencies and enhanced planning and funding opportunities will occur by the planned ACTIA merger with the Alameda County Congestion Management Agency (CMA). As part of the work of this newly-formed Alameda County Transportation Commission efforts will begin this summer on the next Countywide Transportation Plan update and Measure B reauthorization, so we can continue to eliminate bottlenecks, improve local connectivity and enhance mobility choices.

Leveraging technology to improve access is a way of the future and is being implemented on the **I-680 Sunol Express Lanes**. You will also find highlights regarding our progress in South County, including the status

### Changing the Transportation Landscape in Alameda County: ACTIA and ACCMA to Merge

In February 2010, the ACTIA and the Alameda County Congestion Management Agency (CMA) Boards of Directors voted to approve moving forward with a merge to create a new entity, the Alameda County Transportation Commission. A Joint Powers Agreement incorporates the powers and duties of both ACTIA and the CMA. This action required the approval of a majority of the cities, representing a majority of the population and the Board of Supervisors. Staffs of both ACTIA and the CMA

were busy this spring acquiring the approvals from the jurisdictions and a final action forming the Alameda CTC occurred on the June 24th Board meetings of each agency.

The combined agency will be known as the Alameda CTC, with the first meeting of the new Board of Directors to take place on July 22, 2010. Employees of ACTIA and ACCMA are expected to transition to the new agency in early 2011.

The merged organization will serve as Alameda County's planning, funding and sales tax authority, providing streamlined project and program delivery.

### project update

#### Union City Intermodal Station

**Project Sponsor:** City of Union City

**Measure B Contribution:**  
\$12.5 million

**Total project Cost:** \$47 million

**Improvements:** Construction entails creating access to the BART station from the west side, reconfiguring the parking facilities, improving bus facilities at the station and enhancing pedestrian circulation in and around the station area.

**Benefits:** When completed, the Union City Intermodal Station will serve as a world-class, solar powered, intermodal transit hub. In conjunction with surrounding transit-oriented development, the Station will be a key connection point for commuters and other travelers, enabling them to board and transfer between BART, and passenger rail, including Capitol Corridor, Dumbarton Rail, Altamont Commuter Express (ACE) and bus (AC Transit and Union City Transit) services. This green-friendly station will include a 16-bay bus facility with solar cells on

a message from the  
executive director  
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of **construction on the BART to Warm Springs extension**, as well as completion of important milestones at the **Union City Intermodal Station**. We are also making strides in evolving mobility choices based on the needs of our aging and disabled populations, through platforms like the **Annual Mobility Workshop** on July 30th. As a special feature, we have created a supplement to this newsletter that reports on how Measure B is enhancing local communities through funds for special programs throughout our County. We hope you enjoy this issue!

Christine Monsen  
Executive Director

a 700-foot long canopy, an expanded BART station and improved access for pedestrians, bicyclist, buses and autos.

**Project Status:** The site improvements for Phase 1 construction on the west side of the BART station were completed in May 2009. Work continues on the west side station improvements, which are scheduled for completion in late fall 2010.

Phase 2 of the project will open the BART station to the east, to provide a direct connection to the commuter rail station proposed as part of the Dumbarton Rail Corridor Project. The Dumbarton Rail Corridor project would provide commuter rail service connecting the west bay Caltrain service



to the east bay, with three east bay stations at Newark, Centerville in Fremont, and Union City. Union City is working with local and regional funding partners to identify the funding necessary to complete the project. For more information regarding the Union City Intermodal Station, visit the City of [Union City's website](#).

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## project update

### BART Warm Springs Extension

**Project Sponsor:** San Francisco Bay Area Rapid Transit District (BART)

**Measure B Contribution:**  
\$224.4 million

**Total Project Cost:** \$890 million

**Improvements:** The Warm Springs Extension will add 5.4 miles of new tracks from the existing Fremont Station south to a new station in the Warm Springs District, with an optional station located approximately midway, in the Irvington District.

**Benefits:** When completed, the Warm Springs Extension will provide a direct and seamless BART connection through the Warm Springs Station to future stations in Santa Clara County. The extension will increase transit ridership by 4,700 daily trips and 7,200 daily trips by 2025, particularly those

destined for, originating in or passing through southern Alameda County.

**Project Status:** Construction of the relocated basketball courts, dog park and adjacent parking facilities was completed in May 2010, and these new facilities were opened to the public in June. Construction of the subway walls and the park, north of Lake Elizabeth, concluded in April and this work continues to the north of Stevenson Boulevard. Construction of a temporary dam in the northeast corner of Lake Elizabeth to facilitate dewatering of a small portion of the lake, which the subway will run under, started in May 2010.

According to BART spokeswoman Molly McArthur, "while the neighborhood is experiencing impacts associated with the construction activity, they have waited for the extension for such a long time; they have been very cooperative with BART and are

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## calendar

*All meetings held at ACTIA Offices, unless noted otherwise.*

**Paratransit Advisory and Planning Committee (PAPCO) TAC Meeting,**  
9:30 a.m.-11:30 a.m.

- July 13, 2010

**ACTA and ACTIA Administration, Legislation, and Finance Committee (ALF),** 2:00 p.m.

- July 14, 2010

**Citizens Advisory Committee (CAC),**  
Ruggieri Senior Center, 33997 Alvarado-Niles Rd., Union City, 5:30-6:30 p.m.

- July 15, 2010 (South County Transportation Forum, with open house 6:30-7:00 p.m., project/program presentations start at 7:00 p.m.)

**Countywide Transportation Plan/B3 (CWTP/B3),** Steering Committee, 1:30 p.m.

- July 19, 2010

**Bike/Ped Webinar,** Noon-1:00 p.m.

- July 21, 2010

**Alameda CTC Meeting,** (First board meeting of newly merged ACTIA and ACCMA) 2:30 p.m.

- July 22, 2010

**Annual Mobility Workshop,**  
MTC's Auditorium, 101 Eighth Street, Oakland), 10:00 a.m. - 3:00 p.m.

- July 30, 2010

*No committee meetings scheduled during August.*

looking forward to completion of the project." The construction site at Central Park has contributed positively to the Alameda County economic recovery. BART Board Director, Tom Blalock recently noted on a visit to the construction site, "This is the time to put people to work. Today there are probably a hundred workers physically on site at the park...and that doesn't count all the material suppliers that have a job because of the project." Ms. McArthur declared the project, "on time and on budget" and indicated, "The project is really moving forward" as she guided a tour through the Central Park subway construction site. Construction of the subway will be completed in early 2013.

The Request for Qualifications (RFQ) for construction of the Design-Build



Line, Track, Station and Systems (LTSS) contract was released on April 6, 2010 and BART pre-qualified teams will compete in the Request for Proposals (RFP) phase. The RFP will be released in July 2010. Construction is scheduled to begin in 2011 with start-up of BART service to Warm Springs planned for 2014. For additional information on the BART Warm Springs Extension project, visit the [BART website](#).

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## project update

### I-680 Sunol Express Lanes

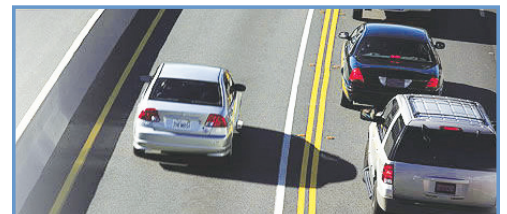
**Project Sponsor:** Alameda County Congestion Management Agency (ACCMA)

**Measure B Contribution:**  
\$15.2 million

**Total Project Cost:** \$37 million

**Improvements:** The project involves converting High Occupancy Vehicle (HOV) or "carpool" lanes to High Occupancy Toll (HOT) lanes, also known as "express" lanes, along the I-680 corridor in the area of the Sunol Grade. The conversion requires additional roadway width and the installation of tolling equipment throughout the corridor.

**Benefits:** Improvements will better accommodate the increased traffic in the I-680 corridor traveling to and from Silicon Valley. In addition, the



electronic tolling system will employ specialized software that will analyze traffic conditions along the corridor and use a "dynamic pricing" approach to set the toll for non-carpool vehicles that use the express lanes based on those conditions.

**Project Status:** Construction of the southbound HOV/HOT lane began in 2008 when the first of three construction contracts was awarded by Caltrans. The second and third contracts were awarded by Caltrans during 2009. Construction of all three contracts being administered by Caltrans is expected to be completed during the Summer/Fall of 2010.

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## business corner

Our Local Business Contract Equity (LBCE) team facilitates focused outreach, enabling businesses to receive equal access when competing for opportunities as contractors, subcontractors, suppliers and providers of goods and services. Visit the [LBCE web page](#) for details regarding our certification process and for a list of current contracting opportunities.

In addition to the construction of the roadway and structures that will accommodate the HOV/HOT lane, separate contracts have been let by the ACCMA to develop and integrate the electronic tolling system into the roadway facility and the Bay Area's existing tolling infrastructure using the FasTrak technology. The tolling system is currently being tested and once the

construction is complete, the System Integrator, a consultant team hired by the ACCMA, will perform the final testing in place on the actual roadway facility. The system is expected to be operational by the end of 2010. For more information regarding the I-680 Sunol Express Lanes Project, visit [Caltrans website](#).

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### ACTIA and PAPCO to Host Seventh Annual Mobility Workshop

ACTIA'S Paratransit Advisory and Planning Committee (PAPCO) remains committed to meeting the evolving mobility needs of all, including seniors and those with disabilities. On May 26th, PAPCO hosted the 4th Mobility Coordination Summit. Building on the November 2009 Summit on Mobility Management, this Summit featured Ken Folan, a planner from the Metropolitan Transportation Commission (MTC). Folan discussed the MTC's Transit Sustainability Project—a major study of transit and paratransit service delivery in the Bay Area that is just getting underway. The Study was identified as an important potential driver of changes to paratransit service delivery, as well as future coordination and mobility management efforts in the region.

Topics raised during the Coordination Summit will be carried forward to the upcoming [Annual Mobility Workshop on July 30](#). This will be the seventh Annual Workshop sponsored by ACTIA and PAPCO. Over time, they have evolved into regional events, bringing together around 100 providers, consumers, advocates, non-profits, and elected officials from all over the Bay Area. One goal of the workshop is to explore the most urgent topics related



to mobility for seniors and people with disabilities. This sets the stage for planning for PAPCO's annual work program, and provides the opportunity for attendees to network and share information. This year the Workshop will explore the concept of Mobility Management to County stakeholders and determine if and how it can be inserted into our future planning.

#### *Past topics and speakers have included:*

- Planning for Access throughout the Transportation System (Vancouver, BC)
- Driving Retirement—Giving up the Keys
- Co-locating Services near Transit and Universal Design at the Ed Roberts Campus
- Community Outreach and Engagement
- Creating One Stop Shopping for Mobility Solutions (Ride Connection in Portland, OR)

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## quick links

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- From Safe Routes for Seniors to Complete Streets for All (New York, NY)

Workshops for the last few years have also featured a Resource Fair with information highlighting a variety of transportation and community resources. This year's Workshop will be on Friday, July 30th, at the MTC Auditorium at 101 Eighth Street, Oakland, near Lake Merritt BART. The Workshop is scheduled from 10:30 a.m. to 4:00 p.m. Please contact ACTIA if you are interested in attending.

PAPCO is ACTIA's community advisory committee is dedicated to the planning and coordination of issues regarding Special Transportation Services for seniors and people with disabilities in Alameda County. PAPCO oversees 10.5 percent of net revenues in the 2000 Measure B Expenditure Plan allocated for Senior and Disabled mobility improvements and services, known as [Paratransit](#). [PAPCO](#) meets the fourth Monday of each month at ACTIA's Oakland offices.

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### Measure B Grant Programs Creating Active, Accessible and Safe Transportation

One of the ways Alameda County taxpayers' money goes to good use is through grant programs that fund local transit agencies, municipal jurisdictions and nonprofit organizations. In fiscal year 2008-2009 (FY 08/09), ACTIA reimbursed project sponsors a total of just under \$3.5 million by way of the following four grant programs that improve transportation throughout the county:

- **Bicycle and Pedestrian Countywide Discretionary Fund (CDF):** ACTIA has allocated over \$9.5 million over four funding cycles to 41 capital projects, programs, and master plans. In FY 08/09, ACTIA reimbursed grant project sponsors a total of \$1,374,424.
- **Express Bus Service Fund:** To date, ACTIA has allocated just under \$6.7 million over two grant cycles to six express bus service projects. In FY 08/09, ACTIA reimbursed grant project sponsors a total of \$659,919.



- **Special Transportation for Seniors and People with Disabilities Fund (Paratransit Gap):** ACTIA has allocated over \$9 million over four funding cycles to 52 transportation projects and programs for seniors and people with disabilities. In FY 08/09, ACTIA reimbursed grant project sponsors a total of \$1,362,664.
- **Transit Oriented Development Fund:** To date, ACTIA has allocated over \$1.5 million to eight TOD/TCD projects throughout Alameda County. In FY 08/09, ACTIA reimbursed grant project sponsors a total of \$85,087.

### Leveraging Funds

Approximately 60 percent of the net revenues received from the Measure

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## special announcements

### CWC Annual Report to

**Public**—Each year the Citizens Watchdog Committee issues its report on Measure B expenditures according to the voter-approved plan. Look for this important report, which will be released in late July or early August!

### South County Transportation Forum

**Date:** Thursday, July 15, 2010  
**Time:** 6:30—8:30 p.m.  
**Place:** Ruggieri Senior Center,  
33997 Alvarado-Niles  
Rd., Union City

**Annual Mobility Workshop**—  
Join ACTIA and PAPCO as  
they host the Seventh Annual  
Mobility Workshop.

**Date:** Friday, July 30, 2010  
**Time:** 10:30 a.m.—3:00 p.m.  
**Place:** MTC Auditorium,  
101 Eighth Street in  
Oakland near Lake  
Merritt BART Station

B half-cent transportation sales tax in Alameda County go to fund programs. On a monthly basis, ACTIA disburses pass-through program funds to 19 local agencies/jurisdictions via formulas, percentages, and grants.

In total, ACTIA has funded 107 grant projects in the amount of almost \$27 million. These grant programs have leveraged Measure B funds to cover total grant program costs of \$108 million.

## Success Stories

ACTIA's grant programs are evolving transportation modes, including walking, biking and transit for thousands of youth, adults, seniors and people with disabilities. The result of these programs is better mobility, safety and transportation access for the diverse population that lives, works in or travels through Alameda County.

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### Measure B to Fund Water Transit, including Waterborne Emergency Response

In 1999, the state legislature created the Bay Area Water Transit Authority (WTA) to develop and operate a comprehensive Bay Area water transit system, including Alameda/Oakland and Harbor Bay Ferry Systems. In response to a need for more comprehensive water transportation and emergency services, in 2008 the legislature voted to establish a successor agency, the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

Since its inception, WETA has been tasked with increasing the Bay Area's emergency response capabilities, contributing significantly to a more robust and environmentally-friendly ferry system. WETA's expanded responsibilities include coordination of waterborne emergency response activities across the region, consolidating Alameda-Oakland, Alameda Harbor Bay and Vallejo Baylink services under WETA



and also planning and implementing new ferry routes.

To help evolve trips to transit, WETA will be subsidized in part by Measure B Program funds to support operations, maintenance and improvements for mass transit once the services are transitioned from the City of Alameda to WETA—anticipated in fall 2010. On May 17th, WETA added a new passenger vessel, Taurus, to its fleet. Taurus is one of four new passenger vessels that represent the initial investments in a regional ferry system with plans to add up to seven new routes that are expected to triple ridership. For more information regarding WETA, visit their [website](#).

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## Funding Local Priorities

See the special supplement—[Measure B Programs: Reports from the Field](#)— for details on the progress and achievements of these local efforts funded by Measure B grants and pass-through funds over the past year.

	SPONSOR AGENCY	IMPROVEMENTS	BENEFITS TO COMMUNITY
Bicycle & Pedestrian	City of Fremont	Construct pedestrian improvements at 6 intersections along Fremont Blvd. between Eugene St. and Washington Blvd. in the Irvington Area.	Improves pedestrian safety and access to bus stops along Fremont Blvd.
	City of Hayward	Construct new sidewalks at various locations, in addition to upgrading Hayward's network of pedestrian traffic signals.	Improves pedestrian mobility and safety.
	City of San Leandro	Installed ADA-compliant sidewalks on Wicks Blvd. between Stenzel Park and Burkhart Ave.	Improved pedestrian access to the Marina Community Center and to Stenzel Park.
	City of San Leandro	Annual Sidewalk Program 2009/2010.	Eliminated tripping hazards and provided ADA-compliant paths of travel.
	City of San Leandro	Update San Leandro Bicycle & Pedestrian Master Plan.	Improves potential for city to acquire grant funds subsidizing future bicycle & pedestrian improvements.
	City of San Leandro	Constructed 650-foot, San Francisco Bay Trail Bill Lockyer Bridge across San Leandro Slough.	Provides critical link in San Francisco Bay Trail, connecting San Leandro to Oakland.
	East Bay Regional Park District	Feasibility study for Iron Horse Trail between Dublin/Pleasanton BART Station and Santa Rita Road.	Determines the operationally-required elements, community-desired elements and engineering challenges to building 1.5 miles of trail.
Paratransit	Alzheimer's Services of the East Bay (ASEB)	Vans and drivers provided to transport participants between centers in Berkeley, Oakland and Hayward.	Ensures participant safety. Drivers are trained to effectively understand the specific needs of individuals with dementia.
	Bay Area Outreach and Recreation Program (BORP)	Doubled the capacity of BORP.	Improves health, independence and social integration of people with disabilities through sports, fitness and recreation programs.
	City of Hayward	Paratransit Services	Helps maintain independence for seniors, people with disabilities and those with mobility impairments; enrolled riders are also eligible for life assistance, city-funded programs.

## Funding Local Priorities *(continued)*

	SPONSOR AGENCY	IMPROVEMENTS	BENEFITS TO COMMUNITY
Paratransit	City of Oakland	Taxi-Up & Go	Enables mobility for monolingual, frail and socially-isolated seniors.
	City of Oakland	Oakland Paratransit for Elderly and Disabled (OPED).	Supplements East Bay Paratransit services, providing taxi and van rides for registered riders.
	City of Union City	Added “green” vans to replace older diesel vans.	Enabled a giant step towards Union City Transit becoming a 100% alternative-fuel fleet.
Streets & Roads	City of Hayward	Rehabilitation of over 30 streets in Hayward.	Improves overall safety and mobility.
	City of San Leandro	Lane adjustments and signal modifications at East 14th St., Hesperian Blvd. and 150th Ave.	Improves traffic flow at intersection and enhance safety for motorists, pedestrians and transit.
	City of San Leandro	Annual Street Overlay/ Rehabilitation 2008/2009— various streets.	Improved safety for motorists and pedestrians.
	City of San Leandro	Annual Street Overlay/ Rehabilitation 2009/2010— various streets.	Improves safety and upgrades curb ramps to ADA standards.
	City of San Leandro	Washington Ave. Interchange	Reduces traffic congestion and improves roadway pavement conditions.
Transit	AC Transit	Berkeley/Oakland Corridor Development Project.	Implements San Pablo Rapid Bus and completes the environmental study and preliminary engineering for Telegraph/ International/East 14th Street Bus Rapid Transit (BRT) Project.
	BART	Learn BART, an illustrated guide to using the BART system.	Shows riders key tasks involved in making round trips on BART successfully.
	Livermore Amador Valley Transit Authority (LAVTA)	Route 70X Express Service.	Provides 30 minute express connection, linking Dublin-Pleasanton BART Station with Walnut Creek and Pleasant Hill BART Stations.
	Union City Transit	Added 6 more “green” buses to replace older diesel buses.	Enabled a giant step towards Union City Transit becoming a 100% alternative-fuel fleet.

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## contact us

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

## New Bay Trail Slough Bridge Named in State Treasurer Lockyer's Honor

On Friday, May 7, 2010, the City of San Leandro held a grand opening ceremony for the Bay Trail Slough Bridge at the Oyster Bay Regional Park. The bridge was named the "Bill Lockyer Bay Trail Bridge," in honor of Treasurer Lockyer's vision and perseverance in bringing the Bay Trail to the greater San Francisco Bay Area.

This dedication also commemorated completion of the 300th mile of the San Francisco Bay Trail, which is administered by the Association of Bay Area Governments (ABAG). "I'm humbled to have the Bay Trail Slough Bridge named in my honor," said Lockyer. "For more than 20 years the Bay Trail has served as a model of successful local government collaboration. It's been wonderful to watch the trail expand over the years and to see



us move closer to our goal of circling the Bay."

With the opening of the 300-foot pedestrian/bicycle bridge, a major gap in the trail was closed, enabling non-motorized, active transportation options from the Martin Luther King Jr. Regional Shoreline in Oakland, to the San Mateo—Hayward Bridge. The \$3,600,000 bridge project was a cooperative effort between the City and multiple agencies, including a \$1 million Bicycle/Pedestrian Grant from ACTIA.

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#### ACTIA BOARD

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### Measure B Programs: Reports from the Field

In our sponsors' words, here are reports from the field regarding delivery successes—projects and programs funded by Measure B. The following articles were submitted by various agencies located throughout Alameda County that have subsidized transportation improvements through Measure B funds. While some improvements have been recently completed, others are currently underway or are scheduled to commence over the next year.

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Paratransit	<b>Alzheimer's Services of the East Bay (ASEB)</b>	Vans and drivers provided to transport participants between centers in Berkeley, Oakland and Hayward.	Ensures participant safety. Drivers are trained to effectively understand the specific needs of individuals with dementia.
	<b>Bay Area Outreach and Recreation Program (BORP)</b>	Doubled the capacity of BORP.	Improves health, independence and social integration of people with disabilities through sports, fitness and recreation programs.
	<b>City of Hayward</b>	Paratransit Services	Helps maintain independence for seniors, people with disabilities and those with mobility impairments; enrolled riders are also eligible for life assistance, city-funded programs.
	<b>City of Oakland</b>	Taxi-Up & Go	Enables mobility for monolingual, frail and socially-isolated seniors.
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	<b>City of San Leandro</b>	Lane adjustments and signal modifications at East 14th St., Hesperian Blvd. and 150th Ave.	Improves traffic flow at intersection and enhance safety for motorists, pedestrians and transit.
	<b>City of San Leandro</b>	Annual Street Overlay/Rehabilitation 2008/2009—various streets.	Improves safety for motorists and pedestrians.
	<b>City of San Leandro</b>	Annual Street Overlay/Rehabilitation 2009/2010—various streets.	Improves safety and upgrades curb ramps to ADA standards.
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	<b>BART</b>	"Learn BART", an illustrated guide to using the BART system.	Shows riders key tasks involved in making round trips on BART successfully.
	<b>Livermore Amador Valley Transit Authority (LAVTA)</b>	Route 70X Express Service.	Provides 30-minute express connection, linking Dublin-Pleasanton BART Station with Walnut Creek and Pleasant Hill BART Stations.
	<b>Union City Transit</b>	Added 6 more "green" buses to replace older diesel buses.	Enables a giant step towards Union City Transit becoming a 100% alternative-fuel fleet.

## AC Transit—Transit Operating and Capital Needs Assisted by Measure B Funds

Reauthorization of Measure B in November 2000 has increased funding to support AC Transit operating and capital needs. Through the 2000 Measure B, AC Transit receives more than \$20 million in annual operating assistance, including funding for the ADA Paratransit and Welfare-to-Work services. For FY 2009—2010, AC Transit was awarded \$2 million in operating assistance to support AC Transit Line 1R.

The 2000 Measure B Expenditure Plan provides \$20 million for AC Transit's Berkeley/Oakland Corridor Development Project. The funds have been used for implementation of the San Pablo Rapid Bus and completion of the environmental study and preliminary engineering for the Telegraph/International/E 14th Street Bus Rapid Transit (BRT) Project. In addition, Measure B funds a number of projects to support AC Transit service. These include Ardenwood Express Bus Park & Ride Improvements, express bus connectivity, bike racks for new buses, East Bay Paratransit (EBP) Mobile Data Computer/Automatic Vehicle Location Pilot Program, EBP Mobile Data Terminal/Automatic Vehicle Locator Project, Interactive Voice Response/Web-based Scheduling Software, and the ADA Paratransit Inventory Project.

## Alzheimer's Services of the East Bay—Measure B Aids Seniors with Alzheimers

Alzheimer's Services of the East Bay (ASEB) is the only dementia-specific Adult Day Care in Alameda County, offering 3 East Bay centers in Berkeley, Oakland, and Hayward. ASEB's day centers provide a safe, social, and stimulating environment for individuals with dementia, while allowing caregivers to sustain full-time work schedules.

Each center operates two vans that transport participants to and from the center locations. Our drivers are trained to effectively understand the specific needs of individuals with dementia. This helps to ensure participant safety.

During Fiscal Year 08–09, Measure B covered 31.2% of ASEB's transportation budget or 5.2% of our operating budget. ASEB provided 25,720 one-way van rides to clients.

## “Learn BART” Booklet Breaks Word Barrier to Using BART System

*Luciana arrived at the BART station intending to make her first BART trip. She saw many signs when she entered the station, but she could not understand the words on the signs: Luciana has a learning disability. Undaunted she was determined to buy a ticket and ride on BART. Too embarrassed to ask for help, she went directly to one of the machines located along the wall. She put money in the machine, but instead of a ticket she got money back. She tried again and again, but with the same result. She left the station in frustration and with a sense of failure. If she had been able to read the sign, she would have realized that she was at a Change machine and not a Ticket machine.*

Luciana was a potential BART rider who tried to use BART and gave up. Many others don't even try. These persons may have cognitive disabilities, vision impairments or they may have limited language proficiency. Their inability to understand BART's signs, instructions and brochures becomes a barrier to using BART. Breaking this barrier means that they could use BART whenever they want to make a trip.

BART provides many brochures to help persons use the system. This information is also available on-line at the BART.gov website. This text rich information is of limited use to persons who have difficulty using written materials.

Susan Gallagher, BART's former Accessible Services Manager realized that pictures and illustrations could help people to use BART. She applied for and received an ACTIA grant to create an illustrated guide to show people visually how to use BART. This illustrated guide known as “Learn BART” will be a booklet much like a comic book or graphic novel. It will use illustrations and pictures to show the key tasks involved in making a round trip on BART. These tasks will include, but not be limited to:

- Using the BART map to find stations and plan a trip,
- Providing a visual guide that a person can take to the BART station. The pictures will show the steps to follow in buying a ticket and entering/exiting through a faregate. If Luciana had come to the station with an accurate image of the ticket machine and drawings of each phase of the ticketing process, then she would have made her trip that day.



- In addition the booklet will show the new riders how to determine which train to board and at which station to get off the train. It will give safety information and explain what to do if he or she needs help.

Luciana is now a travel trainer and advocate for the disabled. She teaches others with various disabilities to use public transportation. Luciana thinks that the Learn BART booklet would have helped her and that it will help everyone, including those without disabilities, to use BART.

## **East Bay Regional Park District—Measure B Advances Iron Horse Trail**

ACTIA and the East Bay Regional Park District in partnership with the City of Pleasanton are conducting a feasibility study that determines the operationally-required elements, community-desired elements, and engineering challenges to building approximately 1.5 miles of the Iron Horse Trail in Pleasanton, between the Dublin/Pleasanton BART Station and Santa Rita Road. Currently, there exists a minimally-used right-of-way through the Hacienda Business Park, which could be used for the Iron Horse Trail. Once this gap is completed, bicycle and pedestrian access between the BART station, Hacienda Business Park and area residents will be greatly improved.

The Iron Horse Trail is a paved multi-use trail located primarily within the former Southern Pacific (SP) Railroad right-of-way established in 1891 and abandoned in 1977. The longest completed segment of this trail stretches south from Marsh Drive in Concord to the Dublin/Pleasanton BART station connecting the communities of Concord, Pleasant Hill, Walnut Creek, Alamo, Danville, San Ramon, and Dublin; a distance of about 28 miles. A number of gaps along the Iron Horse Trail south of Dublin have yet to be completed. The vision for this trail is to eventually span the distance from Suisun Bay in Contra Costa County south to the City of Livermore in Alameda County, then east to the San Joaquin County line; a total distance of approximately 55 miles.

## **City of Fremont—Irvington Area Pedestrian Facilities Improvement Project**

In May 2009, the Alameda County Transportation Improvement Authority (ACTIA) awarded the City a

\$342,000 discretionary Bicycle/Pedestrian grant to construct pedestrian improvements at six intersections along Fremont Boulevard between Eugene Street and Washington Boulevard in the Irvington Area.

The City will contribute \$58,000 towards the project for its local match. Project improvements will include construction of intersection bulb-outs and a median refuge island to improve pedestrian crossing at Clough Avenue; installation of American Disability Act (ADA) compliant curb ramps and accessible pedestrian signal devices; modification of existing roadway striping; upgrade of existing traffic signage; and installation of pedestrian count-down signals.

This segment of Fremont Boulevard consists of 7 bus stops/shelters, three bus lines (Lines 210, 212, and 350), numerous shops, retail services, restaurants, offices, multi-unit housing, senior housing, and is within a third of a mile from the future Irvington BART Station. The project will improve pedestrian facilities and pedestrian safety in the Irvington Area, and help to facilitate access to bus stops along Fremont Boulevard.

The project is tentatively scheduled to begin construction in the fall of 2010. The project is funded by Measure B, Alameda County's half-cent transportation sales tax. For more information about the project, contact Rene Dalton of the City's Transportation & Operations Department at [rdalton@fremont.gov](mailto:rdalton@fremont.gov) or 494-4535.

## **City of Hayward—Measure B Funds Improve Streets, Roads and Bicycle & Pedestrian Facilities**

Thanks in great part to funding provided through Measure B, the City of Hayward has been very successful in rehabilitating many of its streets, roads, and sidewalks over the past year. A large-scale project which was completed during Fiscal Year 2010 involved the rehabilitation of over 30 streets at a cost of approximately \$2.1 million. Another project called for the reconstruction of pavement along Westview Way and utilized approximately \$315,000 in Measure B funding.

Over the course of FY2011, two large-scale projects will be completed. The reconstruction of pavement along Lilac, Havana, Grove, Portsmouth, Rockford, and Sorenson will bring those streets up to acceptable pavement standards at an expected cost of \$800,000. In addition, a project will improve pavement along

numerous streets throughout the central portion of Hayward, including Kelly, Orchard, and Silva, at a cost of \$800,000. Finally, several more speed monitoring devices will be installed along key roadways throughout Hayward.

The City's allotment of Measure B funding in FY2010 for bicycle and pedestrian-related projects was utilized towards constructing new sidewalks along Berry Avenue from Whitman to Soto. The next project, which will commence construction during FY2011, will construct new sidewalks along D Street, Cypress, Western, and Huntwood/Sandoval. In addition, work will continue towards upgrading the City's network of pedestrian traffic signals.

For more information, contact Todd Strojny at 510-583-4733.

## City of Hayward—Paratransit Helps Riders Reach Appointments and Run Local Errands

*Grocery stores...pharmacies...doctor's appointments... hot meals...physical therapies...*

What do all these things have in common? They are all accessible via the City of Hayward's door-to-door Paratransit Program! Eligible riders can schedule trips at their convenience to reach appointments and run local errands that are related to food, meals and healthcare.

Paratransit services play an important role in helping to maintain independence for seniors and people who have disabilities and mobility impairments. In Hayward, paratransit services are coordinated with other community resources that support families, improve wellness, and help solve day-to-day problems. For example, enrolled riders are offered services provided by City-funded programs including the Minor Home Repair program, Legal Assistance to Seniors, Community Resources for Independent Living, Spectrum Community Services, Meals On Wheels, and Kinship Support Services.

If you or someone you care about is interested in learning more about the City of Hayward's Paratransit Services, please call Victoria Williams at 510-583-4230.

## LAVTA—Route 70X Connects Dublin/Pleasanton, Walnut Creek and Pleasant Hill BART Stations

Measure B Funds continue to play a major role in express service between Central Contra Costa County and the Tri-Valley area. The Livermore Amador Valley Transit Authority's (LAVTA) Route 70X provides commuter-focused service connecting the Dublin/Pleasanton BART Station with Walnut Creek's and Pleasant Hill's BART Stations.

This 30-minute express connection would take a significantly longer time on other local operators and require two transfers on BART. Route 70X operates as a direct, convenient connection between employment and transportation hubs in the Tri-Valley and Contra Costa County, serving major employers such as Sybase, Safeway, and employers in the Stoneridge Mall area. The route provides approximately 3,000 trips each month.

On a recent ride-along, LAVTA's Marketing Coordinator Jan Cornish boarded a 70X express bus to check in on riders and determine how the agency might improve the service. Riders like Chip McHuron, who has been riding the 70X since 2007 to Sybase in Dublin, commented that he really enjoys his trip, as it gives him the opportunity to read and relax on his commute.

In addition to the great service on the Route 70X express bus, Chip is appreciative of his employers' commitment to the environment and their providing him with discount tickets at no cost, which also keeps him smiling. A portion of the funding for Wheels Route 70X comes from Measure B Funds.



## City of Oakland—Paratransit Services Expanded through Measure B

Oakland Paratransit for the Elderly and Disabled (OPED) provides Measure B—subsidized taxi and van rides for registered disabled persons and seniors of at least age 70. OPED is designed to supplement East Bay Paratransit (EBP) services.

In an effort to better serve clients, enhancements are in place through a Measure B Gap Grant entitled Grocery Return and Improvement Program Plus (GRIP+). The grant allows for tips for taxi drivers that assist with grocery bags, plus rides to residents outside of EBP's service area and those awaiting EBP certification.

Riders have expressed great appreciation of GRIP+ because taxi drivers are less reluctant to assist with grocery bags; plus those with limited or no EBP service can get out more and medical appointments are not missed while applying to EBP.

For more information about OPED's services, call (510) 238-3036 or visit the City of Oakland's Department of Human Services webpage.

## City of Oakland—Taxi-Up & Go Keeps Seniors on a Roll

Guadalupe Copenhah is a Senior Leader enrolled in the City of Oakland's Companion Program—**Taxi-Up & GO!** She is the 'engine' that keeps monolingual, frail and socially isolated seniors on a roll. Taxi-Up clients, her 'buddies', call in daily requesting assistance from Copenhah. The word is out in the community that the program provides care-giver training sessions on the use of taxi-scrip and that Senior Companion volunteers assist elderly clients who have been screened for the program.

So when new clients call (510) 238-3080 and ask "what's driving Copenhah", she responds with a smile and tells them that it's **Taxi-Up & Go**; a service that keeps them connected to the community and gets them to medical, shopping and senior activities.

The program is in partnership with the Department of Human Services, Oakland Paratransit for the Elderly and Disabled (OPED) and is funded via ACTIA's GAP grant Measure B funds.

## City of San Leandro—Expanding Facilities using Measure B Funds

### Annual Sidewalk Program 2009-10

Measure B Streets & Roads and Bicycle & Pedestrian funds allowed the City of San Leandro to eliminate tripping hazards and provide ADA-compliant paths of travel by funding our Sidewalk Repair Program this year. The City will replace over 12,000 square feet of damaged sidewalk and adjacent curb and gutter in many locations when the project is complete.

Repair locations were identified either by a City Inspector or by residents who contact the City directly. Work on this project is on various streets throughout the city. A list of locations is available from the City of San Leandro Engineering and Transportation Department.

### Wicks Boulevard Walkway

Last fall, the City of San Leandro installed an ADA-compliant sidewalk on Wicks Boulevard between Stenzel Park and Burkhart Avenue. This path is a pedestrian walkway for those who attend events at the Marina Community Center and use Stenzel Park. Prior to construction, there was a gravel path that was overgrown with ivy, making it difficult for pedestrians to walk. This created a hazardous situation as pedestrians were forced to walk within the roadway to avoid the ivy and gravelly path. The City constructed four new ADA ramps within the stretch of sidewalk. Prior to pouring the sidewalk, the City took the opportunity to update the street light system in that area to avoid future failure and provide safe levels of illumination. The sidewalk has created a pedestrian-friendly environment for visitors and residents.

### San Leandro Bicycle and Pedestrian Master Plan

The City of San Leandro Bicycle and Pedestrian Master Plan, which was last updated in 2004, will be updated with the input of a City Council-appointed Bicycle and Pedestrian Advisory Committee (BPAC) in 2010.

The Master Plan provides policies and programs and guides the planning and development of bikeways and pedestrian facilities throughout the city. The document also provides the data required by grantors to fund proposed bicycle and pedestrian improvements.

Many grant programs, such as the State of California Bicycle Transportation Account, require that the City update its bicycle and pedestrian plan every four to five years.

Five BPAC meetings will be held in 2010. Based on the meetings, a draft Bicycle and Pedestrian Master Plan is expected to be completed by July 2010. The draft plan will subsequently be reviewed and approved by both the Planning Commission and the City Council.

#### **East 14th Street-Hesperian Boulevard-150th Avenue Street Improvements**

The intersection of East 14th Street-Hesperian Boulevard and 150<sup>th</sup> Avenue was selected as one of the projects to be funded by Measure B, the half-cent sales tax. The improvements will relieve the intersection congestion created by the very close proximity of three signalized intersections.

This project involves lane adjustments and signal modifications to improve traffic flow at the intersection and to enhance safety for motorists, pedestrians and transit by widening the existing roadways and providing additional lanes. Planned improvements also include new traffic signals and reconstruction of accessible curb ramps. This project is currently in design. Construction is anticipated to begin in 2011.

#### **Annual Overlay/Rehabilitation 2008-09**

Work included the reconstruction of portions of Aladdin Avenue, Montage Avenue and Zelma Street. Washington Avenue between Caliente Drive and Anza Way and Dolores Avenue from Bancroft Avenue to Grand Avenue were also repaired. This project was completed in February 2010.

The project was funded with a grant from the American Recovery and Reinvestment Act of 2009 (ARRA) and Measure B Streets & Roads funds.

#### **Annual Overlay/Rehabilitation 2009-10**

The project will reconstruct the four street segments listed below. Reconstruction involves the removal of the existing top layer of asphalt concrete (AC), hardening the road base with lime or cement, and installing a new surface layer of AC.

- Andover Street from Lewelling Boulevard to Burkhart Avenue
- Begier Avenue from Bancroft Avenue to Chetland Road
- Blossom Way from Bancroft Avenue to E. 14th Street
- Farnsworth Street from Vining Drive to Lewelling Boulevard

Work will include the upgrade of curb ramps to meet current Americans with Disabilities Act (ADA) standards and repair of damaged concrete. Construction is scheduled for summer 2010. Funding will be provided by Measure B Streets and Roads funds and Traffic Congestion Relief funds.

#### **Washington Avenue Interchange Improvements**

This project will reduce traffic congestion and improve roadway pavement conditions on the southern section of Washington Avenue and neighboring streets. The southbound I-880 on-ramp was widened to provide a freeway-only access lane. Additional turn lanes at the Fargo intersection and Greenhouse Shopping Center exit were installed. A traffic signal was installed and a section of the street between the overpass and Lewelling Boulevard was enhanced, including lane striping modifications. The project is scheduled for full completion in April 2010.

The project was funded by the Alameda County Transportation Improvement Authority (ACTIA), the Federal Surface Transportation Program, Development Fees for Street Improvements and general funds.

#### **Bay Trail Slough Bridge**

In 1987, State Senator Bill Lockyer conceived of a "Ring around the Bay," a hiking/bicycling trail encircling San Francisco and San Pablo Bays. Nearly 300 miles of trails are complete. For more information, see <http://baytrail.abag.ca.gov>.

This project linked the San Leandro segment of the San Francisco Bay Trail that follows the shoreline from Hayward to the Oakland Airport by constructing a bridge across the San Leandro slough. A 348-foot prefabricated metal bridge was built over the slough and 650 feet of paved trail was installed.

The project was completed in spring 2010 in time for Bike to Work Day 2010 on May 13. Funding for this project included grants from the federal government, the East Bay Regional Park District (EBRPD), the Association of Bay Area Governments (ABAG), and Measure B funds.

#### **City of Union City—Union City Paratransit Vans Go Green!**

Union City Paratransit has replaced all of its aging diesel paratransit vans with new, clean-burning, compressed natural gas (CNG) vans. The vans were purchased from the State of California's Paratransit



vehicle contract and paid for with Federal Transit Administration grant funds. The vans have the capacity to carry up to three wheelchair and 8-14 ambulatory passengers. Union City has its own CNG fueling facility at its Corporation Yard. As an ADA-mandated program, Union City Paratransit continues to rely on Measure B to fund the much-needed operations.

### **City of Union City—Transit Gets Greener!**

Union City Transit has made another giant step towards becoming a 100% alternative-fuel fleet. In May 2010, Union City Transit took delivery of six additional compressed natural gas (CNG) buses that will replace older diesel buses. This brings the total number of CNG vehicles to 12. The buses are low floor (no entry or exit staircase) with a kneeling feature and have wheelchair ramps rather than a lift. They were manufactured by Orion Bus Industries of New York and are funded by Federal Transit Administration and Federal Stimulus grant monies.



[Link to ACTIA Reports July 2010 Newsletter](#)