



May is National Bike Month and May 10th is Bike to Work Day

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Executive Director Art Dao's Message

Reflecting on the Past and Looking to the Future

WELCOME TO THE MAY EDITION OF ALAMEDA CTC REPORTS!

This spring, we are celebrating the many accomplishments we've made since the voter-supported **Measure B** revenue began collections in April of 2002. It's been an incredibly productive time for our agency to plan, fund and deliver transportation projects and programs that enhance mobility throughout Alameda County.

In this e-newsletter, we share stories from several partner agencies on how Measure B funds have supported, improved or preserved their operations. These examples demonstrate the diverse ways our local half-cent transportation sales tax supports mobility throughout Alameda County.

We are also planning for the future and bringing the draft **Countywide Transportation Plan (CWTP)** and the final **Transportation Expenditure Plan (TEP)** to the Commission for review and approval. This is a major step towards securing \$9.5 billion in funds for multi-modal transportation improvements that will serve Alameda County over the next 30 years. Details on this progress are included in this e-newsletter along with an update on the countywide **Pedestrian Plan** and **Bicycle Plan**.



Our project updates this month highlight improvements to multi-modal transportation infrastructure. You will also find updates on capital projects including the BART Warm Springs Extension and BART Oakland Airport Connector.

Our program update focuses on **National Bike Month**. Safety courses and other resources for bikers will help you get moving by **Bike to Work Day** on May 10th.

This spring, look for our staff at events in your community to learn more about transportation programs, projects and plans that benefit you and how you can get involved.

Thanks for joining us in celebrating our successes and laying the foundation for decades of progress to come.

I-680 Express Lane Annual Report Charts Progress

Since its opening in September 2010, more than half a million drivers have chosen to pay a toll via FasTrak on the Interstate 680 (I-680) Express Lane in Alameda County. Northern California's first such facility gives all drivers the opportunity to pay to use these fast-moving lanes when there is excess capacity in the carpool lanes.

Express Lane use set a record during the week of February 6-10, 2012, with a total of 10,722 toll trips. To date, toll trips in 2012 are approximately 19.3 percent higher than the toll trips for the same period in 2011. Express Lane speeds are generally 7 to 10 miles per hour faster than the speeds in the general purpose lanes during the morning commute.

Alameda CTC's Interstate 680 Express Lane Authority has released its fiscal year 2011-2012 annual report, which describes the origin of the express lanes and recognizes the progress in the last year. You can [view this report](#) on our website.



Ten Years of Measure B Revenues: A Decade of Progress

What a decade it's been for transportation improvements in Alameda County! Thanks to Measure B, which 81.5 percent of Alameda County voters passed for a second time in 2000, the County's half-cent transportation sales tax has generated over **\$956 million** to upgrade and expand our transportation system.

As the county agency with sales tax planning and funding authority, Alameda CTC has used this money to help reduce congestion and expand mobility by improving highways, streets, transit, walking and bicycling access. We've also increased transportation options for seniors and people with disabilities. All of our Measure B-funded projects have set a course to bring our transportation systems into the 21st century, and enrich the lives and mobility of Alameda County residents while supporting local businesses.

In the last decade, **40 percent of revenues** has been allocated to capital projects including rail extensions, highway widening and new or improved highway connection routes/interchanges, local street and road enhancements, intermodal

projects (that involve more than one form of carrier, such as truck, ship and rail) and other local projects. Sixty percent of Measure B funds have supported transit operations, roadway maintenance, bicycle and pedestrian safety improvements, and essential transportation services for seniors and people with disabilities.

Clean audits – best value

We're also proud to say that throughout the last 10 years, all of our record-keeping has been accurate with "clean" audits from an independent external auditor. These audit results have been independently verified by our Citizens Watchdog Committee. Alameda CTC is spending tax dollars wisely and delivering projects efficiently to ensure that our county gets the best value for the public funds entrusted to us.

Creating more local jobs

Through Alameda CTC's proactive local contracting program, we've created local jobs right here in Alameda County. In the last fiscal year (2010-2011) alone, about 82 percent of the engineering and administrative contracts went to



Alameda Countywide Transportation Plan

\$9.5 Billion in Transportation Improvements

- Nearly one-half of the budget will fund transit projects and programs, such as bus, train, ferry and paratransit, including a model student transit pass program.
- One-quarter of the budget will improve our local streets and roads.
- Approximately 9 percent will fund bicycle and pedestrian improvements.
- Another 9 percent will fund highway improvements.
- Another 6 percent will fund connections between transportation, housing and jobs, as well as transportation programs that offer alternatives to single auto trips.
- The remaining funds will support technology, planning and environmental mitigation.

175 Alameda County firms.

Preparing for Future Growth

The Alameda CTC has delivered 95 percent of its 27 capital improvement projects approved by the voters in 2000 in 50 percent of the time. But, more transportation investments are needed throughout the county to support a growing population (including a larger percentage of seniors), address legislative mandates to reduce greenhouse gas emissions

([Assembly Bill 32](#) and [Senate Bill 375](#)), and support continued economic growth through job creation and efficient movement of people and goods.

In the November 2012 election, Alameda County residents will have the opportunity to act on a **\$7.8 billion** transportation sales tax measure to address ongoing transportation needs in the coming decades.

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Planning Update

Countywide Transportation Plan Moves Forward

On May 24, 2012, the Alameda CTC will review the [Draft Countywide Transportation Plan \(CWTP\)](#) and [Final Transportation Expenditure Plan \(TEP\)](#) for approval. Together, these plans will guide \$9.5 billion of funding for transportation in Alameda County over the next 30 years. The TEP will largely fund the CWTP, subject to a June recommendation from the County Board of Supervisors to place it on the November ballot, and voter approval by more than two-thirds.

The CWTP, last updated in 2008, has a broad focus beyond relieving traffic congestion. It supports a multimodal transportation system that is sustainable, provides travel choices, reduces the number of miles driven in private automobiles and provides links to a variety of destinations throughout the county. It will result in transportation improvements to move goods and people throughout the county, whether traveling on foot, by bike or by bus, train, paratransit, ferry, truck or car. The Plan addresses transportation needs identified through over a year of public outreach and meetings.



The current half-cent sales tax, approved by voters as Measure B, has funded projects and programs throughout Alameda County since 2002. The proposed TEP allows the county to continue providing transportation projects and programs, despite cuts in state and federal transportation funds.

Union City Mayor Mark Green, Chair of the Alameda CTC, stated, "This plan provides a tremendous opportunity to move the county forward on broad-based transportation needs. The plan is heavily supportive of transit, and there is something in it for everyone: walkers, cyclists, transit riders, drivers, seniors and youth. I think we have a plan that will achieve two-thirds of voter support in November."

Transportation Forums Highlight Progress

Tri-Valley residents attended Alameda CTC's East County Transportation Forum on Thursday, April 19, from 6:30 to 8:30 p.m. at Dublin City Hall. The theme of this event was "Planning for the Future" and featured presentations on a number of projects and programs being implemented in the eastern part of the county as well as an overview of regional and countywide planning activities, including:

- Senior Support Program of the Tri-Valley
- I-580 Corridor Update
- WHEELS Transit Advancements
- Route 84 Expressway Update

The open house portion of the event also included exhibits by:

- The Dublin, Pleasanton and Livermore Public Works Departments
- BART to Livermore Project
- Alameda CTC Community Advisory Committees

The next Transportation Forum will focus on South County improvements, and will be held at the Union City Council Chambers on Thursday, July 19. Visit our [calendar](#) to learn more.



Planning Update

Walking and Biking on the Rise

Over the past 10 years, Measure B transportation sales tax funds have generated over \$45 million for planning and delivering bicycling and walking improvements throughout Alameda County. The [Countywide Pedestrian and Bicycle Plans](#), developed and updated with Measure B funding, establish goals for increasing the number of people walking and bicycling safely in the county and set the priorities for how to use countywide bicycle and pedestrian funds. Both plans are being updated with current conditions and revised priorities to reflect new climate change legislation and an increasing emphasis on better access to transit. They are expected to be released for public review in July 2012, and final plans will go to the Alameda CTC Board for adoption in September.

The impact of this significant investment in active transportation touches the lives of most residents in Alameda County. Measure B funds helped to launch a countywide [Safe Routes to Schools](#) program in 2007, which has established programs in every part of the county. A robust bicycle safety education program regularly offers classes for adults, children and families in all parts of the county. Local jurisdictions have increased routine maintenance of pedestrian facilities, repairing 134 miles of sidewalk and installing approximately 2,000 curb ramps. By leveraging Measure B funding, over 10 miles of multiuse trails have been built, including the 300th mile of the Bay Trail, and the first mile of the Iron Horse Trail in Pleasanton.

Recent counts have shown that from 2002 to 2011, the number of people biking and walking has increased by 75 percent and 47 percent, respectively, in Alameda County.



The TEP will expand and enhance bicycling and walking in Alameda County even further by dramatically increasing the funding dedicated to bicycle and pedestrian improvements to 8 percent, and 15 percent of all local street and roadway funds will be dedicated to bicycle and pedestrian elements. The plan will allow local jurisdictions to plan, construct and maintain more of their priority bicycle and pedestrian projects. The TEP will also contribute toward completing the Bay Trail, Iron Horse Trail and the new East Bay Greenway; grow programs like Safe Routes to Schools to reach more children; and result in new senior walking programs. By requiring a Complete Streets policy, all users will be considered in project development, making active transportation safer and more appealing to all.

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I-580 Trail Crossing Breaks Ground

A new trail segment will help provide safe access under Interstate 580 (I-580) for pedestrians and bicyclists. The new segment, managed by the East Bay Regional Parks District, will connect two trails – the Alameda Canal Trail and the Iron Horse Trail. This removed a major obstacle for non-automobile travel between Pleasanton and Dublin, and will provide greater bike and pedestrian connectivity to parks, schools, trails and services in the area.

This project will provide the first off-road access across the interstate in the Tri-Valley area, which has been a major barrier for many traveling in the area. The project broke ground in April and is planned to be complete by the fall of 2012.

Alameda CTC and the cities of Dublin and Pleasanton contributed funding toward this project, which also received significant federal funding.



Agency Update

New Complete Streets Policy

The California Complete Streets Act of 2008 ([Assembly Bill 1358](#)) requires cities and counties to ensure that their local general plans that address roadways and traffic flows account for the needs of all roadway users. According to the bill, users mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors.

On a regional level, the Metropolitan Transportation Commission is considering requiring local ordinances. Locally, the Alameda CTC is requiring a Complete Streets policy by June 2013, as part of the master programs funding agreement signed

by local jurisdictions that receive Measure B and Vehicle Registration Fee funds.

In an effort to help advance innovative policy, Alameda CTC has also integrated a Complete Streets requirement into its new [Alameda County Transportation Expenditure Plan](#). To support local jurisdictions, the Alameda CTC is planning to hold a workshop in June to introduce the policy requirements, get feedback from the jurisdictions and gather input about resources and training needed, so that the Commission can help meet those needs. Visit the Alameda CTC website for more information.

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Agency Update

Student Transit Pass Program

Alameda CTC is also leading the development of a Student Transit Pass Program (funded by the [Transportation Expenditure Plan](#) if approved by voters in November 2012), to provide transit passes for all middle-school and high-school students in Alameda County. Students at participating middle schools and high schools will receive passes that will provide access to transit services.

- Increase transit travel to school with a student transit pass, which may ease financial burdens on families and reduce greenhouse gas emissions and traffic congestion around schools.

The program is considering using the Clipper® card technology with a student photo on the card for transit access.

In March and April 2012, staff met with community members, transit planners, school district representatives and other stakeholders to discuss and develop the program scope. A few of the main program objectives are to:

- Eliminate transportation access barriers to facilitate increased school attendance and youth engagement in school, after school programs, jobs and other learning opportunities.



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Mayor Green Receives Special Honor

The California Transportation Foundation (CTF) has selected Alameda CTC Chair and Union City Mayor Mark Green as the Elected Official of the Year. Mayor Green will be honored at the Annual CTF Transportation Awards on May 23 in Sacramento. In addition to his 19-year tenure at the helm of Union City, Green has served on the Metropolitan Transportation Commission, the East Bay Economic Development Alliance, the Waste Management Authority of Alameda County and is the recent past president of the Association of Bay Area Governments.

The California Transportation Foundation is a non-profit organization established to support California's transportation community through workers assistance and memorial grants, scholarships and transportation policy conferences, among other activities.



Mark Green, Alameda CTC Chair and Union City Mayor

Program Update

Biking Activities in May

May is **National Bike Month**, and a host of activities are happening throughout the San Francisco Bay Area, including family bicycle rides and workshops, and bike challenges. One of the most popular events is **Bike to Work Day** on May 10, 2012. You can join people across the country who ride their bikes to work.

Concerned about safety? Safety courses for adults or families are available to improve your skills in riding with cars. Look at the **East Bay Bicycle Coalition's schedule** for upcoming workshops, funded in part by the local transportation sales tax, Measure B.

Commuting is just one of the reasons people rely on their bicycles. According to a recent **Bike to Work Day assessment** by the Alameda CTC, more people ride bicycles for health and recreation than for any other purpose, and health benefits are the most compelling reason to ride for both overall residents and cyclists. Environmental benefits, reduced energy usage, air quality improvements and reduced greenhouse gas

emissions are also strong motivators for bicycle riding.



Another good reason? It's fun. To register for Bike to Work Day and for regional information, visit **YouCanBikeThere**. Or see the **Ride into Life** campaign for more biking facts and inspiration.

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Program Update

BikeMobile Hits the Streets

On January 21, adults and children at the Manzanita Wellness Fair in Oakland's Fruitvale district had the opportunity to see first-hand the new Alameda County **BikeMobile**, which offers bicycle repair and bicycle safety instruction and encourages students and residents of Alameda County to ride their bicycles.

On April 24th the inauguration of the BikeMobile took place at the Rosa Parks Elementary School in Berkeley where Mayor Green was a keynote speaker.

The BikeMobile is funded by a \$500,000 Metropolitan Transportation Commission (MTC) Climate Initiatives grant program, which aims to increase the number of children who walk or bicycle to school by removing barriers to such activities, and by matching Measure B funds from Alameda CTC. As part of MTC's countywide **Safe Routes to Schools Program**, the BikeMobile will visit 200 to 275 sites per year (70 percent of these visits will be at Safe Routes to Schools sites).

Calendar of Events

May – June 2012

Listings appear in alphabetical order. All meetings are held at the Alameda CTC offices, 1333 Broadway, Suite 300, Oakland, unless otherwise indicated. Please visit the [Alameda CTC calendar web page](#) for the latest information.

Alameda CTC Board Meeting

May 24, June 28
2:30 – 4:30 p.m.

Alameda County Technical Advisory Committee Meeting (ACTAC)

May 8, June 5
1:30 – 3:30 p.m.

Association of Pedestrian and Bicycle Professionals Webinar

May 16—Topic: In-Street Bicycle Parking: What, When, Where, How Much?
June 20—Topic: Resolving Conflicts at Complex Intersections
12:00 – 1:00 p.m.

Bicycle and Pedestrian Advisory Committee (BPAC)

May 31
5:30 – 7:30 p.m.

Citizens Advisory Committee (CAC)

June 21
5:30 – 7:30 p.m.

Citizens Watchdog Committee (CWC)

June 11
6:30 – 8:30 p.m.

Countywide Transportation Plan and Transportation Expenditure Plan Development (CWTP-TEP) Community Advisory Group (CAWG) and Technical Advisory Working Group (TAWG) Joint Meeting

May 10
1:30 – 3:30 p.m.

CWTP-TEP Steering Committee

May 24
12:00 – 2:00 p.m.

At bike fix-a-thons, youth will learn about safety and how to repair bikes and receive bike accessories and supplies. The BikeMobile also creates partnerships with community bike shops for labor and/or parts and supplies. Other partners include the Alameda County Public Health Department, Cycles of Change, East Bay Bicycle Coalition and TransForm.

Watch for the BikeMobile in your neighborhood!



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Measure B

East Bay Bus Rapid Transit

The East Bay bus rapid transit (BRT) project will provide BRT service along an approximately 15-mile line connecting Berkeley, Oakland and San Leandro. This project will increase bus speeds and help keep vehicles on schedule in the corridor through improvements such as arterial transit signals that give priority to buses and light-rail-like stations with passenger amenities.

To date, Measure B has provided \$9.1 million in funding to support planning for the project. The Final Environmental

Impact Statement was released in February 2012, and went through a public comment period, during which seven community meetings were held. This spring, the AC Transit Board of Directors and the Oakland and San Leandro City Councils are expected to adopt or approve the project.

The BRT project is now moving into the design phase. Preliminary engineering work has begun and is expected to be completed by early 2013. Construction is scheduled to start in early 2014 and be completed by the summer of 2016.

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Measure B

LAVTA Provides a Range of Services

Paratransit

Despite the scarcity of state budget dollars, the Livermore Amador Valley Transit Authority (LAVTA), operator of the Wheels system, was able to continue to enhance the mobility of Tri-Valley residents and employees, thanks to a partnership with Alameda CTC and funding available from Measure B. This fiscal year, LAVTA implemented a number of important transportation projects and services.

Through a Measure B Gap Grant extension, LAVTA continued its ticket-based subsidy for Americans With Disabilities Act (ADA)-eligible clients. The need-based program provided over 150 Paratransit Dial-a-Ride trips; a small but extremely important accomplishment. These same funds allowed LAVTA to donate several paratransit vehicles to deserving community agencies in 2010.

calendar of events (continued)**Finance and Administration Committee (FAC)**

May 14, June 11
1:30 – 2:30 p.m.

I-580 Express Lane Policy Advisory Committee (PAC)

May 14, June 11
9:45 – 11:00 a.m.

I-680 Joint Powers Authority (JPA)

May 14, June 11
9:30 – 10:00 a.m.

Paratransit Advisory and Planning Committee (PAPCO)

May 21, June 25
1:00 – 3:30 p.m.

Paratransit Technical Advisory Committee (TAC)

June 12
9:30 – 11:30 a.m.

Planning, Policy and Legislation Committee (PPLC)

May 14, June 11
11:00 a.m. – 12:00 p.m.

Programs and Projects Committee (PPC)

May 14, June 11
12:15 – 1:15 p.m.

LAVTA commuter bus service

Measure B funds also subsidized important commuter services in the Tri-Valley. These included Route 12V, which provides service between the East Dublin/Pleasanton BART station, Las Positas Community College and the transit center in downtown Livermore, as well as Route 20, which connects commuters from the Lawrence Livermore National Laboratories to the East Dublin/Pleasanton BART Station. Route 70X, a commuter-focused service connecting the Dublin/Pleasanton BART Station with Walnut Creek and Pleasant Hill's BART Stations, also benefits from Measure B dollars. This 30-minute express connection 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.

LAVTA bus rapid transit

A highlight of 2011 was the launch of the area's bus rapid transit project, the Tri-Valley Rapid. Partially funded by Measure B, the Rapid offers commuters 10-minute frequency during the morning and afternoon peak commute hours, and a high level of service featuring sleek, modern buses powered by electric hybrid technology. The system incorporates the use of global positioning system (GPS) satellite technology to monitor and improve on-time operation of the Rapid fleet, and provides real-time information to passengers via the Internet and electronic on-street signage.

[BACK TO TOP](#)**Measure B****Senior Shuttle Service Continues**

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

Today, the BACS shuttle remains in service thanks to Alameda CTC Paratransit Gap Grant funds. BACS has been receiving Paratransit Gap Grant funds since 2006, when this money helped expand the senior shuttle to the Dimond/Fruitvale and East Oakland communities.

BACS helps seniors access needed services and provides opportunities for recreation. Two days a week, the BACS shuttle takes senior residents from the Dimond-Fruitvale/East Oakland communities to

various shopping centers. Each year, BACS Senior Shuttles provide approximately 3,000 one-way trips to residents of eight senior residential complexes.

BACS also offers seniors at-cost group trips. These are organized by Oakland's senior centers. The largest recent group trip brought over 280 Oakland residents to Oakland's Thanksgiving lunch in 2011.

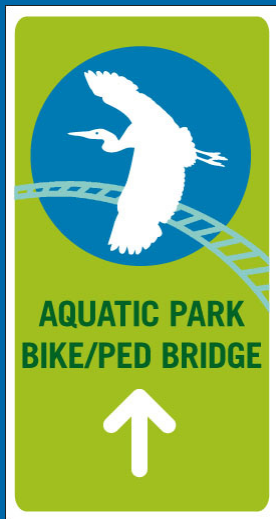


For further information, contact Jeff Weiss at (510) 272-4796.

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Measure B: Building Connections in Berkeley

Streetscape improvements are nearly complete to connect Berkeley's Fourth Street business area and Aquatic Park to the Interstate 80 bicycle/ pedestrian bridge to the Marina, Eastshore State Park and Cesar Chavez Park. In the last few years, Measure B funds have provided wayfinding signs, banners and maps, and Amtrak Station improvements including electronic bike lockers. This spring, utility undergrounding, sidewalk and landscaping improvements and streetscape work will be complete.



Measure B

East Bay Paratransit

East Bay Paratransit is Alameda County's largest paratransit system, serving individuals with disabilities that prevent them from using regular public transit. This program is a joint project of AC Transit and BART and provides services mandated by the Americans with Disabilities Act (ADA). Measure B currently provides about 16 percent of East Bay Paratransit's \$33.9 million annual operating costs. Fares provide another 8 percent of the funds, and the remaining 76 percent of expenses, or approximately \$25.7 million, is provided by AC Transit and BART.

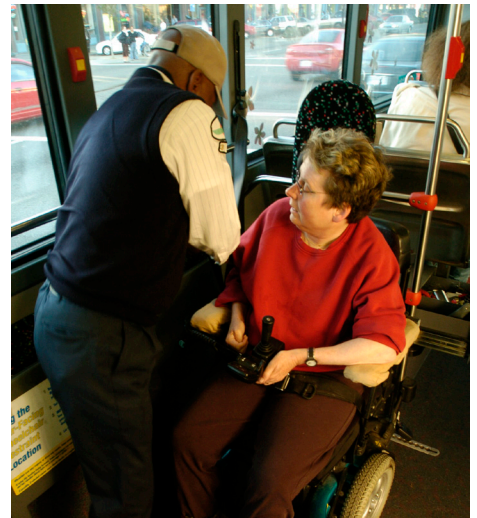
This year, East Bay Paratransit projects will transport over 758,000 passengers, including attendants and escorts who accompany an ADA rider. Every weekday, an average of 2,618 passengers are transported to their destination, and on-time performance is over 93 percent. East Bay Paratransit operates in Alameda, Contra Costa and San Francisco Counties, and connects passengers to destinations beyond the East Bay Paratransit service area. In Alameda County, 16,500 riders are certified to use the system.

In addition to operating funds, Measure B funding assists East Bay Paratransit with strategic efforts that will have long-term

benefits for ADA riders. These include the following Measure B Paratransit Gap Grant-funded projects:

- Special software that will call the rider with the vehicle's expected arrival time. This Interactive Voice Response System (IVR) is anticipated to be in place by December 2012.
- A database with a detailed inventory of all transportation resources in Alameda and Western Contra Costa Counties.

Thanks to the voters of Alameda County, Measure B has made significant and lasting contributions to extensive and needed transportation programs for people with disabilities in Alameda County.



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Measure B

Pedestrian Connections in Oakland

The City of Oakland has over two hundred sets of stairs and paths that provide pedestrian connections between streets. Most of the stairs and pathways were constructed between 1915 and 1940 when the Key Route system of streetcars and bus lines was the primary mode of transportation for many Oakland

neighborhoods. Since the average age of the City's stairs and paths is over 80 years old, most need repairs or replacement as well as improvements to satisfy ADA requirements.

The City is using Measure B funds to renovate these stairs and paths. Engineers from Oakland's Department of Public

Faces from Alameda CTC

Arun Goel Responds to Challenge! When Arun took on his first Bike to Work Day challenge four years ago, he had no idea how much his life was about to change.

Born and raised in Alameda County, Arun remembers accompanying his father, a civil engineer with the County's public works department, into the field to inspect construction projects. Arun pursued a civil engineering degree at San Jose State University and joined Alameda CTC in 2007. He is now a project controls engineer and oversees two important programs: Safe Routes to Schools and the BikeMobile, a van that travels around the county, offering bicycle maintenance and safety education.

Since participating in Bike to Work Day, Arun has become an avid cyclist. He has reduced the mileage he puts on his automobile by about 18,000 miles per year, lost over 30 pounds and knows that his overall health is vastly improved. Most importantly, he feels that he is setting a great example for his wife and kids, who have also become frequent bike riders. Look for Arun and the BikeMobile as you bike to work on May 10th!



Arun Goel, Alameda CTC Project Controls Engineer

Works conducted a city-wide survey to determine which projects should be prioritized. Pathways and stairs nearest schools, recreation centers, libraries and commercial districts need repair first because residents rely on them to reach these important destinations. In the past year, the City repaired four sets of stairs and paths and put two projects out to bid. One of the repair projects involved redesigning the top flight of stairs in a staircase climbing from East 25th Way to include an ADA-compliant upper landing. This project and many other of this year's repairs included adding continuous handrails,

which aid pedestrians with vision and mobility limitations. Measure B funding is allowing Oakland to complete these practical yet critical renovations to maintain and enhance our pedestrian connections throughout the City.



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Project Updates

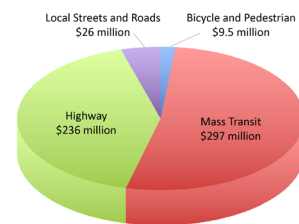
Investments in Aging System Pay Off

In the last decade, people have experienced many benefits of transportation improvements throughout Alameda County: expanded mass transit programs, new bicycle and pedestrian pathways and facilities, and congestion relief due to carpool lanes, high-occupancy vehicle (HOV) lanes and express lanes. These improvements along with a host of upgrades to Alameda County's aging transportation infrastructure have been made possible by the Measure B half-cent transportation sales tax.

The [20-Year Transportation Expenditure Plan](#), approved by voters in 2000, includes \$756.5 million of the Measure B sales tax for capital projects, or about 40 percent of the measure. The Expenditure Plan includes 27 projects.

The capital projects meet a broad range of transportation needs, from protecting local streets, to improving traffic flow on congested highway corridors, to expanding public transit and improving transportation access for bicyclists and pedestrians.

Measure B (2000 TEP) capital projects by category



Measure B funds can be applied toward scoping, preliminary engineering, environmental, design, right of way and construction phases. Since the 2000 measure began, 12 transportation projects have been completed, and the remainder are either under construction or will go to construction within the next few years.

To ensure accountability, the Expenditure Plan stipulated that capital projects not be augmented by more than 15 percent over the cost estimate provided in the plan. Revenue projections from 2002 assumed that over the 20-year Measure B period, a total of \$1.2 billion in sales tax revenues would be collected for capital projects.

Spring Outreach Fever!

Spring is here and Alameda CTC staff members are busy hosting and participating in the many community and business events that occur throughout the county during this time of the year.

Upcoming events include:

May 5 & 6 – 21st Annual Livermore Wine County Festival, Livermore, Calif.

May 10 – Bike to Work Day, Bay Area, Calif.

June 21 – Alameda County Fair, Pleasanton, Calif.

July 19 – South County Transportation Forum, Union City, Calif.

Let us know if you would like our agency to participate in your community event by contacting Carol Crossley at ccrossley@alamedactc.org or 510-208-7454.

The projections have since dropped to \$828.9 million. The passage of a new tax measure in November 2012 would help address transportation capital needs.

Following are highlights of major Measure B-funded projects in construction:

BART Warm Springs Extension

Measure B Commitment (2000):

\$165.5 million

Measure B Allocation: \$224.4 million

Total Project Cost: \$890.0 million

Project Description:

The Warm Springs Extension is a 5.4 mile extension of the existing Fremont line to a new Warm Springs Station. The project involves extending BART beyond the Fremont Station into southern Alameda County near the county line. This new alignment is consistent with plans for extending BART to San Jose.

The project is being constructed under two primary contracts: the Stage 1 Central Park Subway contract was awarded in July 2009 and is scheduled for completion in early 2013, and the Stage 2 Line Track Stations and Systems contract was awarded in June 2011. Final design and construction activities started in October 2011. Completion is anticipated at the end of 2015.



BART Oakland Airport Connector

Measure B Commitment (2000):

\$65.8 million

Measure B Allocation: \$89.1 million

Total Project Cost: \$484.1 million

Project Description:

The BART Oakland Airport Connector project will provide a 3.2-mile Automated Guideway Transit system to connect the BART Coliseum Station to the Oakland International Airport.

The Notice to Proceed was issued for the Design-Build-Operate-Maintain contract in November 2010. Construction is underway on the tunnel portion along Airport Drive, as well as substructure work at the Airport and Coliseum stations, on the Aerial Guideway in the median of Hegenberger Road and in the Oakland Airport parking lot, and for the maintenance and storage facility. The project is scheduled to open in 2014.

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Business Corner

Over \$325 Million to Local and Small Businesses

Alameda CTC's commitment to partnering with local and small local businesses has continued over the last 10 years. The Commission has paid out over \$325 million on contracts where local goals apply to local business enterprise (LBE) certified firms, and \$94 million of those dollars have gone to small local business enterprise (SLBE) certified firms for construction, engineering,

professional and other services.

In the most recent reporting period — between July 1, 2011 and December 31, 2011 — the Commission had 36 active contracts with Local Business Contract Equity (LBCE) Program goals. Of these contracts, Alameda CTC utilized about 73 percent (or \$2.8 million) of local

Contact Us

Do you know of someone who does not have email access but would like to receive news about Alameda CTC? He or she can call 510-208-7400 or write us at 1333 Broadway, Suite 300, Oakland, Calif. 94612, to request a hardcopy of the e-newsletter. For easy access, past issues of the e-newsletter are available on the [Alameda CTC website](#).

Business Corner *(continued)*

business enterprise (LBE) certified firms, 26 percent (or \$1.0 million) of small local business enterprise (SLBE) certified firms and 12 percent (or \$0.4 million) of very small local business enterprise (VSLBE) certified firms.

During that reporting period, the Alameda CTC awarded a total of 20 contracts — 14 for professional engineering services and six for construction contracts — for a combined total of over \$86.0 million. Of these contracts, over 99 percent went to Alameda County businesses or sponsoring agencies.

The Alameda CTC continues to create jobs throughout the county and anticipates releasing eight contracting opportunities within the next six months. See below for a list of upcoming contracting opportunities (as of May 2012).



Upcoming Opportunities

Project Name	Type of Contract	Estimated Issue Date
I-580 Landscaping Project	Construction	Spring 2012
I-580 Landscaping Project	Construction Management	Spring 2012
City of Alameda Webster Street Project	Construction - ITS System	Spring 2012
I-80 Procurement Contract	ITS Equipment Procurement	Spring 2012
Professional Services to Operate the Guaranteed Ride Home Program	Professional Services	Spring 2012
Alameda CTC Insurance Brokerage Services	Professional Services	Spring 2012
I-580 WB HOT System Integrator	Design, Construction - ITS System	Summer 2012
Financial Advisory Services	Professional Services	Fall 2012

NOTE: This list is current as of May 2012. All upcoming contracting opportunities are subject to change.

The Alameda CTC has a strong commitment to local businesses and highly encourages the participation of Alameda County businesses in our contracting opportunities. If you are interested in getting your firm certified as a local business to be eligible for work with Alameda CTC, visit the [contracting page](#) of our website for more information or contact Seung Cho, procurement analyst, at scho@alamedactc.org.

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