



ALAMEDA CTC REPORTS

access, mobility and accountability

NOVEMBER 2010



a message
from the
executive
director

Connecting destinations is a key element of mobility, and it remains a focus for all of us at the Alameda CTC. As we take care of projects already promised to our citizens—**Delivering Promises During 2010**—we also look ahead to how we can meet the transportation system needs of the future. We have launched multi-faceted efforts to craft a transportation vision for the County, identify priority investments and provide the funding necessary to accomplish the vision. A feature article on the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP) demonstrates how the Alameda CTC is facilitating important dialogue regarding essential transportation system improvements throughout Alameda County.

We have also highlighted **recent paratransit program** accomplishments, as well as **updates to the Pedestrian and Bicycle Plans**. Finally, we bid a fond farewell to Christine Monsen, the outgoing Executive Director of ACTA/ACTIA and Dennis Fay, outgoing Executive

Planning Update: Countywide Transportation Planning Efforts Advance in Alameda County

These are changing times in the arena of land use and transportation planning, with the advent of legislative requirements, particularly under Senate Bill 375 (SB375) which links transportation and housing to address greenhouse gas emission reductions. Alameda CTC has launched the effort of updating the Countywide Transportation Plan (CWTP), a 25-year horizon planning document, to ensure consistency with current legislative requirements. The update of the Countywide Transportation Plan will engage technical, political and community stakeholders and advocates in articulating a vision to guide transportation decisions and investments in the county. The plan also serves as Alameda County's input to the Metropolitan Transportation Commission (MTC) in their development of the Regional Transportation Plan (RTP). Specifically, the CWTP will:

- Document existing and future transportation conditions
- Provide a strategy to guide transportation improvements to address changes in the regulatory and financial environment
- Identify projects and programs for implementation over the next 25 or more years

The development of the CWTP will address all modes of transportation from

goods movement to bicycle and pedestrian priorities to senior and disabled transportation needs. The needs identified in the CWTP will certainly be greater than what available funding sources will support. Therefore, a Transportation Expenditure Plan (TEP) is also in the works, which will be derived from the CWTP. It will serve as a mechanism to fund a portion of select projects and programs that will be identified in the CWTP. The TEP is expected to go before voters in November 2012 and requires 2/3 voter approval. In Alameda County, two previous transportation sales tax measures have been approved.

To assist in prioritizing a list of the projects and programs that will be included in the CWTP and TEP, specific committees have been formed, including a 13-member Steering Committee of elected officials from the Alameda CTC Board representing all areas of the county, a Technical Advisory Working Group (TAWG) and a Community Advisory Working Group (CAWG). These committees include representatives from:

- Fifteen local jurisdictions (14 cities and Alameda County)
- Seven transit operators (AC Transit, Altamont Commuter Express, BART, Livermore Amador Valley Transit Authority, Union City Transit,

a message from the executive director

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Director of the Alameda County Congestion Management Agency, who have literally changed the transportation landscape here for the past many years.

At the Alameda CTC, we take our job of planning, funding and delivering transportation projects and programs very seriously. Read on to see what we're doing to keep Alameda County moving!

Art Dao
Executive Director

Capital Corridor/Amtrak and the Water Emergency Transportation Authority)

- Caltrans District 4
- Port of Oakland
- MTC
- Other stakeholders from education, public health, business, civil rights, law enforcement, parks districts, regional agencies, health, social services, the environment, faith-based advocacy,

public transit, seniors and people with disabilities and social justice.

Completion of the final CWTP is scheduled for the summer of 2012 to facilitate placing the final TEP on the ballot in November 2012. Visit the [Alameda CTC's website](#) for a preliminary schedule regarding the CWTP and TEP.

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project updates

Delivering Promises During 2010

In retrospect, 2010 has been a productive and successful year for advancing delivery of Measure B projects. Major milestones were achieved in terms of planning, environmental review, design, and construction for five key projects. Additionally, projects such as the Route 84 Expressway and the Oakland Airport Connector overcame funding hurdles, allowing these projects to move to the next stage. Project highlights are noted below.

Telegraph Avenue Corridor Bus Rapid Transit



Project Sponsor:
AC Transit

Measure B Contribution: Over \$10 million contributed for development of the northern segment of this \$233 million project.

Milestones Achieved: In June 2010, the AC Transit Board of Directors adopted a Locally Preferred Alternative (LPA) for implementation of a bus rapid transit project along the Telegraph Avenue and International Boulevard Corridors. AC Transit is currently preparing the Final environmental impact statement and

review, with an expected publication date in late 2010.

Benefits: The project will provide faster and more reliable transit service along this heavily travelled corridor, extending from Berkeley, through downtown Oakland, into San Leandro.

I-580 Corridor/BART to Livermore Studies

Project Sponsors: Alameda County Congestion Management Agency (ACCMA) and Bay Area Rapid Transit (BART) District

Measure B Contribution: \$3 million of \$6 million for environmental, utility and right of way studies.

Milestones Achieved: On July 1, 2010 the BART Board of Directors adopted an alignment through downtown Livermore and out to Vasco Road for the BART to Livermore Extension project. The adoption of the preferred alignment and the certification of the program level EIR for this project will allow BART to proceed with the development of a right-of-way protection plan and refinements to the conceptual design while a funding plan and implementation strategy are developed.

Benefits: The project will provide faster and more reliable transit service along the I-580 Corridor in the Tri-Valley.

special announcements

ACTIA 2010 Audit Report

ACTIA's Audit Report for FY2009-2010 has been completed and is being released a month earlier than the previous year thanks to a very efficient audit process. The Report shows that for the year ending June 30, 2010, ACTIA's sales tax revenues declined by 7% over the prior year, due to the recession. However, the balance sheet remains in good standing to meet ACTIA's future capital projects obligations. The Report was presented to both the Citizens Watchdog Committee and the Alameda CTC's Finance and Administration Committee on November 8.

The auditors issued a clean opinion.

Central County Transportation Forum

Thursday, January 20, 2011,
6:30 – 8:30 p.m.
Hayward City Hall

The following projects and programs will be featured:

- Alameda CTC and Local Transportation Plans
- East Bay Greenway
- Senior Travel Training
- I-880 Corridor Improvements
- Route 238 Improvements
- Lewelling/East Lewelling Project

Route 84 Expressway

Project Sponsor: City of Livermore

Measure B Contribution: Over \$96 million of the total cost of \$127 million.

Milestones Achieved: In September 2010, \$20 million in state Corridor Mobility Improvement Account (CMIA) bond funds were programmed for the Route 84 Expressway, securing the funds that will allow this project to move rapidly ahead through the completion of design and into construction. The 100% design drawings were completed in October and right-of-way acquisition has been initiated.

Construction is planned to occur in two segments, with the northern segment between Concannon Boulevard and Jack London Boulevard, starting construction in early 2012 and concluding in spring of 2013. Final design, right-of-way acquisition, and utility relocation on the southern segment are expected to be complete in mid-2012 with construction to start in fall of 2012. Construction will be concluded in summer of 2014. Overall project completion is expected in spring 2014.

Benefits: Route 84 will be widened from two- to four-lanes between Ruby Hill Drive and Stanley Boulevard, and to six-lanes between Stanley Boulevard and Jack London Boulevard. The project will improve regional connectivity between the growing employment centers of the South Bay and Southern Alameda County and the growing residential areas in eastern Alameda County and the Central Valley and offer an alternative to the congestion on I-580. In addition, the project will reduce impacts of regional traffic diverting to local streets and improve safety and operations on Route 84.

Oakland Airport Connector

Project Sponsor:
BART

Measure B Contribution: Over \$89 million for this \$484 million project.



Milestones Achieved: On October 20, a groundbreaking celebration for the OAC was held at the Coliseum BART Station, commemorating the beginning of construction.

Benefits: Once complete, the 3.2-mile Automated Guideway Transit system will provide seamless access between BART, Amtrak and the Oakland International Airport.

BART to Warm Springs (WSX) Extension

Project Sponsor:
BART

Measure B Contribution: Over \$220 million for this \$890 million project.

Milestones Achieved: Construction on the first segment of the WSX Extension project continues and is approximately 50% complete. In June 2010 the new dog park, basketball courts, and replacement parking facilities were opened to the public and work commenced on the subway construction.

Excavation for the northern segment of the tunnel and dewatering of the north-east finger of Lake Elizabeth and the installation of the dam were completed this summer for the subway system.

The contractor is currently continuing with the grout work and installation of the base and walls for the subway system. The project is on schedule and within budget and is expected to be completed in 2013.

In September, 2010 BART released a Request for Proposal (RFP) to the five pre-qualified bidders for the second phase of the WSX Extension project, the Line Track Station and Systems contract, and expects to award the contract in spring of 2011.

Benefits: The WSX Extension project will extend BART from the existing Fremont BART station, south to a new Warm Springs Station near the Alameda County line. BART is also working with the City



calendar of events

November 2010— January 2011

Note: Unless otherwise noted, all meetings will be held at Alameda CTC offices, 1333 Broadway, Suite 300, Oakland.

Alameda CTC Meeting

December 2, 2010
January 27, 2011
2:30–4:30 p.m.

Bicycle and Pedestrian Advisory Committee (BPAC)

December 9, 2010
5:30–8:00 p.m.

Pedestrian and Bicycle Professionals Webinar

December 15, 2010
Topic: Bike Boxes
12:00–1:00 p.m.

January 19, 2011
Topic: TBD
12:00–1:00 p.m.

Community Advisory Working Group (CAWG) and Techni- cal Advisory Working Group (TAWG) Joint Meeting

December 16, 2010
3:00–5:00 p.m.

Alameda County Technical Advisory Committee (ACTAC)

December 7, 2010
January 4, 2011
1:30–4:00 p.m.

Technical Advisory Working Group (TAWG)

January 4, 2011
11:00 a.m.–1:00 p.m.

Community Advisory Working Group (CAWG)

January 6, 2011
3:00–5:00 p.m.

of Fremont to pursue the design and construction of the Irvington Station in conjunction with the Line, Track, Stations and Systems construction. The WSX Extension project is the first step towards extending BART service into Santa Clara County.

Union City Intermodal Station



Project Sponsor:
City of Union City

Measure B Contribution: Over \$12 million towards this \$47 million project.

Milestones Achieved: Project is scheduled for construction completion in December 2010, with a ribbon cutting

ceremony planned for December 2 at the Union City BART station.

Benefits: The improvements at the Union City BART station will provide enhanced transit and pedestrian access between the west side of the station and the newly developing transit-oriented residential and commercial community bordering the station.

This is the first phase of improvements, ultimately intended to open up the east side of the Union City BART station for pedestrian access to and from the surrounding mixed-use neighborhood. A future rail connection with the Dumbarton and Capitol Corridor rail service is also envisioned.

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What's Ahead in 2011?

Look for more exciting activities coming in the next year:

- **The Countywide Bicycle and Pedestrian Plan Updates** will be completed.
- **BART WSX:** Stage 2 Line, Track, Station, and Systems contract will be awarded in spring of 2011, with construction to begin in summer.
- **OAC:** Construction underway.
- **Telegraph Avenue Corridor Bus Rapid Transit:** Record of Decision on the Final EIS/EIR expected in early 2011
- **Lewelling/East Lewelling Boulevard Widening:** Construction to be completed in December 2011.
- **I-580 Westbound Auxiliary Lane (Airway Boulevard to Fallon Road):** Construction anticipated to begin at the end of 2011.
- **Route 92/Clawiter-Whitesell Interchange and Reliever Route:** Project will enter into Final Design Phase in spring of 2011.
- **Westgate Parkway Extension:** Construction anticipated to begin in spring 2011.
- **East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement:** Construction anticipated to begin in summer 2011.

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Measure B Program Updates—Transportation Solutions for All Ages

In Alameda County, people use many transportation modes and rely on an extensive transportation system to arrive

at destinations safely. Since sales tax collection began for the 2000 Measure B on April 1, 2002, the Alameda CTC (formerly the Alameda County Transportation Improvement Authority) has collected and distributed over \$488 million in

calendar of events

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Planning, Policy and Legislation Committee Meeting (PPLC)

January 10, 2011
11:00 a.m.–1:15 p.m.

Programs and Projects Committee

January 10, 2011
12:15–1:15 p.m.

Finance and Administration Committee Meeting (FAC)

January 10, 2011
1:30–2:30 p.m.

Coordination and Mobility Management Planning Meeting (CMMP)

(location TBD)
January 12, 2011
10:00 a.m.–12:00 p.m.

Countywide Transportation Plan and Transportation Expenditure Plan Development Steering Committee Meeting (CWTP-TEP)

January 17, 2011 *(tentative)*
1:30–3:30 p.m.

Citizens Advisory Committee (CAC)

(held at Hayward City Hall)
January 20, 2011
5:30–6:30 p.m.

Central County Transportation Forum

(held at Hayward City Hall)
January 20, 2011
6:30–8:30 p.m.

Paratransit Advisory and Planning Committee (PAPCO)

January 24, 2011
1:30–3:30 p.m.

pass-through funds, along with grant funds, allocated to local agencies, transit agencies, jurisdictions and nonprofit organizations—to improve transportation access throughout the county.

Each year, agencies and jurisdictions report on their use of Measure B funds. In the 2008/09 fiscal year, approximately \$65 million in Measure B expenditures funded the following:

- **173 local streets and roads projects**— \$26.1 million (40 percent)
- **16 mass transit projects**— \$22.9 million (35 percent)
- **30 paratransit projects**— \$9.8 million (15 percent)
- **68 bicycle and pedestrian projects**— \$6.4 million (10 percent)

A few of these numerous types of projects include:

- Bikeway feasibility studies
- Bicycle and pedestrian plan updates
- Bus transportation
- Education and awareness about transportation safety
- Installation of signage, guardrails, and traffic signals
- Paratransit services
- Sidewalk and ramp repairs
- Street resurfacing
- Travel training for seniors and people with disabilities

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Coordination and Mobility Management Planning

Measure B is also funding an innovative Coordination and Mobility Management Planning (CMMP) initiative. In 2009, ACTIA commissioned a service delivery analysis to assess paratransit services in Alameda County. This year, the Alameda CTC responded to one of the opportunities in the analysis with CMMP, an effort to better coordinate transportation for seniors and people with disabilities.

Through a series of meetings that focus on each planning area, as well as the entire county, Alameda CTC staff,

Measure B-funded city-based Special Transportation Program providers, and Americans with Disabilities Act-mandated paratransit providers are to focus on coordination opportunities in various regions and throughout the county.

The goal of the CMMP is to identify at least one pilot coordination and mobility management program that can be moved forward for implementation. The team also plans to identify Alameda CTC's role in supporting coordination implementation or mobility management activities (including provisions for funding to support activities).



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Alameda CTC grant program facts

- Over \$27 million in Measure B has funded 107 grant projects.
- Recipients have leveraged Measure B funds for total grant program investments of over \$109.4 million.
- Active projects: 17 bicycle and pedestrian safety grants, three express bus services grants, 22 paratransit gap grants and four transit-oriented development grants.

Grant Program Highlights

Another way Measure B improves transportation access in Alameda County is through four grant programs:

- **Bicycle and pedestrian safety grant program** has helped close the gap for pedestrians and bicyclists, and made travel safer for people throughout Alameda County. It funds programs that provide walking and biking education and outreach, bicycle and pedestrian master plans, and capital projects, such as streetscape enhancements, trails, feasibility studies and bicycle lockers at BART Stations.
- **Express bus services program** allows people to get to work and other important destinations in a timely manner.
- **Paratransit gap program** improves transportation access for seniors and people with disabilities in a variety of ways: through countywide mobility coordination, shuttle and taxi services, group trips, special transportation services for individuals with dementia, fare assistance, technology to improve operations, outreach and travel training, safety awareness and travel assistance through travel escorts and volunteers.
- **Transit-oriented development program** has made transit more convenient and accessible for the general public through transit development.

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Bicycle and Pedestrian Plan Update

Alameda CTC is also coordinating the updates of two plans: the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan. These plans describe the status of walking and biking in Alameda County and set countywide priorities that guide the bicycle/pedestrian safety grant program, as well as other funding for walking and biking improvements.

In September/October 2010, the Alameda CTC released the draft "Existing Conditions" chapters for each plan, which were reviewed by local agency, nonprofit, advocacy group staff plus members of the Countywide Bicycle and Pedestrian Advisory Committee. In December, Alameda CTC will release the draft Vision and Goals chapters, along with a chapter on evaluating current practices that help or hinder efforts to



increase walking and biking. The goal is to complete the two plan updates by early 2012 and incorporate them into the next Countywide Transportation Plan, which Alameda CTC is also updating.

To follow the bicycle and pedestrian plans update process and to find out how to share your ideas, go to http://www.actia2022.com/app_pages/view/1644. For more information about the Countywide Transportation Plan update, visit http://www.alamedactc.com/app_pages/view/127

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A Special Thanks to Outgoing ACTA/ACTIA and ACCMA Executive Directors



Christine Monsen

Since 1995, Christine Monsen has held an executive leadership role in Alameda County,

first managing the administration of Measure B funds as Deputy Director of the Alameda County Transportation Authority (ACTA). She then succeeded to the role of Executive Director in 1998 and became Executive Director of ACTIA in 2002.

In these roles, her work has helped to create a model of accountable and accessible transportation planning, funding and delivery for Alameda County. Her focus on involving community and advocacy groups ultimately led to the successful authorization of a second Measure B in November 2000.

She has received numerous honors for her broad involvement in transportation, which includes serving as a moderator for the California Self Help Counties Coalition, as well as local and international Board memberships with groups such as Women's Transportation Seminar (WTS) and the California Transportation Foundation (CTF).

Most notably, Monsen's longstanding involvement with WTS has earned her the accolade as Woman of the Year and under her leadership ACTA/ACTIA was acknowledged as Employer of the Year by WTS (1997) and as Organization of the Year by the California Transportation Foundation (2001).

Highlights of Christine Monsen's tenure at ACTA/ACTIA:

- **Completed delivery of \$1 billion of transportation investment** generated by the original Measure B Half-Cent Sales Tax for Transportation including, among many projects, the first phase of the extension of BART to East County; the I-580/680 Interchange and Highway 13/24 Interchange Improvements, the Oakland Airport Roadway

Improvements, and improvements to the I-880 corridor, including the I-880/ Mission Boulevard Interchange; as well as transit and paratransit operating funds;

- **Collected and implemented approximately \$100 million a year** for projects and programs in Alameda County to deliver multi-modal transportation solutions, including increased funding for transit and local streets and roads, paratransit services, and new funding for bicycle and pedestrian projects and transit oriented development improvements;
- **Continued strong agency and public involvement** in the delivery of sales tax dollars and a strong local business contracting process for Measure B—funded contracts to keep local dollars within the County, including meeting local business contracting goals of 30% and 70% for local and small local businesses;
- **Delivered in close partnership with sponsors**, 95 percent of ACTIA's projects in half the time anticipated, which included projects such as the I-238 widening project, BART to Warm Springs Extension and the Oakland Airport Connector Project, and as a result began the development of a second reauthorization that is being developed in conjunction with the Countywide Transportation Plan and Regional Transportation Plan Update so that maximum leveraging of funds can be achieved for projects and programs to benefit the taxpayers of Alameda County;
- **Sponsored and obtained approval of significant legislation from the California State Legislature** including SB 509, AB 1462 and AB 1386 to create the SR 238 and SR 84 Local Alternative Transportation Improvement Programs, which resulted in keeping over \$300 million of transportation investment in Central and Southern Alameda County, as well as AB 2032 which authorized the first set of High Occupancy Toll Lane projects in Northern California for a project included in the 2000 Expenditure Plan and which opened on September 20, 2010;

In these roles, her work has helped to create a model of accountable and accessible transportation planning, funding and delivery for Alameda County. Her focus on involving community and advocacy groups ultimately led to the successful authorization of a second Measure B in November 2000 with over 81.5% voter support.

During his tenure, he developed and oversaw implementation of the first and every subsequent Congestion Management Program and the first and every subsequent Countywide Transportation Plan, which identifies and plans for over \$1 billion in transportation improvements in Alameda County over the next 25 years.

- **Consistently led ACTIA in annual audits** whereby no accounting concerns were identified and whose work was accepted each year by the independent public financial oversight committee, the Citizens Watchdog Committee;
- **Expanded participation of Minority and Women**—owned Businesses after Proposition 209 eliminated the ability to address racial and gender disparity



Dennis Fay

Prior to his appointment as the Congestion Management Agency's first Executive Director in

1991, Dennis Fay served as the Transportation Manager for Alameda County. In over 35 years working in transportation, Fay also has held project manager positions at the Metropolitan Transportation Commission and at various consulting firms, including Kaiser Engineers.

During his tenure, he developed and oversaw implementation of the first and every subsequent Congestion Management Program and the first and every subsequent Countywide Transportation Plan, which identifies and plans for over \$1 billion in transportation improvements in Alameda County over the next 25 years. He has also served in a number of community service roles, and is currently serving as a member of the Citizen's Infrastructure Oversight Commission in the City of Orinda.

Fay worked hard on legislative issues to bring more attention and resources to transportation in Alameda County. Most recently, this took the form of sponsoring and obtaining approval for SB83, and subsequently developing the first Expenditure Plan of a proposed Vehicle Registration Fee that is on the November 2, 2010 Alameda County Ballot.

Highlights of Dennis Fay's tenure at ACCMA:

- **Secured over \$500 million in state-wide bond funding** for five projects in the I-80, I-580, and I-880 corridors;
- **Programmed approximately \$1 billion in state**, federal and local funds to transportation projects in Alameda County;
- **Completed numerous studies** that identified and implemented projects to relieve congestion including the San Pablo Avenue Corridor Transit Operations and Improvement Study; the I-680 Operational Improvement Study; the I-880 North Safety and Operations Study; the Alameda Countywide Truck Parking Feasibility Study; the SR 238 Local Area Transportation Improvement Program; the Tri Valley Triangle Study of I-580, I-680 and Route 84; and Community Based Transportation Plans throughout Alameda County;
- **Participated in implementing improvements to manage congestion** in the I-80, I-238, I-880, I-580, and I-680 corridors, including the HOV lane extension approaching the Dumbarton Bridge; the eastbound I-580 HOV lane and traffic management program; and the I-680 southbound Express Lane project, which is the first Express Lane in Northern California;
- **Developed the initial SMART Corridors program** including improvements on the International/Telegraph Rapid Bus Corridor, the San Pablo Corridor and the I-580 Corridor in the Livermore Valley; and
- **Led the effort in developing funding commitments of State Transportation Improvement Program** funds for needed transit projects including the Oakland Airport Connector, the BART to Warm Springs extension, and bus projects for LAVTA and AC Transit; for transit enhancements in the Grand Avenue/MacArthur Boulevard corridor and for the Route 84/Ardenwood Boulevard Park & Ride.

Clipper Cards Make Using Transit Easier

The Metropolitan Transportation Commission and Bay Area transit operators unveiled the new Clipper cards this past summer, replacing the former TransLink cards to provide seamless fare collection across a number of transit systems in the region. The distinctive blue and white cards ordinarily cost \$5, though this cost is waived when customers sign up for Autoload, a feature allowing passengers to add value to their cards automatically from a bank account or credit card. Clipper currently can be used to pay fares on San Francisco Muni, BART, AC Transit, Caltrain, Golden Gate Transit & Ferry and Dumbarton Express. Together these operators carry more than 80 percent of all Bay Area transit passengers. SamTrans and the Santa Clara Valley Transportation Authority (VTA) are scheduled to begin accepting Clipper cards for fare payment throughout their route and station networks later this year. Eventually, passengers will be able to use the Clipper card to pay fares on all Bay Area transit systems.

For information on how to obtain your Clipper card, visit <https://www.clippercard.com/Clipper-Web/index.do>.

Measure B Assists Low-Income Individuals Access Dial-A-Ride

In 2003 the Livermore Amador Valley Transit Authority (LAVTA) established a scholarship fund for clients of LAVTA's Dial-A-Ride paratransit service who met low-income criteria. For years, the number of qualified applicants for this scholarship far outpaced the donations received to fund the scholarships. However, in 2008 Measure B came to the rescue in the form of a grant that revived the scholarship fund, making it possible for many more Tri-Valley residents with special needs to utilize the paratransit service that makes such a positive



difference in their daily lives. This Measure B grant was especially timely during the period of economic uncertainty over the last few years.

Recipients of the scholarship have continually thanked LAVTA for this invaluable assistance; however, the thanks belong to the residents of Alameda County, who have supported these special-needs citizens through the grant made possible by Measure B. As one recipient put it, "I don't know what I would have done if I didn't receive the scholarship this year—it has literally been a life saver in getting me to all my medical appointments. Thank you!"

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Wheels Route 55 Pilot Program Ends

The Livermore Amador Valley Transit Authority (LAVTA), operator of the Wheels bus system, announced the discontinuation of Route 55 service, effective September 1, 2010.

Launched two years ago with the goal of reducing operating costs of its Dial-A-Ride paratransit service, the Wheels Route 55 pilot program was designed to make transit trips more convenient for seniors and persons with disabilities from four Livermore Affordable Housing senior communities.

Route 55 operated six weekday roundtrips. The service traveled to the downtown Livermore Transit Center where it connected with other WHEELS

routes to reach destinations beyond Livermore, such as the Dublin/ Pleasanton BART station for regional trips. The route included service to the Veteran's Hospital located on the southern border of Livermore.

Route 55 bucked the general trend in WHEELS ridership in 2010. Overall system ridership was down 21% due to large service cuts; however Route 55 ridership was up by 40% compared to the previous year. Despite the increase in total ridership on the route, the service still experienced very low ridership and poor route productivity.

Funding for Route 55 was provided through a 2-year agreement between ACTIA and LAVTA using Measure B Funds.

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ACTIA projects, programs and financials

For a list of ACTIA's 28 projects, funding and delivery schedules, [click here](#).

For a list of ACTIA programs, [click here](#).

For a list of Pass-through fund allocations, grants, and agency audit information, [click here](#).

contact us

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

Senior Support Program Makes a Difference in the Tri-Valley

The ability to travel about freely in the community is critical for all individuals to stay independent and active, but is an especially challenging issue for some seniors.

In 2008, Senior Support Program of the Tri-Valley identified a gap in the public transportation system for seniors. For some seniors, there is an inability to utilize public transportation services without assistance. Other seniors are not eligible for specialized public transportation (paratransit) or live outside the service area. In response to this need, Senior Support Program of the Tri-Valley secured funding through Measure B Gap funds and ACTIA (Alameda County Transportation Improvement Authority) to support a pilot project that provides seniors door-to-door service using volunteers' vehicles.

The Senior Transportation Program goals are as follows:

- **Assist homebound seniors** (living in Pleasanton, Livermore, Dublin and Sunol) obtain transportation to their medical appointments.
- **Provide escorts for seniors** to ensure they are able to travel safely with the aid of a trained and caring volunteer (i.e. prevent falls).
- **Coordinate medical transportation** for seniors utilizing volunteer drivers.



The Senior Transportation Program is designed to meet the needs of seniors who have an urgent medical appointment and have exhausted all other options to obtain a ride (paratransit, Wheels, friends, neighbors, etc.). Currently, there are no programs in the Tri-Valley that offer same-day door-through-door transportation. Without urgent medical attention, these seniors can become at risk of major illnesses and ultimately may lose their ability to live in their own homes.

The Senior Transportation Program has driven over 28,000 miles to escort TriValley seniors to their medical appointments. It crosses city and county boundaries to get 167 seniors the medical attention they deserve. This amazingly successful program would not be possible without Measure B Funds and ACTIA. Thank you!

For more information, contact the Senior Support Program of the Tri-Valley at (925) 931-5387 or email: ja.cullen@yahoo.com.

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