



As part of outreach activities, Alameda CTC participates in community events, such as the Día de Los Muertos Festival at the Fruitvale Transit Village, pictured above.

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Executive Director's Message Transportation Values

WELCOME TO THIS EDITION OF ALAMEDA CTC REPORTS. Our focus this month is on transportation values. Most of us seldom have time to reflect on the value of transportation; we are too busy leading our lives—dropping children off at school, rushing to catch the next train for work or taking a bike ride to unwind. But our feet, and our wheels, constantly depend on a well-built, well-maintained and well-connected network of transportation to get us where we need to go.

At Alameda CTC it is our job to ensure that the projects and programs we fund reflect transportation needs. We have just wrapped up the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) workshops where community members shared their thoughts on priorities for projects and programs to include in the CWTP/TEP. These comments, along with recent polling data, will help define the Draft Plans which are due out in December for additional public comment.

Alameda CTC actively engages and coordinates with transportation partners to promote efficiency and effectiveness for all expenditures of public funds. In this issue, you will read about new funding agreements created to streamline our funding processes, and enhance delivery and maintenance of our transportation network.



We invite you to read the Annual Report to the Public, put out by the Alameda CTC Citizens Watchdog Committee (CWC), which presents information related to fiscal responsibility and transparency.

Finally, this newsletter affirms the value of our local funding, which is the bedrock for our transportation expenditures. Alameda CTC is also committed to keeping jobs local and, in the first half of 2011, 91 percent of our engineering and administrative contracts were awarded to Alameda County firms.

By understanding our transportation values and by valuing our local community, together we can build a transportation network that will sustain our community, now and in the future.

(continued next page)

Transportation Planning in Alameda County and Beyond

Alameda CTC is closely coordinating the development of the Countywide Transportation Plan-Transportation Expenditure Plan (CWTP-TEP) with the development of the Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) update. Both the Alameda County and regional planning processes include transportation and land use components.

In November, the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) released the results of the Plan Bay Area: Draft Projects Performance Assessment, which will help identify which transportation projects and programs should be considered for inclusion in the scenario evaluations.

In December, MTC and ABAG will release the land use and transportation scenario analysis results and public workshops will follow in January. For more information on these upcoming documents and workshops, please visit [Plan Bay Area](#).



Planning Update

Countywide Planning: The Roadmap to a Bright Future

Alameda CTC is planning now to accommodate the future changes in population demographics and the future needs of Alameda County residents and businesses. With the release of the administrative draft Countywide Transportation Plan (CWTP) this fall, the Alameda CTC took another step toward defining a transportation system that will support and enhance our quality of life in Alameda County. Residents, businesses, environmental and mobility advocates, educators, public health specialists and elected officials have lent their voices to prioritize a set of transportation projects and programs that will serve Alameda County's growing transportation needs.

The Transportation Expenditure Plan (TEP) is the primary instrument for funding many projects and programs. The Commission is considering a number of strategic investments that will fund maintenance and operations of roads and transit, bicycle and pedestrian safety, highway and freight efficiency improvements, and mobility choices for our seniors and disabled.

In October and early November, Alameda CTC conducted five community workshops throughout the county to get input and ideas on project and program priorities, as well as on packages of transportation improvements to include in the TEP. Concurrently, a countywide telephone poll was conducted.

Across the board, workshop and poll participants voiced substantial support for augmenting and extending the Measure B sales tax. There was also strong support for transit and roadway projects and programs. Further results from the workshops and polling are posted on the [planning webpage](#).

Tess Lengyel, Alameda CTC's Deputy Director of Policy, Legislation and Public Affairs, says, "These plans represent a bold vision for our county, and we have worked with many people to shape them. If approved by the voters in November 2012, the benefits of the projects and programs in the Expenditure Plan will form the basis of our 21st Century transportation system."

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Calendar of Events

December 2011 – January 2012

Listings are shown in alphabetical order. All meetings held at Alameda CTC office, 1333 Broadway, Suite 300, Oakland, unless otherwise indicated. Please visit the Alameda CTC calendar webpage for the latest information.

Alameda CTC Board Meeting

December 1, January 26
3:00 – 5:00 p.m.

Alameda County Technical Advisory Committee Meeting (ACTAC)

December 6, January 30
1:30 – 3:30 p.m.

Association of Pedestrian and Bicycle Professionals Webinar

December 14—Topic: Accessibility in Work Zone
12:00 – 1:00 p.m.

Bicycle and Pedestrian Advisory Committee (BPAC)

December 15
5:30 – 8:00 p.m.

Citizens Advisory Committee (CAC)

—followed by North County Transportation Forum
Open House 6:30 – 7:00 p.m.;
Project/Program Presentations 7:00 – 8:30 p.m.
January 19
5:30 – 6:30 p.m.

Citizens Watchdog Committee (CWC)

December 1, January 9
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

December 8
1:00 – 5:00 p.m.

Planning Update Continued

Providing a Vision for Alameda County

Along with the CWTP, Alameda CTC is also hard at work updating the Countywide Bicycle and Pedestrian Plan, as well as the Congestion Management Plan. All of these planning processes are in place to establish a comprehensive program for transportation investments in Alameda County. “The value we add through these planning processes is ensuring that all segments of our community are served by the investments we commit to in the Plans,” explains Beth Walukas, Deputy Director of Planning at Alameda CTC. “That means providing funding for local roads, accessible and affordable transit, bicycle and pedestrian mobility, freight and economic development—all of these contribute to a vital transportation system for Alameda County and for our region.”

Countywide Bicycle and Pedestrian Plans Update

In recent months the Commission has been updating the Countywide Bicycle and Strategic Pedestrian Plans, which will feed into the CWTP and inform the RTP. The Countywide Bicycle and Pedestrian Advisory Committee (made up of Alameda County community members) and the Bicycle Pedestrian Plans Working Group (which includes staff working at agencies, nonprofits and advocacy groups focused on improving walking and biking in the county) have dedicated many hours to reading, reviewing and providing thoughtful input on each of the draft chapters.

Together, these two groups will review the final draft implementation chapters before year-end. These chapters include revenue estimates, which define the total cost to build the complete bicycle and pedestrian vision networks and to implement the proposed programs, along with the steps

Alameda CTC can take to implement the plans. Alameda CTC will release the draft plans in March 2012.

To find out more about the updates process, visit the Bicycle and Pedestrian Plans [update page](#).



Congestion Management Plan Update

As the Congestion Management Agency for Alameda County, Alameda CTC develops and updates the legislatively required Congestion Management Program (CMP), a plan that describes the policies and strategies to address congestion problems in the county, and ultimately protects the environment with strategies to help reduce greenhouse gas emissions.

The draft updated 2011 CMP approved by the Commission in September 2011 is now [available electronically](#) at the Alameda CTC website, as well as in hard copy at libraries throughout Alameda County. The Commission will adopt the final CMP at its December 1 meeting.



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calendar of events (continued)**Countywide Transportation Plan and Transportation Expenditure Plan Development (CWTP-TEP) Community Advisory Working Group (CAWG)**January 5
2:30 – 5:00 p.m.**CWTP-TEP Technical Advisory Working Group (TAWG)**January 12
1:30 – 4:00 p.m.**CWTP-TEP Steering Committee**December 1, January 26
12:00 – 3:00 p.m.**Finance and Administration Committee (FAC)**January 9
1:30 – 2:30 p.m.**I-580 Express Lane Policy Advisory Committee (PAC)**January 9
9:45 – 10:30 a.m.**I-680 Joint Powers Authority (JPA)**January 9
9:30 – 10:30 a.m.**Paratransit Advisory and Planning Committee (PAPCO)**January 23
1:00 – 3:30 p.m.**Paratransit Technical Advisory Committee (TAC)**December 13, January 10
9:30 – 11:30 a.m.**Planning, Policy and Legislation Committee (PPLC)**January 9
11:00 a.m. – 12:00 p.m.**Programs and Projects Committee (PPC)**January 9
12:15 – 1:15 p.m.**Projects Update****Capital Projects Reduce Congestion****I-580 Express Lane/Auxiliary Lane****Project Sponsor:** Alameda CTC**Total Project Cost:** \$58.9 million

Project Description: The environmental clearance for the I-580 Eastbound Auxiliary Lane/Express Lane project is underway. Once cleared this project will result in construction of an auxiliary lane between the newly constructed Isabel Avenue/I-580 Interchange and First Street, as well as converting the existing eastbound lane into an High Occupancy Toll (HOT) lane (between Hacienda Blvd. in Pleasanton/Dublin and Greenville Road in Livermore).

Benefits: This project will help ease congestion on the I-580 eastbound route by providing operational benefits to the corridor and giving solo drivers an option to pay a toll to use the HOV lane for a faster commute. Construction of the project is anticipated to begin fall of 2012.



(ITS) project which will install Closed Circuit Television Cameras for monitoring vehicles approaching the Webster and Posey tubes, Video Image Detection Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System devices along various corridors in the City of Alameda which lead to the tubes. These devices will transmit traffic data to the City of Alameda Traffic Management Center, allowing the city to better manage the traffic in the tubes.

The project is in the final design phase and will be advertised for construction late November.

Benefits: Once complete, this project will enhance mobility and safety in this vital corridor which connects the City of Alameda to I-880 and the City of Oakland.

**I-880/State Route 92 Interchange Improvement Project****Project Sponsor:** Caltrans**Total Project Cost:** \$245 million

Project Description: After four years of construction, the I-880/Route 92 Interchange project is now open to the more than 235,000 daily commuters that use the interchange. The project was funded in part by the 1986 Measure B and provides an important link between Route 92 (including the San Mateo Bridge) and I-880 in central

Webster Street SMART Corridor**Project Sponsor:** Alameda CTC**Total Project Cost:** \$484 million.

Project Description: Alameda CTC is partnering with the City of Alameda, the Metropolitan Transportation Commission (MTC) and AC Transit to implement the Webster Street SMART Corridor project. This is an Intelligent Transportation System

North County Transportation Forum

On Thursday, October 20, 2011, the Alameda CTC and its Citizens Advisory Committee (CAC) hosted the **North County Transportation Forum**. This forum's theme was Transportation for the 21st Century and featured the following projects and programs:

- Regional and Countywide Transportation Planning Activities Update
- Countywide Bicycle and Pedestrian Program Update
- Broadway Shuttle in Oakland
- 8-To-Go Shuttle in Emeryville
- I-80 Integrated Mobility Corridor Project Update
- East Bay Rapid Bus Transit Updates
- I-880 High Occupancy Vehicle (HOV) Lanes Update
- BART Oakland Airport Connector

This public forum is one of a series of four Transportation Forums held throughout the year. The next Transportation Forum will be in Central County on January 19th at the Hayward City Hall 777 B Street, Hayward. Visit [our calendar](#) to learn more.



Alameda County. The \$245 million project also provides improved access to and from the City of Hayward via Jackson Street and a new pedestrian overcrossing near Eldridge Avenue.

Benefits: The benefits of this project are to reduce congestion, improve air quality, and enhance safety for motorists and non-motorists in the area.

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Program and Programming Updates

Featured Measure B Grant Programs

Alameda CTC awards Measure B grants and helps to ensure a return on its investment through project reporting. Here are four success stories from the grant program:

Iron Horse Trail Feasibility Study

A recently completed bicycle and pedestrian grant project, the East Bay Regional Parks District's **Iron Horse Trail Feasibility Study and Master Plan** enabled the project sponsor to receive federal TIGER II grant funding for project construction to close an approximately 1.5 mile gap in the Iron Horse Trail in Pleasanton, between Dublin/Pleasanton BART and Santa Rita Road. This project has engaged the community and will greatly improve bicycle and pedestrian access between the BART station, the Hacienda Business Park and local residents.



West Oakland 7th Street Transit Village Streetscape

At the West Oakland BART Station, construction to improve the 7th Street and West Oakland Transit Village streetscape, as well as to improve bicycle and pedestrian access, is occurring in phases. Transit- Oriented Development

(TOD) improvements by the City of Oakland include audible pedestrian signals, bicycle parking, as well as a host of other investments in the transit village. This project is just one portion of the West Oakland Redevelopment Project that is making the area safer, more livable and transit friendly.

City of Albany Senior Shuttle Bus

In 2009, the **City of Albany's Senior Center Community Shuttle Bus** began providing new and expanded services thanks to an Alameda CTC paratransit gap grant. The popular program provides a door-to-door shopping service, transportation for a walking group that goes on scenic walks in the Bay Area, and takes seniors on recreational day trips that provide lifelong learning and socialization. During the last six-month reporting period, the shuttle provided 2,348 trips and served 210 people.

East Bay Paratransit

Transportation values means serving all members of our community, including those who may not otherwise be able to access regular public transit services.

East Bay Paratransit does just that by offering specialized transportation to people whose disabilities prevent them from using regular fixed-route transit. This service is provided to residents of Alameda and Contra Costa counties who reside in the overlapping service areas of AC Transit and BART.

Alameda CTC Out in the Community

The Alameda CTC staff participates in various community and business outreach events, providing information to Alameda County residents and businesses about Alameda CTC programs and projects. Below is a listing of upcoming events:

- Berkeley Chamber of Commerce Government Affairs Meeting
December 5
- Alameda Alliance for Health Member Advisory Committee Meeting
December 8
- Lions Club of Union City
January 12

The Alameda CTC wants to be a part of your community events. Let us know if you would like our agency to participate by contacting Liz Brazil, Contract Compliance and Outreach Analyst, at lbrazil@alamedactc.org.



It is a program operated by AC Transit and BART as a joint project to provide paratransit services mandated by the Americans with Disabilities Act (ADA). East Bay Paratransit's goals are the provision of ADA compliant, cost-effective, safe, convenient, and reliable paratransit service.

In the last fiscal year, East Bay Paratransit's service transported more than 750,000 passengers in its fleet of accessible vehicles. Riders are required to be certified by East Bay Paratransit to use the service. Once enrolled, riders may make ride reservations for next day service or up to seven days in advance.

In addition to providing operating funds, Measure B Gap Grants funded two special projects which were completed in the last fiscal year or shortly thereafter.

First, East Bay Paratransit completed installation of mobile computers and global positioning systems on all East Bay Paratransit vehicles, allowing for both improved communication with drivers and periodic location updates of each vehicle.

Also, an illustrated guide, called [Learn BART](#) was created to help seniors, persons with disabilities and those with limited English proficiency use BART. Illustrations and pictures show the key tasks involved in making a simple round trip on BART. BART distributed about 1,000 booklets throughout Alameda County to senior citizen centers, Centers for Independent Living, travel trainers and to BART station agents.



A survey questionnaire found the users felt very positive about the booklet. Nearly 9 out of 10 (89%) gave an overall positive rating and more than half (53%) said the *Learn BART* booklet was "Excellent." The project was completed in October 2011. A pdf copy will be [available online](#) for download and self-printing.

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Agency Update

Steering the Fiscal Boat through Rough Waters: Interview with Patricia Reavey, Director of Finance



In the aftermath of the country's deep recession and the current tepid economic recovery environment, Alameda CTC is navigating some very choppy seas. Despite having to adjust the Measure B program's sales tax revenue projections to align with reductions in consumer spending over the past couple of years, the Board has nonetheless managed to continue to deliver capital projects ahead of schedule.

Alameda CTC Director of Finance, Patricia Reavey, noted that while sales tax receipts for fiscal year 2010-11 exceeded budget by just over \$3 million, revenues for the current fiscal year are

New Alameda CTC Policies Maximize Taxpayer Dollars

In November 2010, Alameda County voters approved a \$10 vehicle registration fee (VRF) that will generate roughly \$11 million per year. The Alameda CTC will distribute these funds to four main types of programs, according to the following percentages:

- Local streets and roads (60%)
- Transit (25%)
- Local transportation technology (10%)
- Bicycle and pedestrian projects (5%)

Under VRF legislation, the Alameda CTC must adopt an expenditure plan for the VRF Program, demonstrating that it has a relationship or benefit to people paying the fee. Another step to ensure voters receive the value they anticipated is to develop funding policies and master funding agreements that distinctly spell out funding eligibility and usage of local funds.

Alameda CTC is now drafting agreements that include the VRF as well as the half-cent transportation sales tax, Measure B, since the current agreements with local agencies and jurisdictions that receive Measure B funding will expire in 2012.

These agreements will streamline funding delivery and reporting and will support newly-adopted policies for even greater transparency, as well as expanding access for all users with a new Complete Streets policy.

lagging slightly behind projections. “We’re struggling, just like everyone else, to find a footing in this economy.”

Another challenge the agency faces is on the investment side, due to federal issues. The prolonged controversy over the federal debt ceiling this past summer resulted in the downgrade of Standard & Poor’s rating of U.S.-backed investments, a factor that could drive up the cost of borrowing for agencies like Alameda CTC. Still, Reavey believes that the agency’s conservative investment portfolio is a good strategy in

these uncertain economic times.

The two separate agencies’ (ACCMA’s and ACTIA’s) audits for fiscal year 2010-11 are expected to go to the Commission at its January meeting. Reavey is pleased with recent progress in consolidating fiscal operations, payment processes and internal controls for Alameda CTC, as well as securing agreements for the employee benefit structure. All of these actions will help the agency maintain its high standards in stewardship of public funds.

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Local Funding Keeps Alameda County Moving

According to the Metropolitan Transportation Commission’s 25-year Regional Transportation Plan (RTP), approximately 64 percent of transportation revenues come from local sources (\$75 billion dollars over 25 years) versus other sources: 13 percent regional, 12 percent state and 11 percent federal. For the past 25 years, ACTA, ACTIA and now the Alameda CTC have leveraged local dollars through local voter-approved measures to build, operate, maintain and support a system of roadways, transit and paratransit services, bikeways, trails and programs that keeps our county and our region vibrant and strong. This stable base of local funding means that transportation projects are kept on track and spending kept in check through active public and agency oversight

and scrutiny.

With virtually all of the capital projects in the 2000 Measure B either complete or underway, the current effort to put a new transportation expenditure plan (TEP) on the ballot in 2012 is critical to continuing a tradition of helping Alameda County meet its own needs.

Says Board Chair Mark Green, “The commitment of local residents and businesses to our transportation infrastructure through our sales tax measure attracts funding from Sacramento and Washington, leveraging our investments to keep our economy and our quality of life growing.” To find out more about transportation funding, visit the Alameda CTC Programs page.

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Watchdog Committee Report to the Public

An e-version of the Citizens Watchdog Committee annual report, as well as condensed versions in Chinese and Spanish, are now available on the Alameda CTC website. The report highlights the progress of Measure B-funded programs and projects.

Helping Revitalize the Local Economy

From January 1, 2011, through June 30, 2011, the Alameda CTC awarded a total of 34 contracts—25 administrative, seven engineering and two construction contracts—for a combined total of \$27.9 million. Of these, Alameda CTC awarded \$17.5 million for administrative and engineering contracts, and, of that amount, \$15.8 million (91 percent) went to Alameda County businesses. These contracts are a vital part of helping to revitalize the local economy.

The Alameda CTC encourages the participation of Alameda County businesses in our contracting opportunities. If you are interested in getting your firm certified, [visit our website for more information](#), or contact Seung Cho, Contract Procurement Analyst, at scho@alamedactc.org.



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 510-208-7400 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 [Alameda CTC website](#).

Business Corner

Upcoming Contracting Opportunities

Project Name	Type of Contract	Estimated Issue Date
City of Alameda Webster Street Project	ITS/Construction	Winter 2011
I-580 Soundwall Project	Construction Management	Winter 2011
Transit Oriented Development Technical Assistance Program (TOD-TAP)	Professional Services	December 2011
Financial Auditors for the Alameda CTC	Professional Services	December 2011
Early Right-of-Way Acquisition Services	Professional Services	Late 2011
I-580 WB High Occupancy Toll System Integrator	Design, Construction - ITS	Spring 2012
I-580 Soundwall Project	Construction	Early 2012

NOTE: All Upcoming Contracting Opportunities are subject to change(s).

On September 30, 2011, the Alameda CTC released a request for proposals for software development and system integration services for the Interstate 80 Integrated Corridor Mobility (ICM) System Integration Project. On October 26, 2011, 24 people attended a mandatory pre-proposal meeting. The scope of work for this project that will reduce congestion and improve safety along the I-80 corridor between the Carquinez and San Francisco-Oakland Bay Bridges includes integrating hardware and software components of intelligent transportation systems, such as adaptive ramp metering and active traffic management including variable advisory

speed signs and lane use signs; incident response systems; a closed-circuit television system; a communications network; an upgrade to the existing traffic management system; traffic management centers; changeable message signs; transit signal priority and other associated work.

Bids are due on December 14, 2011, at 3:00 p.m. For more information regarding contracting opportunities and/or certification, visit the [Alameda CTC's website](#) and for procurement information contact Seung Cho, Contract Procurement Analyst at scho@alamedactc.org.

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