



MESSAGE FROM THE EXECUTIVE DIRECTOR, ART DAO

Fueling Our Economy

WELCOME TO THE NOVEMBER EDITION OF ALAMEDA CTC REPORTS!

When Alameda CTC was created, just over two years ago, we streamlined planning, project and program delivery, resulting in cost savings and more efficient delivery of innovative transportation solutions that provide the best value for public funds. I'm proud of the far reaching impacts our work has, not just in the daily mobility of every resident and business in Alameda County, but particularly in how we [create and sustain local jobs](#). Our capital projects have created an estimated 5,100 jobs per year, and the projects included in the [2012 Transportation Expenditure Plan](#) will provide even greater opportunities for local businesses and jobs.

[Support for the 2012 Transportation Expenditure Plan](#), which will be funded if Measure B1 is passed by 2/3rds of voters in November 2012, has come from a broad array of interests ranging from students and seniors, labor and environmental organizations, Chambers of Commerce, bicycle, pedestrian and social justice advocates, transit operators and transportation agencies, and every city and the County. People understand that transportation fuels the economy by creating jobs, expanding mobility and providing infrastructure that creates vibrant communities.

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How Transportation Funding Creates Jobs

Alameda County's half-cent sales tax—and the additional dollars it has attracted to the county—is currently funding more than \$2.5 billion in [construction projects](#). The county is getting much-needed transportation improvements and construction also creates jobs! Hundreds of men and women who build our county's valuable roads, bridges, sidewalks, bike paths, and other transportation structures, and those who operate, maintain and supply goods and services for these mobility improvements benefit from these funds.

Transportation investments have a ripple effect on jobs and the economy throughout Alameda County. The ripple starts with the monies that the Alameda CTC contracts directly to Alameda County businesses to plan, design, and construct transportation improvements. From there, the dollars spread out to the Alameda County businesses—and their employees—that supply goods and services on those contracts. Many local materials—like concrete and asphalt, or landscape plantings—come from local businesses that employ local workers.

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

“Alameda CTC’s investments attract and retain businesses and jobs in our region. Our investments ensure efficient transportation networks to keep our economy moving.”

—SUPERVISOR SCOTT
HAGGERTY, Alameda CTC
Vice Chair

Local Money; Local Jobs

- \$756 million in sales tax funding
- \$495 million in contracts with Alameda County businesses
- 27 capital improvement projects
- 5,100 jobs per year, in
 - construction,
 - operations,
 - engineering,
 - legal,
 - financial, and
 - administrative services.



And the ripples continue to spread out to other Alameda County businesses. Local businesses also buy goods and services—such as cleaning services, insurance, and office support. Their employees, in turn, buy goods and services such as food, health care, and car repair from local companies.

Construction projects are only one way that the [Alameda CTC supports jobs](#) and the local economy. Over the past 10 years, the half-cent sales tax approved by voters in November 2000 has provided over \$250 million to the 14 cities in Alameda County for local street repairs, bicycle and pedestrian projects, and transportation services for seniors and people with disabilities. Each local jurisdiction makes decisions on how these funds support their local communities and local businesses. In addition, transit

operations and maintenance has been supported by a quarter of a billion dollars over the past decade to deliver additional transportation choices and support jobs for drivers, mechanics, dispatch and administrative positions.

Local businesses serve as the backbone of our economy, providing goods and services, generating revenue, and supporting jobs for people who live and work in Alameda County. Alameda CTC is committed to reinvesting local tax money into our local economy, supported by a [strong local business contracting program](#). In the past 10 years, the Alameda CTC has contracted over \$495 million directly with businesses in Alameda County—this goes a long way in creating economic strength and stability for Alameda County businesses and residents.

Groundbreakings and Ribbon Cuttings

We celebrated several significant construction projects this month. We broke ground on the [I-80 Integrated Corridor Mobility Project](#) which uses high-tech solutions to improve traffic flow along the most congested corridor in the region—from the Bay to the Carquinez Bridges.

We also celebrated the completion of the [Lewelling Boulevard Improvement Project](#); the [Alamo Canal Trail under-crossing](#) in



Dublin; and the tunnel portion of the [BART to Warm Springs extension](#).

Celebrating \$2.5 Billion in Construction Projects



Alameda CTC continues to deliver our promises to voters—delivering Measure B projects on time and on budget.

This fall, Alameda CTC is delivering over \$2.5 billion in construction projects which reduce congestion, encourage carpooling and support air quality attainment goals.

“Alameda CTC is at the forefront of technology applied to transportation, enabling Alameda County to get the most capacity from its existing infrastructure.”

—MAYOR MARK GREEN,
Chair of Alameda CTC

On the Move: Around Alameda County

The projects, programs and improvements funded by Measure B serve the spectrum of transportation needs throughout the county. Below are reports from five jurisdictions and programs on the uses and the benefits of their Measure B funding.

Pedestrian Safety in Albany

Thanks in part to a [Safe Routes to Schools](#) grant and Measure B funds, the [City of Albany](#) implemented a pedestrian safety project at the intersection of Marin and Santa Fe Avenues—installing a new traffic signal with protected left turns, pedestrian bulb outs with curb ramps, bike racks at Marin Elementary School and solar speed feedback signs on Marin Avenue. Measure B funds have also been used in partnership with local merchants and the Albany School District to fund the installation of additional bike racks at Albany Middle School, the new swimming pool, the YMCA, the Community Center and Library, and on San Pablo Avenue. In Albany, you can get your bike out and ride around with confidence that you will find bike parking at your destination!

Albany is excited to move forward with a Complete Streets plan for Buchanan Street and San Pablo Avenue to improve the experience of non-motorized users on these heavily congested streets. A series of open studio sessions to develop the plan are scheduled for December 6-12, starting with the kick-off meeting, scheduled for 7:00 pm on Thursday, December 6th (Location TBD).

West Street Pathway in Berkeley

The [City of Berkeley](#) used Measure B funds to complete the [West Street Pathway](#) along the former Santa Fe Railway. The Pathway provides a safe and convenient multi-use facility between the Ohlone Greenway (which connects to Albany and El Cerrito), the North Berkeley BART Station, the



Strawberry Creek Design Center, Berkeley Unified School District offices, the City's West Campus Pool, and many other destinations.

The project includes a 14-ft wide concrete path, 4-foot soft surface walking shoulder, lighting, landscaping, bulb-outs and flashing bike/ped crossing beacons at Delaware Street. The City spent \$785,000 of Measure B Local Streets & Roads funds, \$408,000 of Measure B Bicycle/Pedestrian funds, along with a \$785,000 Caltrans Bicycle Transportation Account grant, and \$56,000 of local funds. The West Street Pathway was first included in the City's 1971 Bicycle Plan. The first phase, including a bicycle/pedestrian signalized crossing of University Avenue, was completed in 2006.

East Bay Paratransit

[East Bay Paratransit](#) continues to provide highly-rated service, serving individuals in Western Alameda County with disabilities that prevent them from using regular public transit, through a partnership between AC Transit and BART. In FY11-12, Measure B provided about 18% of the \$33.6 million operating cost of East Bay Paratransit, the remaining was paid for by AC Transit and BART.

Each year East Bay Paratransit has an independent research firm do a telephone survey of people using the program. The 10th annual survey was conducted in June 2012 with 486 riders completing the survey, who were called within two days

Walk & Roll to School Day a Success!

More than 12,000 students in Alameda County walked and rolled to school on Walk & Roll to School Day on October 3, sponsored by Alameda CTC's Safe Routes to Schools Program!



Students at Albany's Ocean View Elementary School marked which mode of transport they took to get to school on International Walk & Roll to School Day.



Many students from Fremont's Walters Jr. High participated in International Walk & Roll to School day.

of their recent trip. Key results from this survey include:

- 80% of surveyed riders say they are very satisfied or satisfied with their past year's experience. 89% rated their surveyed trip as excellent or good.
- Drivers received high marks: 95% rated the courtesy of the driver as excellent or good.
- Reservationist's courtesy was ranked good or excellent in 91% of the responses. Skill was ranked good or excellent in 90% of the responses.
- Courtesy of customer service agents was rated good or excellent 85% of the time.

Maintaining Roads in Pleasanton



The [City of Pleasanton](#) continues to maintain over 490 lane miles of City streets and Measure B funding is a large contributor to the success of the maintenance of the City's roadway system. Last year Local Streets and Roadway funding was spent solely on road and signal construction contracts. The City overlaid 1.15 million square feet on forty-three City streets and slurry sealed 1.7 million square feet on twenty-three City streets, equating to forty-five lane miles of roadway treated. The City installed a new traffic signal West Las Positas Boulevard and Muirwood Drive and made intersection and signal improvements at Stoneridge Drive and Stoneridge Mall Road. Measure B continues to support the City of Pleasanton's paratransit operations

that provide public transit assistance for the elderly and disabled to and from their homes. Measure B also contributes to Bike and Pedestrian improvements throughout the City.

Improving Pavement in Union City

In FY 2011-12, the [City of Union City](#) continued its effort to maintain and improve upon the City's Pavement Condition Index (PCI) for the 135 miles of roadways within its jurisdiction. The availability of voter-approved Measure B funds has been essential in allowing the City to spend just over \$2 million last fiscal year on paving streets to raise the PCI to 79, one of the highest in the east bay. The PCI is a rating which ranges from zero for a non-existent or dirt road to 100 for a newly constructed or paved road.

The City strives to reduce the overall long-term cost of street maintenance by implementing a variety of pavement preservation strategies in a timely manner. One such cost-effective approach is slurry sealing, which consists of applying a mixture of crushed rock, oil and water to pavement 5-7 years after paving it, thereby sealing the pavement surface and blocking the seepage of water into the pavement subgrade. Slurry sealing extends the pavement life at a fraction of the cost of paving or reconstructing the roadway and has long been used by Union City.

The availability of Measure B funds is also instrumental in allowing the City to conduct other essential functions such as traffic counts, speed surveys, audible pedestrian signals, solar powered speed indicator signs, wheelchair ramps, replacement of faded street signs, traffic studies, new traffic signals, trail system rehabilitation and other miscellaneous bicycle and pedestrian related improvements.