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TRANSPORTATION E-NEWS  
**ALAMEDA CTC REPORTS**



PLAN · FUND · DELIVER

AUGUST 2015

# Measure BB Moving Forward!

## MESSAGE FROM EXECUTIVE DIRECTOR ARTHUR L. DAO Measure BB: Delivering the Promise

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Welcome to the  
August edition of  
Alameda CTC Reports!

This is an exciting time at Alameda CTC and in Alameda County as Measure BB dollars begin to flow to projects, programs, cities and transit agencies throughout the county

delivering the promise of improved transportation . We held a Commission Retreat last month to kick off the full implementation of the 2014 Transportation Expenditure Plan, and our Commissioners spent the afternoon discussing how best to collaborate with our regional, state and federal partners to leverage Measure BB dollars to deliver projects and programs as efficiently as possible. We were joined by Representatives Barbara Lee and Eric Swalwell, as well as State Senator Bob Wieckowski. We appreciate their support of our work to deliver critical transportation improvements.

I'm pleased to report that Alameda CTC approved the Comprehensive Investment Plan (CIP), which identifies anticipated local, regional, state and federal transportation funding over a five-year period and strategically matches these funding sources to targeted transportation priorities in Alameda County. The CIP allocates more than \$478 million over the next two years, and the five-year total revenue programmed is more than \$1.2 billion - representing funds from the 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee and the 2014 Measure BB programs.

Alameda CTC has also begun work on the 2016 Countywide Transportation Plan (CTP) update. The CTP establishes the Alameda County vision and goals for a multimodal transportation network through 2040 and is updated every four years. The CTP update is scheduled for adoption by Alameda CTC in June 2016.

I'm also proud to report that in May, Alameda CTC was named Organization of the Year by the California Transportation Foundation, in recognition of 12 consecutive years of clean audits, a AAA credit rating on bond issuance, a certificate of excellence in financial

### Quick Links

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reporting and the passage of Measure BB.

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## Measure BB Implementation

Alameda CTC entered into agreements with local jurisdictions throughout the spring in preparation for the flow of Measure BB dollars beginning this summer, which will support transit, street repairs, bicycle and pedestrian safety projects and transportation services for seniors and people with disabilities. Once funds are allocated, they become subject to the Alameda CTC policy on the "Timely Use of Funds Allocated by the Commission" to ensure timely implementation of the intended improvements or services funded by the allocation. In addition to the direct funding distributions to the cities, county and transit agencies, Alameda CTC will release a number of [contracting opportunities](#) throughout the year related to planning, project and program activities. Stay tuned!



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***"This is an exciting time at Alameda CTC and in Alameda County as Measure BB dollars begin to flow to projects, programs, cities and transit agencies throughout the county..."***

**— ARTHUR L. DAO  
Executive Director  
Alameda County  
Transportation Commission**

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### FasTrak Flex Toll Tags Now Available

Planning to carpool on I-580 through the Tri-Valley? Get a [FasTrak Flex toll tag](#) for toll-free travel.

### Commute Choices

Learn about [commute choices](#) and employer transportation programs available in Alameda County.

### Commute With Confidence!

Sign up for Guaranteed Ride Home — insurance for your car-free commute!

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## Affordable Student Transit Pass Program Planning Underway

Earlier this year Alameda CTC launched the development of an affordable student transit pass program.

Measure BB includes funding for one or more pilot programs and grant funding for innovative transit projects including those that increase use of public transit by middle school and high school students. A large group of stakeholders that includes school districts in Alameda County, advocacy organizations and transit agencies has been formed to provide input on developing pilot programs. We will keep you informed.

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## I-80 SMART Corridor Project

High-tech improvements coming online in late 2015

The I-80 Corridor between the Carquinez and Bay Bridges is being linked through high-tech, real time travel information technology. The [I-80 SMART Corridor Project](#), representing one of the most comprehensive intelligent transportation systems in the state, will enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion by providing real-time traffic information,



**New Express Lanes Coming on I-580 in the Tri-Valley**

For more information go to:  
[www.alamedactc.org/580express](http://www.alamedactc.org/580express)

**Commute Choices**  
 A [transportation resource](#) for commuters and employers in Alameda County.

variable advisory speed signs and incident management along the entire corridor. The overhead signs installed along the corridor and smart ramp meters will all be turned on simultaneously later this year. [See the infographic that explains the signage.](#)

The San Pablo Avenue corridor and other I-80 connecting arterials are also included in the project, which is the first of its kind in the Bay Area to integrate freeway and arterial operations into a single system. It is also the first project to use variable advisory speed signs to notify drivers of conditions ahead, which helps reduce secondary accidents. The project supports transit, giving preferential treatment to transit vehicles through signal priority and ramp-meter bypass lanes.

This project is a collaboration between Alameda CTC, the California Department of Transportation, the Contra Costa Transportation Authority and the nine cities, two transit agencies and other regional agencies with jurisdiction over this corridor. Alameda CTC and its partners are excited about the significant benefits that this high-tech smart corridor project will bring to commuters, transit and businesses in one of the Bay Area's most congested corridors.

To learn more about the new signs for freeway drivers that will provide real-time freeway information, traffic accident and other information, as well as the new smart ramp-meters along the corridor, [view the project fact sheet](#) and visit [80smartcorridor.org](http://80smartcorridor.org) to see a new project video. Follow the project on Twitter at [#80SMART](#).

## What's Ahead

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September 16:  
 Association of Pedestrian and Bicycle Professionals  
[webinar at Alameda CTC](#)

September 24:  
[Commission meeting](#)

## I-580 Express Lanes on the Horizon

FasTrak or FasTrak Flex required for all users



Have you driven on I-580 through the Tri-Valley lately? If so, you have no doubt seen the express lane construction rapidly progressing throughout this 14-mile corridor. Express lanes are specially-designated carpool/high-occupancy vehicle lanes that give solo drivers the choice to pay a toll to use the lane, when there is excess capacity. Carpoolers and all vehicles eligible to access HOV lanes will use the lanes at no cost, provided they carry a new [FasTrak Flex® toll tag](#), and solo drivers will have the choice to pay a fee to use the lanes by using their FasTrak or FasTrak Flex toll tag.

[Learn More About](#)

[Projects Funded by Measure B](#)

[Programs Funded by Measure B](#)

[Alameda CTC Financials](#)

[Contracting Opportunities](#)

[2014 Transportation Expenditure Plan](#)

The I-580 Express Lanes will be the first express lanes in the Bay Area to provide near continuous access - designed to provide easy access to and from local exits - and the first to benefit from the new FasTrak Flex toll tag, which will be required for all carpoolers along the corridor in order to use the lanes toll-free. This new requirement helps enforcement throughout the corridor, supporting a safer, more reliable trip.

The new FastTrak Flex toll tag, the latest in toll-tag technology, is available online at [www.bayareafastrak.org](http://www.bayareafastrak.org) as well as at Costco, Safeway and Walgreens throughout the Tri-Valley. Alameda CTC is launching a significant education and outreach effort in the Tri-Valley and to drivers in Alameda, Contra Costa, San Joaquin and Stanislaus counties who commute along this corridor to ensure that they understand the express lane requirements and benefits.

Learn more at [www.alamedactc.org/expresslanes](http://www.alamedactc.org/expresslanes).

## About Alameda CTC

Alameda County Transportation Commission plans, funds and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC coordinates countywide transportation planning and delivers the expenditure plan for Measure B, the half-cent sales tax approved by the voters 2000 as well as the expenditure plan for Measure BB, approved by voters in November 2014.

Visit [www.AlamedaCTC.org](http://www.AlamedaCTC.org) to learn more, and follow Alameda CTC on [Facebook](#) and [Twitter](#).

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## Goods Movement Collaborative

Understanding and advocating for effective goods movement in the Bay Area

Alameda CTC hosted the fourth Goods Movement Roundtable meeting last month as part of the Northern California Goods Movement Collaborative. The Collaborative, launched by Alameda CTC and MTC, brings together partners, community members and stakeholders from across the county and region in an organized structure to understand goods movement needs and to identify, prioritize and advocate for short- and long-term strategies to address these needs in Alameda County and the Bay Area.

The Alameda County Goods Movement Plan will outline a long-term strategy for moving goods effectively within, to, from and through Alameda County by roads, rail, water and air. Learn more: [www.alamedactc.org/GoodsMovement](http://www.alamedactc.org/GoodsMovement).

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## Community Voices

Meet Brett Jones

Dr. Brett Jones owns a chiropractic office on MacArthur Boulevard in the Laurel District of Oakland. He lives in the neighborhood and walks to work.



"One thing I love about being in the Bay Area (in a list of many), is the convenience of having multiple options for getting around town. Luckily, I have the luxury of living close to where I work and get to walk every day to my office in the Laurel District. Along my walk, I have time to appreciate the multiple bus lines that run up and down MacArthur Boulevard

and often stop and talk to other local business owners and friends."

The AC Transit buses along MacArthur Boulevard include lines 14, 57, 58L, 805, NL, NX and NX2. When not walking to and from the office, Jones does home visits to people who are unable to make it into the office to receive chiropractic services.

**Want to contribute?** Alameda CTC invites you to experience the diversity of transportation choices in Alameda County through our Community Voices project. Through your voices, we highlight the ways in which the transportation options in Alameda County are vital to the health, quality of life and mobility for all of us. If you are interested in contributing to Community Voices, [email us!](#)

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## Commute With Confidence!

### Guaranteed Ride Home (GRH) Program

The Alameda CTC Guarantee Ride Home (GRH) Program provides commuters who register with the program a free ride home if they have an emergency and have made the commitment not to commute alone by car. By providing this assurance, more Alameda County residents can confidently choose to take transit, carpool, vanpool, walk or bike to work. How do you use it?

1. Pre-register [here](#) and then walk, bike or ride transit for your commute to work.
2. Have an emergency (sick kid or missed your carpool or vanpool)? Take a taxi home.
3. Pay for your ride home and get a receipt.
4. Submit a ride reimbursement request within 30 days – and get reimbursed!

In 2014, the GRH program transitioned from a voucher

system to a reimbursement system. This transition is complete, and vouchers are no longer accepted in 2015. GRH participants can easily submit via the website or mail in taxi or rental car ride receipts for reimbursement. For more information about the GRH program and to sign up, visit [grh.alamedactc.org](http://grh.alamedactc.org).

## On the Move - Around Alameda County

### Renovations planned for Downtown Berkeley BART Plaza



The Downtown Berkeley BART Plaza improvement project construction is expected to begin in early 2016. The goal is to create a more inviting space and improve bus and pedestrian access. The station and plaza currently serve more than 30,000 daily transit customers, including BART, AC Transit and U.C. Berkeley Bear Transit riders.

Features of the new downtown plaza include:

- A more open plaza with improved visibility.
- New attractive walkway surfaces.
- A new BART main entrance.
- Upgrades to the BART secondary entrances.
- Two larger bus shelters.
- New trees, bio-retention plants and integrated stormwater management.
- LED architectural lighting and built-in features for future visual and audio arts.

Funding for this project comes from Alameda CTC's Measure B and Vehicle Registration Fees, the One Bay

Area Grant program, State Proposition 1B Lifeline, the Federal Transit Administration, U.C. Berkeley and BART.

Construction is scheduled to be complete by 2017. For more information, visit [www.bart.gov/about/projects/dbp](http://www.bart.gov/about/projects/dbp).

#### San Leandro BART to Downtown and West Juana pedestrian improvements

During 2014-15, the City of San Leandro used Measure B funds to make a number of bicycle and pedestrian infrastructure improvements as well as for street rehabilitation and intersection improvements. Measure B funds were used to construct pedestrian-orientated streetscape improvements along San Leandro Boulevard between Davis Street and Williams Street in 2014.

The project included widening sidewalks, installing crosswalk bulb outs, and landscaped medians. The project also installed traffic signals, streetlights, landscape and irrigation systems, and way-finding signage between the BART station and various destinations in Downtown San Leandro. Work on this project is nearly complete, and final closeout of the construction contract is expected this summer.

The West Juana project, funded by Measure B and Regional Measure 2 (RM2) Traffic Congestion Relief Funds, will enhance the pedestrian environment on a street that links the city's downtown with the San Leandro BART station. The project will design and construct sidewalk bulb outs at the intersections of West Juana Street and Carpentier Street, Clarke Street and Hays Street as well as stamped asphalt decorative crosswalks at all locations and is expected to be complete before the end of the year.

#### San Leandro Bikeway Network - East Project

The San Leandro Bikeway Network East Project is creating 4.5 miles of Class II Bikeways (bike lanes) and 13.2 miles of Class III Bikeways (lanes shared by cars and bicycles) in the portion of San Leandro east of the Union Pacific Railroad tracks. The project includes parts of



Downtown San Leandro and the San Leandro BART station and will help remove gaps in the city's bicycle network to make commuting by bicycle easier and safer.

Bikeway improvements will also be installed on Bancroft Avenue, Estudillo Avenue, San Leandro Boulevard, Foothill Boulevard, and dozens of other streets. Construction began this spring and is funded by Measure B bicycle and pedestrian dollars.

### East Bay Paratransit's emergency planning and office move!

East Bay Paratransit (EBP) has focused the last 18 months on creating an emergency plan. A written action plan, including information technology recovery, was developed, and all paratransit broker and service provider staff have been trained, in addition to AC Transit and BART managers responsible for the East Bay Paratransit Consortium - a total of 367 individuals. A number of preparedness improvements were added to the vehicles, and plans and protocols were developed for emergency management.

East Bay Paratransit's broker's office moved earlier this summer. The office did not move very far - only two doors down - but the new location has been completely refurbished and offers riders and staff many benefits compared to the previous space. The address changed from 1722 Broadway to 1750 Broadway. All phone numbers remain the same.

One of the key features of the new space is the parking lot in back of the building. It allows riders coming to the broker's office for in-person interviews, who are transported by EBP, to debark right in front of the new lobby doors in the rear, rather than on Broadway, a very busy street. For riders transported to the broker's office by car, the lot offers marked visitor spaces.

A few of the other key advantages with the new location include:

- Two front entrances, both with push-operated Americans with Disabilities Act (ADA) doors; one with an ADA ramp.
- Larger, more comfortable certification area, close to the lobby.
- New security system.
- Conference room where EBP's rider committee, the Service Review Advisory Committee, meetings can occur. The conference room will also double as the departmental operations center in an emergency.

City of Alameda is committed to complete streets

The City of Alameda is committed to a Complete Streets Policy to preserve safe and convenient travel for all street users – pedestrians, bicyclists, persons with

disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth and families.

To achieve this, Alameda uses Measure B streets and roads, Vehicle Registration Fee and other funds, to upgrade pavement, sidewalks, curb ramps, drainage, bike racks, bus shelters, traffic signals, audible and count-down pedestrian signals, striping, signage, drainage, and multi-use pathways that support the city's adopted Complete Streets Policy.

In addition, Alameda provides fixed route and excursion bus services to seniors and persons with disabilities, funded by the Measure B paratransit program. The city also operates an Estuary Crossing Shuttle, which is a free alternative for pedestrians and cyclists to get from Alameda to Oakland without walking through the Tube.



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