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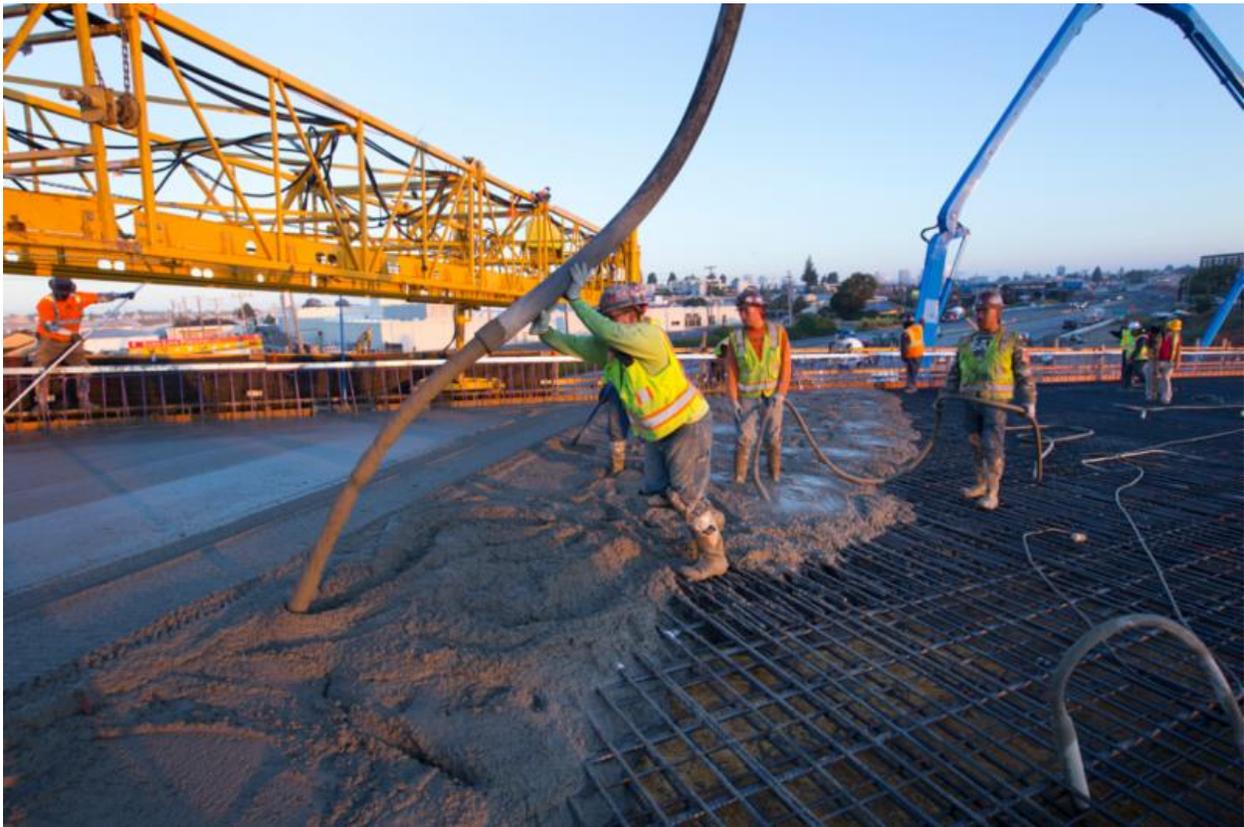
TRANSPORTATION E-NEWS

ALAMEDA CTC REPORTS

PLAN | FUND | DELIVER

DECEMBER 2018

ALAMEDA CTC CELEBRATES CONTINUED DELIVERY AND A MESSAGE OF THANKS



Interstate 880 North Safety and Operational Improvements at 23rd and 29th Avenues, Courtesy of Caltrans.

2018 has been an eventful year for transportation at the state, regional and local levels, with the passage and continuation of key transportation measures that will enable Alameda CTC to continue to leverage funding to improve transportation throughout Alameda County.

Alameda CTC would like to take a moment to reflect on the year's accomplishments, and to say a word of thanks to our constituents and partners for their ongoing support.

- November marked the fourth Anniversary of the passage of Measure BB. In 2014, Alameda County voters approved the extension and augmentation of the existing transportation sale tax ([Measure B](#)). Measure BB is projected to generate approximately \$8 billion in revenues from April 2015 to March 2045 for transportation improvements throughout Alameda County.

- In the past year, Alameda CTC has continued to deliver on promises made to voters in 2014 to expand BART; keep transit fares affordable for seniors, people with disabilities and students; increase reliable bus service, expand safe walking and biking access; make goods movement more efficient through innovation; and, with additional support from the state, to repair local streets, roads and bridges.
- Through Senate Bill 1 (SB 1), which was passed in April 2017, gas, diesel and vehicle registration fees will invest approximately \$5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 funding will enable Alameda County to fix roads and support transit, bicycle/pedestrian and goods movement projects throughout the County.
- Regional Measure 3 (RM 3), which was passed by Bay Area voters in June 2018, will provide \$4.45 billion in transportation funding with an estimated \$1 billion eligible for Alameda County to expedite critical projects.

Alameda CTC continues to plan, fund and deliver transportation programs and projects that expand access and improve mobility in every city and throughout the County.

Transportation News

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Alameda CTC Leverages Funding To Deliver Solutions

Alameda CTC has delivered transportation solutions throughout Alameda County by strategically leveraging local sales tax dollars with regional, state and federal funds. This year, passage of Senate Bill 1 and Senate Bill 595, authored by Senator Beall, offer new opportunities for Alameda

Help is on the Way! We're Easing Traffic Congestion

Corridor by corridor, Alameda CTC and project partners are undertaking projects on each freeway system in the County to help ease traffic congestion and enhance motorist safety through interchange improvement projects, the construction of new express lanes and other operational improvements that will help traffic flow more smoothly and safely. Emphasis is being placed on corridor-wide implementation and multimodal projects on significant arterials to help improve traffic flow in and through communities in Alameda County.



State Route 84

State Route 84 (SR-84) serves as a regional connection between Interstate 580 (I-580) and Interstate 680 (I-680) in Alameda County through the cities of Livermore and Pleasanton and the community of Sunol. Currently, there are [five key projects](#) along this corridor aimed to improve interregional connectivity, relieve congestion,

CTC to attract state and regional funds to deliver the transportation projects promised to voters with Measure BB funds, approved by voters in 2014.

New Carpooling Options

A number of new options to facilitate carpooling are now available in the Bay Area, all aimed at making carpooling more convenient. Carpool apps make it easy to schedule one-way carpool trips and allow you to be a driver or a passenger. Try the 511 RideMatch Service to find and email neighbors with similar commutes, or try one of the carpool apps available at rideshare.511.org.



Commute Choices

Whether you're a commuter trying to affordably and safely get around Alameda County or an employer coordinating staff transportation options, the [Commute Choices webpage](#) has the resources you need.

Additional Information

[FasTrak is required to use the I-580 Express Lanes in the Tri-Valley](#)

[Commute with confidence - Sign up for the Guaranteed Ride Home Program](#)

[Commute Choices -Learn about all your options including carpools](#)

[Bike Share - Now in the East Bay](#)

improve local traffic circulation and safety. The estimated total cost to design and construct the improvements is \$525 million.

Since 2010, Alameda CTC's commitment of \$213.5 million in local funds for this corridor has successfully brought in additional local, state, and federal funds to construct four of the five projects. Construction on three of the five projects is complete. The remaining project, the [Route 84 Expressway South Segment](#), which widens the segment from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes, opened to the public two days ahead of schedule on November 14, 2018.

The passage of Measure BB in November 2014 provided the necessary funds to begin the environmental phase of the [State Route 84 Expressway Widening and Route 84/I-680 Interchange Improvements](#). The project will conform the 3-mile segment from south of Ruby Hill Drive to the I-680 interchange from two lanes to four lanes and will provide operational improvements, such as ramp modifications at the interchange. Both state and federal environmental clearance were achieved this year. The project is currently in the design phase, and with the infusion of \$85 million from Regional Measure 3, the construction phase is fully funded and is anticipated to begin in early 2021.

Interstate 580/Interstate 680 Corridor Work Program

The I-580/I-680 Corridor Work Program addresses longstanding issues on these corridors. The I-580 and I-680 corridors in Alameda County serve as two of the County's significant interstate corridors serving inter-regional and inter-county commute trips, as well as national goods movement corridors. Due to the importance of these interstates for commute trips and goods movement, Alameda CTC has developed a work program to address project identification, development and delivery to manage the projected demand expected on these corridors due to population and job growth in the region. In addition, the [work program](#) recognizes the importance of corridor planning to ensure that projects identified in this work program are eligible for regional, state and federal funding sources.

Construction on Interstate 680 Sunol Northbound Express Lanes

The I-680 corridor is among one of the top 10 most congested freeways in the Bay Area. With the opening of the I-680 Southbound Express Lane in 2010, Alameda CTC introduced the first express lanes in the entire Bay Area region. In February of 2016, the agency again led the way with the rollout of new I-580 Express Lanes in the Tri-Valley -- the "next generation" of express lanes, making carpooling in express lanes easier than ever.

In April of 2018, Alameda CTC and Caltrans broke ground on construction of the I-680 Northbound Sunol Express Lane project, which widens the existing freeway, constructs a roughly nine-mile express lane on northbound I-680 from Auto Mall Parkway to SR-84, and upgrades the adjacent southbound I-680 express lane for

Learn More

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[Contracting Opportunities](#)

[Projects](#)

[Programs](#)

[2014 Transportation Expenditure Plan](#)

[Signage for Project and Program Sponsors](#)

About Alameda CTC

The 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. Funding sources for Alameda CTC's expenditure plans include Measure B, approved by 81.5 percent of county voters in 2000; Measure F, a Vehicle Registration Fee approved by 63 percent of county voters in 2010; and Measure BB, approved by more than 70 percent of voters in 2014.

For more information, visit:

www.AlamedaCTC.org,
facebook.com/AlamedaCTC
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easier access, similar to the I-580 express lanes. In addition to reducing traffic, these improvements will also provide more reliable travel times and encourage ride sharing and the use of public transit on one of the top 10 most congested freeway corridors in the Bay Area. Both the new northbound lane and reconstructed southbound lane are anticipated to open to traffic in late 2020.

Interstate 880

Alameda CTC has embarked on a number of projects along this key corridor, which supports both commuter and goods movement travel. These projects will work in concert to relieve congestion:

- Construction to improve operations at 23rd and 29th Avenues in Oakland is nearing completion by early 2019.
- Proposed interchange reconfiguration projects at Interstate 880 (I-880) Whipple Avenue and I-880 Industrial Parkway have begun. Concepts for improving these interchanges are being brought to stakeholders and the general public in late 2018 and early 2019.

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Multimodal Projects to Help Ease Traffic Flow Throughout the County

San Pablo Avenue Multimodal Corridor

San Pablo Avenue (State Route 123) is a critical inter-jurisdictional roadway that traverses four cities in Northern Alameda County (Oakland, Emeryville, Berkeley and Albany) and several Western Contra Costa County communities (El Cerrito, Richmond, San Pablo and unincorporated Contra Costa County). San Pablo Avenue is the heart of a critical travel corridor providing north-south connections throughout the inner East Bay paralleling I-80.

San Pablo Avenue connects multiple communities to job and activity

centers. The corridor carries local, rapid and express buses. The corridor also includes many high-activity pedestrian areas and is included as a bicycle route in many local jurisdiction plans.

Jurisdictions are concentrating growth along the corridor, with several higher-density, mixed use developments recently completed and numerous others under consideration.

Improvements along San Pablo Avenue will include transit, pedestrian safety and bicycle safety improvements. Short-, medium- and long term improvements will be identified, with priority on moving feasible projects towards implementation the near-term. Alameda CTC will be seeking public input on proposed solutions in early 2019.



East 14th Street/Mission Boulevard Corridor

The East 14th Street/Mission and Fremont Boulevard Corridor is a critical interjurisdictional arterial corridor that traverses five jurisdictions in Central and Southern Alameda County (Unincorporated Alameda County, and the cities of San Leandro, Hayward, Union City and Fremont). It provides key north-south connections throughout the inner East Bay paralleling I-880, while connecting with two major east-west bay crossing bridges (San Mateo and Dumbarton bridges) and major commute corridors to the Tri-Valley, including Niles Canyon (SR-84) and Sunol Grade (I-680). It is one of a limited number of north-south travel options in the central part of Alameda County, serving local, regional and interregional trips.

The project will build off of previous planning efforts, conduct a detailed analysis of multimodal mobility within the corridor, and identify specific implementable short-, medium- and long-term improvements. Alameda CTC will be seeking public input on proposed solutions in early 2019.

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Goods Movement Projects Support Efficiency and Safety

Alameda County serves as a gateway for goods movement to and from the county, the San Francisco Bay Area, Northern California and the Western United States. Together with its partners, the goods movement industry related to the Port of Oakland supports more than 73,000 jobs in the region. Alameda CTC, the Port of Oakland and other project partners are working together to bring innovation to goods movement for efficiency, safety and regional economic health, while supporting local community needs.

Alameda CTC has been successful in receiving significant grant awards for goods movement projects. The Global Opportunities at the Port of Oakland, known as GoPort, consists of three projects: 7th Street Grade Separation East (7SGSE), 7th Street Grade Separation West

(7SGSW) and Freight Intelligent Transportation System (FITS). In October 2017, the FITS project was the recipient of a nearly \$10 million Advanced Transportation and Congestion Management Technologies Deployment Grant to implement this demonstration project. In May 2018, Alameda CTC and the City of Emeryville were awarded over \$191 million from SB 1 Trade Corridor Enhancement Program (TCEP) funds for the construction phase of the 7SGSE project (\$175 million), FITS (\$12.4 million) project and Emeryville



grade crossing improvements (\$4.2 million). To date, about \$53 million of Measure BB funds for the GoPort projects has leveraged almost \$200 million of state and federal funds.

For project development and schedule information, see the [project fact sheet](#).

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Providing Access for All: Keeping Transit Affordable and Safe for Students, Older Adults and People with Disabilities



Alameda CTC's overall Transportation Demand Management (TDM) program is a multi-faceted initiative to support travel choices. Current agency activities include the [Commuter Choices webpage](#); Guaranteed Ride Home (GRH) program; Countywide Bicycle Safety Education (BSE); Student Transit Pass pilot program; senior and disabled travel training; countywide carpool and bicycle promotion.

Student Transit Pass Pilot Program

The Alameda CTC just completed the Year 2 Evaluation Report for the Affordable Student Transit Pass Pilot, which can be found on the Resources tab at www.alamedactc.org/studentpass. The program continues to meet its goals by improving transportation to school for middle and high school students and building support for transit. Twenty-one schools in seven school districts are now participating in Year 3 of the pilot, and nearly 11,000 students have received transit passes, representing 57 percent of students. The pilot has facilitated approximately 1.5 million transit trips to date on AC Transit, Wheels, Union City Transit and BART. The pilot sunsets on July 31, 2019, and in December Alameda CTC approved a countywide expansion plan.

Safe Routes to Schools Program

The Alameda County Safe Routes to Schools (SR2S) Program continues to experience growth. Currently, 215 schools - over half of all K-12 public schools in Alameda County - are now enrolled in the SR2S program, an approximate 11 percent increase over the previous year. Nearly half of the schools in the program have also participated in three or more SR2S events, capping another year of steady participation. Additionally, the program continues to maintain about a 30 percent active mode split. Read the [full report](#) of the year's activities in the 2017-2018 Year-End Report, which is now available online on the SR2S website.

"Alameda CTC is pleased to advance critical rail safety education in Alameda County with the support of this important OTS grant. We are implementing rail safety education training in elementary, middle and high schools in Alameda County, integrating the training into our Countywide Safe Routes to Schools Program. Our hands on, in-class room training will be at 25 schools in the coming year, and we look to expand the program in the following years so all our students in Alameda County can receive the important safety education and awareness around rail."

**Richard Valle,
Alameda CTC Chair and
Alameda County Supervisor,
District 2**

Alameda CTC received a \$200,000 grant from the California Office of Traffic Safety (OTS) that will fund a year-long program to address the safety of pedestrians and bicyclists near active roadway and rail crossings. Alameda CTC Chair Richard Valle, Alameda County District 2 Supervisor noted, "Alameda CTC is pleased to advance critical rail safety education in Alameda County with the support of this important OTS grant. We are implementing rail safety education training in elementary, middle and high schools in Alameda County, integrating the training into our Countywide Safe Routes to Schools Program. Our hands on, in-class room training will be at 25 schools in the coming year, and we look to expand the program in the following years so all our students in Alameda County can receive the important safety education and awareness around rail."

Paratransit Discretionary Grant Program

In November 2018, Alameda CTC released the 2020 Paratransit Discretionary Grant Program Call for Projects. Paratransit



discretionary grant funds are programmed and allocated on a competitive basis to projects and programs that support mobility management types of activities for seniors and people with disabilities.

Approximately \$9 million of Measure B and Measure BB paratransit discretionary grant funds will be made available through the grant program from fiscal year (FY) 2019-20 through FY 2023-24. Applications were due to Alameda CTC in December 2018 and final program funding recommendations will go to the Commission for consideration in spring 2019. For more information, go to the Call for Projects tab at <https://www.alamedactc.org/funding/funding-opportunities/>.

Share Your Ride Month; Share Your Ride Everyday

In 2017, Alameda CTC piloted Share Your Ride Week (SYRW) in early October to encourage travelers to try carpooling, vanpooling, and transit to reduce carbon emissions and improve air quality. The pilot resulted in hundreds of signed pledges from Alameda County commuters. This October, Alameda CTC built upon the momentum of the 2017 SYRW program by expanding it to a month-long effort in Alameda County and throughout the Bay Area.



Providing tabling events around the County, Alameda CTC shared information and provided resources to commuters for options to change their commute trip at least once a week or once a month to impact traffic congestion positively and improve air quality.

Ongoing information and outreach activities to promote safe and healthy travel alternatives will take place in 2019.

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