

11 Alameda County Cities Have Unanimously Approved the 2014 Transportation Expenditure Plan

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MESSAGE FROM THE EXECUTIVE DIRECTOR, ART DAO

Spring Into Motion



Welcome to the April edition of Alameda CTC Reports!

As state and federal funding for transportation continues to decline, our population continues to grow, and demand is increasing on roads, highways and transit. It is now more critical than ever to implement innovative solutions for our County's transportation operations and infrastructure. One of the most effective

things Alameda County voters have done is support our local transportation sales tax, Measure B. First approved by voters in 1986 and then again with 81.5 percent of voter support in 2000, Measure B has been responsible for innovative transportation solutions during a time of steep decline in funding for transportation nationwide.

This year, we have the opportunity to expand transportation investments to meet our future needs. I am pleased to report that our detailed 2014 Transportation Expenditure Plan (Plan) has been unanimously approved by 11 of Alameda County's 14 cities. This

summer, Alameda CTC will request the County Board of Supervisors approve the 2014 Plan and place it on the November 2014 ballot. Education about the benefits of the 2014 Plan is underway, including information about how the Plan benefits every city in Alameda County, as well as BART, buses, roads, walking and biking, seniors, people with disabilities and students. Read more about the 2014 Plan on our website at www.AlamedaCTC.org/2014Plan. If you would like us to come speak to your group about transportation plans for the future, please e-mail my staff at CCrossley@AlamedaCTC.org.

Alameda CTC Bonds Sale Saves Taxpayer Dollars and Delivers Projects Ahead of Schedule

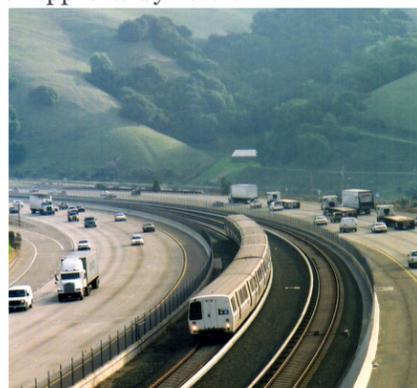
Alameda CTC started off 2014 with a AAA rating from both Fitch Ratings and Standard and Poor's rating services on its Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 – the only agency of its kind throughout the state of California to have the double AAA ratings. In March, Alameda CTC sold \$137,145,000 (par value) of the Alameda County Transportation Commission Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 through a syndicate led by Citigroup Global Markets Inc. Strengthened by their AAA rating, the bonds sold quickly at an all-in true

interest cost of 1.587 percent. This allows Alameda CTC to access capital and deliver key infrastructure projects earlier than waiting for sales tax revenue to be collected. "This low interest rate, and the popularity of these bonds, is further proof of Alameda CTC's excellent stewardship of public funds," said Alameda CTC Chair, Supervisor Scott Haggerty. "I am tremendously proud of the reception these bonds received on Wall Street. Alameda County taxpayers should know that their money is in very capable and trusted hands."

Following this AAA rating, Alameda CTC was awarded a Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States and Canada for our Comprehensive Annual Financial Report for the year ended June 30, 2013. This is the highest form of recognition in the area of governmental accounting and financial reporting and represents a significant accomplishment.

Shaping the Future of Transportation in Alameda County

Since Alameda CTC approved the detailed 30-year Transportation Expenditure Plan at the January 23 Commission Meeting, 11 of Alameda County's 14 cities have unanimously approved the Plan, and staff is scheduled to present and seek approvals from the remaining cities. The next step is to seek approval from the County Board of Supervisors to place it on the November 2014 ballot for approval by voters.



This detailed Plan, an augmentation and extension of the current Measure B, will:

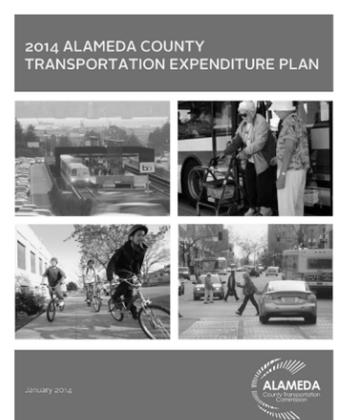
- **Expand BART, bus and commuter rail for reliable, safe and fast services**, including BART expansion and improvements

within Alameda County, bus service expansion, and commuter rail service improvements.

- **Keep fares affordable for seniors, youth and people with disabilities**, including affordable senior shuttles, vans and services that help keep seniors independent, and critical funding for student transit passes to ensure youth can affordably get to school. It also funds reliable and inexpensive transportation for people with disabilities.
- **Provide traffic relief**, including funds to every city in the County to repave streets, fill potholes, and upgrade local transportation infrastructure. It also invests in aging highway corridors to upgrade on- and off-ramps, using modern technology to manage traffic and improve safety.
- **Improve air quality and provide clean transportation** by reducing pollution using innovative technology and expanding bike and pedestrian paths, and BART, bus and commuter rail expansion and operations.
- **Create good jobs within Alameda County** by requiring

local contracting that supports residents and businesses in Alameda County.

The 30-year Plan includes strict accountability measures to ensure all \$8 billion for County transportation improvements are spent on approved projects. It requires open and transparent public processes to allocate funds, annual independent audits, an independent watchdog committee made up of people who live in Alameda County and annual compliance reports distributed to the public that detail costs and how specific performance measures are met.



” In keeping with our commitment to supporting the local Alameda County economy, Alameda CTC’s bonds were first offered to local investors.”

—ARTHUR L. DAO,
Alameda CTC
Executive Director

Golden Sneaker Contest Promotes Walking and Biking to School and Gets Students Ready for Bike to School Day

This year marked the third annual Pollution Solution Golden Sneaker Contest, part of the Safe Routes to Schools (SR2S) program, sponsored by Alameda CTC and funded by the Metropolitan Transportation Commission and Alameda CTC. The two-week contest promotes healthy kids and a healthy environment, building awareness of transportation alternatives to reduce carbon and greenhouse gas emissions from vehicles, as well as teamwork and school spirit. To win the coveted “Golden Sneaker” trophy, classrooms at each participating school compete to get the highest number of kids to walk, bike, carpool or take transit to school.

About 30,000 students from 72 Alameda County schools took part by walking, bicycling, carpooling or taking transit to school, competing for the coveted Golden Sneaker awards. Forty schools achieved an impressive 75 percent classroom participation, putting them in the running for the Platinum Sneaker Contest.



I, to r. Don Biddle, Dublin Vice Mayor; Kolb Principal Nicole Williams Browning; SR2S Parent Champion Kristi Marleau; Alameda CTC Chair Supervisor Scott Haggerty.

Congratulations to the three top performing schools: **Kolb Elementary in Dublin, Peralta Elementary in Oakland and Roosevelt Elementary in San Leandro.** For having the greatest participation in the Golden Sneaker Contest, **Kolb Elementary was awarded the 2014 Platinum Sneaker Award** by Alameda CTC at its March 27 Commission meeting. On a typical day prior to the contest, 39 percent of Kolb’s students walked, biked or carpoled to school. During the Golden Sneaker Contest, 62 percent did!

Learn more online about contracting opportunities, the Executive Director’s report and our calendar of events at www.AlamedaCTC.org

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Get Ready to Spring Into Motion – May is Bike Month!



Winter is behind us, it’s time to spring into motion. Bicycling and walking are essential components of Alameda County’s transportation system. Alameda CTC and Measure B have been supporting active transportation (biking and walking) in a variety of strategic ways, and data collected through the Alameda CTC bicycle and pedestrian count program suggest that levels of cycling and walking are growing, and that the diversity of cyclists is increasing. From 2010 to 2013, bicycling in the county increased 17 percent. Efforts to make our communities more walkable and bikeable include targeted grant programs and funds to each city for bicycle and pedestrian improvements. We also require all local jurisdictions that receive transportation sales tax funding to adopt a “complete streets policy” to ensure that our streets are safe, convenient and inviting for all users.

To continue and expand this investment in active transportation, the 2014

Transportation Expenditure Plan includes \$651 million for bicycle and pedestrian paths, safety projects and educational programs – more than doubling the existing investment. In addition, 15 percent of the \$2.3 billion in funding for city and county streets will support bicycle and pedestrian investments.

Thursday, May 8 is Bike to Work Day and Bike to School Day. Below are a number of additional programs supported by Alameda CTC and our partners to help support safe bicycling in Alameda County, whether it is your first time commuting by bike, or you do it all the time.

Alameda CTC supports the innovative BikeMobile, which is part of the Safe Routes to Schools program. The BikeMobile, along with its bicycle mechanic staff, visits schools and community organizations and events to deliver no-cost hands-on bicycle repair and bicycle safety training to promote riding bikes to school. Learn more at www.BikeMobile.org, or request the BikeMobile to attend your school or event.

As you prepare to bike to work on Thursday, May 8, or bike to school during one of the many Bike to School

days in May, consider taking one of the many upcoming FREE bicycle safety and education classes in cities throughout Alameda County. Family cycling workshops, free adult “Urban Cycling” and “Learn to Ride” classes and safety seminars are listed at BikeEastBay.org.

Recently, Alameda CTC awarded \$240,000 in Measure B Bicycle and Pedestrian Grant Funds to the nonprofit Cycles of Change for the Bike-Go-Round/Neighborhood Bicycle Centers education and distribution program. This program encourages bicycle transportation among youth and low-income individuals living near transit centers – to improve connectivity and access. Cycles of Change is conducting 24 bicycle education and distribution programs over the next two years to promote safe riding and bicycle maintenance. Repair, distribution and training services are also available three days a week through the program’s Neighborhood Bicycle Centers to provide education and support to 3,000 low-income bike commuters.



Community Voices

MEET MARK ESTES



Mark Estes works at the Alameda County Law Library, nearly a 10-mile commute one-way from his home. He gets to work using a variety of

transportation options. He rarely uses his car and more often than not rides his bicycle, motorcycle or public transit.

What Mark enjoys the most about biking to work is the friendships and comradery that occur along the way: “When I bike to work, I see pedestrians or other cyclists, and we exchange smiles. This makes for the best travel experiences. I have seen little dogs on

the front of electric scooters, parents walking with children to school pushing a child in a stroller, or pedestrians smiling back at me as I waved at them across the crosswalk in front of me. I see a lot of people from so many diverse backgrounds that it always brightens my morning,” he says. “And what I love about riding BART is hearing all the different languages and voices together.”

“I’m really excited about the new bike and walking path along the BART right-of-way near the Oakland Coliseum that is under construction (the East Bay Greenway project). Completing the project with design criteria that really encourages commuting, not simply recreational riding and pedestrian activities, should bring a lot more people onto bicycles for their commute around the Oakland area.”

The first half-mile segment of the East Bay Greenway Project is currently under construction. Alameda CTC is in the process of applying for a federal TIGER VI grant to support planning efforts to complete the next portion of this 15-mile segment. Funding for construction is included in the 2014 Transportation Expenditure Plan coming before voters in November.

Alameda CTC invites you to experience the diversity of transportation choices in Alameda County through our Community Voices project that highlights how vital transportation options in Alameda County are to the health, quality of life and mobility for all of us. If you are interested in contributing a community voice, email us at LPoeton@AlamedaCTC.org.

On the Move — Around Alameda County

High-Tech Improvements Underway on I-80 Corridor

Construction of the I-80 Integrated Corridor Mobility Project (I-80 ICM) along San Pablo Avenue from Contra Costa through Alameda County, and on the on-ramps along the I-80 Corridor between the Carquinez and Bay Bridges is continuing on schedule. When activated in early 2015, I-80 ICM will provide significant safety and efficiency improvements to this nearly 20-mile corridor by reducing congestion and secondary accidents with the provision of detailed, real-time traffic information along the entire corridor. Developed in collaboration with Caltrans, the 10 cities, two transit agencies and four regional agencies with jurisdiction over this corridor, Alameda CTC and our partners are excited about the significant benefits that this high-tech ICM project will bring to commuters, transit and

business in this busy corridor. Go to www.AlamedaCTC.org/GoI80 to view a video about the project.

Altamont Corridor Express train continues to benefit From Measure B Funds

The Altamont Corridor Express (ACE) provides passenger rail services from the Central Valley to Silicon Valley.  The train operates weekdays, with stations in San Joaquin County, Alameda County and Santa Clara County. The San Joaquin Regional Rail Commission owns and operates the ACE train. Measure B funds have continuously supported major projects of the ACE service, which transports over 4,000 passengers daily.

ACE has had a milestone year, celebrating 15 years of continually improving service,

carrying over a million riders a year on just four weekday round-trip trains and completing the largest capital project in the ACE program history. Alameda CTC’s Measure B funds have contributed to the construction of ACE’s new Layover and Maintenance Facility, which will begin full operation in the second quarter of this year. The facility houses an oil/water separator building, train wash, a 20,000-gallon diesel storage tank, a 30-ton bridge crane, an under-floor wheel profiler, numerous run-around tracks and has room for future expansion. The Layover and Maintenance Facility has already qualified to obtain LEED silver certification by including sustainable energy elements such as rain-water harvesting, drought-tolerant landscaping, high-efficiency HVAC units, rooftop-solar paneling and may have enough points to reach the LEED gold standard.