



We Moved!

Alameda CTC is now located at
1111 Broadway, Suite 800
Oakland, CA 94607

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www.alamedactc.org

MESSAGE FROM THE EXECUTIVE DIRECTOR, ART DAO

Expanding Choices - Improving Communities, Health and the Environment



Welcome to the November edition of Alameda CTC Reports!

Since 1986, voters in Alameda County have supported a steady stream of local funding to support local transportation improvements. The local sales tax for transportation (Measure B), and its Transportation Expenditure Plan, was extended by voters in 2000 (with 81.5% support). Since then, Alameda CTC has invested in voter-approved projects and programs throughout the county that expand transportation choices, improve safety, increase efficiency and support economic development. For more than a decade, Alameda CTC has received 100% clean audits, and has been at the forefront of diversifying transportation to include significant

investments in active transportation (walking and biking) as well as transit and paratransit, and safe and efficient streets, roads and highways. Alameda CTC spends taxpayer dollars wisely and over the past decade has quadrupled the buying power of our local tax dollar investments by attracting state and federal funds, providing increased transportation choices to meet the needs of our diverse county.

This fall we celebrated projects and programs that expand transportation choices, including the East Bay Greenway, Safe Routes to Schools and the 4th Bore of the Caldecott Tunnel — all in close collaboration with partners throughout the region. Read about each of these below.

At the October Commission meeting we honored Assemblymember Bob

Wieckowski, who authored AB 1086, which allowed Alameda CTC to place Measure B1 on the ballot last November. Assemblymember Wieckowski is an important champion of transportation in the Bay Area, and his dedication continues. This session he sponsored AB 210, which allows both Alameda and Contra Costa counties to seek transportation sales tax measures in the coming years, and was signed by Governor Brown in late August. As a direct result of his efforts, the Alameda CTC approved returning to voters in November 2014 with a new sales tax measure. Assemblymember Wieckowski told the Commission, "I live here, and I want you to succeed." Thank you, Assemblymember, for providing Alameda County this opportunity. I also want to thank and congratulate Beth Walukas for her service to Alameda County and on her retirement.

Beth Walukas to Retire



Beth Walukas, Alameda CTC's Deputy Director of Planning, is retiring next month after many years of dedicated service to Alameda County. Beth has served Alameda

County since 1995, performing short and long range planning that sets the stage for funding allocations from Alameda CTC. Beth's comprehensive knowledge of Alameda County, her extensive agency partnerships, and her daily contributions to planning will be truly missed.

Beth has been integral to the development of Alameda County's key transportation planning documents, including the Countywide Transportation Plan, which guides transportation investments in Alameda County over a 28-year horizon. The plan, approved last year, lays out a strategy for meeting transportation needs for all users in Alameda County and includes projects for local streets and roads, freeways, public transit (paratransit, buses, BART, rails, ferries), as well as facilities and programs to support bicycling and walking as identified in Alameda CTC's Bicycle and Pedestrian Plan. Beth was also integral to the development of the

2012 Transportation Expenditure Plan, which will go before voters again in November 2014, and the recently-approved 2013 Congestion Management Program, which includes strategies to assess and monitor the performance of the county's multimodal transportation system, address congestion and improve the performance of the system, and strengthen the integration of transportation and land use planning. Please join us at our December 5 Commission meeting to wish Beth a fond farewell.

Returning to Voters

PLANNING AND FUNDING IMPROVEMENTS FOR THE FUTURE

The Alameda CTC Commission voted last month to return to voters in November 2014 with a transportation sales tax measure. If approved by 66.67% of voters, it will implement the Transportation Expenditure Plan (TEP) that was developed with significant public input and is expected

to be approved by the Commission on December 5 for placement on the ballot in November 2014. The TEP is a detailed plan that outlines investments in transportation projects that enhance services and keep fares affordable for seniors, students and disabled passengers, expands BART,

fixes roads and highways and improves transportation connections to jobs and schools. If approved by voters in November 2014, this \$7.8 billion investment will create and support local high quality jobs and attract extensive funding from state and federal sources to more than double our local investment.

Construction Begins on the East Bay Greenway

Construction began last month on the East Bay Greenway Project, a half-mile Class 1 bicycle and pedestrian path that runs from the Oakland Coliseum/Airport BART Station to 85th Avenue in Oakland. This is the first segment of the planned 12-mile mixed use path connecting schools, businesses, community centers and transit, running

roughly parallel to the BART tracks through Oakland, San Leandro, Hayward and unincorporated Alameda County.

The East Bay Greenway project is designed to improve critical pedestrian and bicycle access to intermodal transit hubs and BART, by providing a safe, accessible pedestrian and bicycle trail



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—SCOTT HAGGERTY,
Alameda CTC Chair

Alameda CTC Hosts State Freight Advisory Committee



On September 18, 2013, Alameda CTC hosted the California Freight Advisory Committee. Alameda CTC Executive Director Art Dao is a member of this statewide committee charged with advising the state on the development of a State Freight Mobility Plan. Alameda CTC is also working on freight mobility at the local level, creating a Goods Movement Collaborative and overseeing technical studies that will result in the development of an Alameda Countywide Goods Movement Plan. Local plans will be coordinated with the regional, state and federal freight planning efforts. The Goods Movement Collaborative will launch in January 2014, with meaningful engagement from interest groups, including public and private organizations, economic development agencies, and environment, health and community groups. Policy and advocacy meetings will continue throughout 2014 and a Countywide Goods Movement Plan is expected to be adopted in fall 2015.

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

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CONSTRUCTION BEGINS ON THE EAST BAY GREENWAY CONT'D

to encourage use of alternate modes of transportation. By linking together many smaller parks, schoolyards, bike trails, and community destinations, the East Bay Greenway will create new opportunities for recreation, public

health, sustainability and community pride. On October 4, 2013, Alameda CTC and the East Bay Regional Park District (EBRPD) hosted a groundbreaking for the East Bay Greenway project and celebrated the local, state and federal

partnerships that enabled this important project to move forward. This section of the East Bay Greenway is funded by a US DOT TIGER II Grant, EBRPD's Measure WW and Alameda CTC's Measure B.

Caldecott 4th Bore Opens

RECIPIENT OF ONE OF THE NATION'S LARGEST RECOVERY ACT GRANTS

This past weekend, the 4th Bore of the Caldecott Tunnel opened, on time and under budget. While no Measure B funds were used for the tunnel, Alameda CTC helped to program State Transportation Improvement Program funds for this important regional project. The four-year, \$417 million project was the recipient of one of the largest Federal Recovery Act grants in the nation, and US Department of Transportation Secretary Anthony Foxx joined the

opening celebration, lauding the success of this investment. Proposition 1B, a 2006 voter-approved state transportation bond, provided \$11 million for the project. The remaining project funds are from Contra Costa County's local transportation sales tax (Measure J) passed by Contra Costa voters in 2004, which provided \$125 million, and Regional Measure 2 (Bay Area bridge tolls), which provided \$50 million. "The Caldecott 4th Bore is an excellent

example of multi-agency and multi-county collaboration," said Alameda CTC Chair Supervisor Scott Haggerty. "Working together, we prioritized efficiency and safety, and leveraged local and regional funding to support this major transportation improvement." Last year, we celebrated the young Alameda County artists whose designs were chosen to adorn the Alameda County side of the new tunnel as the overhead medallions.

Community Voice

MEET ALAMEDA CTC'S VICE CHAIR REBECCA KAPLAN

As Oakland's City Council President Pro Tem, and Vice Chair of the Alameda County Transportation Commission, Commissioner Kaplan spends a lot of time traveling throughout Alameda County. As an avid bicyclist, she is excited by the Commission's work to create the next generation of bikeways – along with a continued, concerted effort in local street and road repair.

"By filling potholes, we create local jobs – and enhance safety for bicyclists, pedestrians and drivers alike," said Commissioner Kaplan. "I'm proud to support Alameda CTC's commitment to creating jobs and investing in projects

to improve, maintain and operate our growing transportation system – and make it easier for people to get around. Our work towards smoother roads will also reduce wear and tear – and other problems – for cars, trucks and bikes.

"The Alameda CTC is dedicated to modernizing and improving service for our growing transit network – like BART and AC Transit – which will create a stronger economic future for our region. One great example is the free Broadway Shuttle – "The B" – which connects growing areas like Jack London Square, Uptown and Lake Merritt with vital BART and ferry transit hubs.

A joint project of the City of Oakland and AC Transit, "The B" is a success story for modernizing and expanding transit to improve air quality and expand economic opportunity.



"And I'm proud to support the creation of a bike station in downtown Oakland – near 19th Street BART – where people will be able to safely store and service their bicycles."

Guaranteed Ride Home Program Change

CHANGES TO THE GUARANTEED RIDE HOME PROGRAM BEGINNING JANUARY 2014

The Alameda County Guaranteed Ride Home Program does just what it says: it guarantees you a ride home from work if you have an emergency and you have made the effort to avoid commuting alone in your car. You can feel comfortable taking the bus, train, or ferry, carpooling, vanpooling, walking, or bicycling to work, knowing that you will have a ride home in case of illness, family crisis, unscheduled overtime, or a missed rideshare trip. The program is free and open to anyone who works in Alameda County who is pre-registered (your employer does not need to be registered).

To better ensure program participants have access to a Guaranteed Ride Home (GRH) if and when they need it, Alameda CTC will be changing the GRH program from a voucher to a reimbursement program, similar to programs in San Francisco and Contra Costa counties. This will eliminate the need for participants to have a voucher in order to use the program.



Why the change?

- Participants will have instant access to rides home without the need of a physical voucher.
- Alameda CTC's paper footprint will be reduced by eliminating frequent mailings and print vouchers

Please stay tuned for more information in the upcoming weeks about this change. To learn more information and to sign up for the free Guaranteed Ride Home Program, go to <http://www.grh.alamedactc.org>.

On the Move—Around Alameda County

Building Healthy, Mobile, Independent Communities:

On October 7, Alameda CTC and its Paratransit Advisory and Planning Committee (PAPCO) celebrated 11 years of providing specialized transportation for seniors and people with disabilities in Alameda County at its Annual Mobility Workshop. The workshop focused on keeping seniors and people with disabilities functioning with maximum independence, and encouraging health and social networks. Presentations focused on how new technology and innovative design offer new opportunities in mobility (focusing on smartphone-based services and driverless cars), the ways these technologies can fill gaps in special needs transportation, and changes in policies affecting people with disabilities and seniors.

Seniors are rapidly adopting technology, with more than half using the internet and email, a third using social media such as Facebook, and almost 70% owning a mobile phone. Of those phones, about half are "smartphones" able to connect to the internet.

Seniors and people with disabilities need to be able to rely on a safe and comfortable ride, arranged on the same day as the trip, and arriving on time at their destination. Using a smartphone, they can arrange real-time taxi services, real-time ridesharing and real-time ride services.

Funding for transportation for seniors and people with disabilities has been a hallmark of Measure B, which, when passed in 2000, increased this

funding seven-fold, allowing for increased rides, shuttle programs, same-day transportation programs, grants, and more. Since 2000, Measure B funding has provided 25% of all Alameda County trips for seniors and people with disabilities through 11 city-based programs as well as Union City Paratransit, East Bay Paratransit, and WHEELS ADA-mandated paratransit programs. Since 2002, nearly \$100 million in tax revenue has provided over 900,000 trips per year. By the end of 2013, close to ten million rides will have been provided since 2002.

