



MAY 2016

EXECUTIVE DIRECTOR'S REPORT

Director's Message

Alameda CTC has released its [2015 Performance Report](#) that assesses the state of the transportation system in Alameda County. Rapid population and job growth are continuing, contributing to more traffic. Transit is one solution. Yet even though the Bay Area has a strong market for transit, ridership over the past decade has remained flat. To facilitate greater transit use, Alameda CTC has developed a [transit plan](#) to establish a framework for supporting transit ridership growth (see "Transportation Planning Updates").

The Affordable Student Transit Pass Program is another transit-supportive effort that will encourage a new generation of young riders to take BART and buses. The program will begin in schools in fall 2016.

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Project Updates

AC Transit BRT improves reliability



BRT will create an estimated more than 1,000 jobs during the \$108 million construction phase of this project.

The East Bay Bus Rapid Transit (BRT) project, sponsored by AC Transit and funded with a combination of federal, state, regional and local Measure B and Measure BB funding, will provide a high-capacity rapid transit system along a 9.5-mile stretch from downtown Oakland to San Leandro BART via Broadway, International Boulevard and East 14th Street. Project features such as a transit-only lane, elevated boarding stations, signal prioritization and improved street lighting and crosswalks will give riders increased reliability and reduce travel times.

The BRT project achieved a major milestone on March 23, 2016 when the AC Transit Board approved a \$108 million contract to an Alameda CTC-certified local business for construction of the infrastructure and station platforms. This award, in conjunction with two prior awards, for utility relocation, parking lots and intersection improvements, is estimated to create more than 1,000 jobs during the construction phase, and this is just the beginning. Parking and beautification efforts will dramatically enhance the densely populated corridor.

Alameda CTC's funding investment in this \$178 million project will soon see the project benefits. The bus service expected to start November 2017 will use brand new, environmentally friendly, diesel-electric hybrid buses. Patrons will have direct connections to 46 bus lines, five BART stations and the Oakland International Airport (via transfers with Line 73 – Eastmont Transit Center/Oakland Airport).

For more information on AC Transit's BRT, visit: <http://brt.actransit.org/>.



Director's Message cont'd

Alameda CTC has had proven success with other programs that started as pilots, such as the Alameda County Safe Routes to Schools Program and paratransit programs — which have grown from pilots to regional programs. Read more in "Other News."

The [East Bay Bus Rapid Transit](#) (BRT) project sponsored by AC Transit will also appeal to potential riders with increased reliability and reduced travel times. Read more about this new bus service in "Project Updates."

In addition to funding transit operations and improvements, you can learn more about the delivery of key transportation programs and projects in [Alameda CTC's 2015 Annual Report](#). The [I-680 Southbound Express Lane Annual Report](#) is also out and has key lane information and milestones (see "Policy News").

A new bike path section of the Bay Trail in Emeryville is now complete. See "Programming Updates" to find out more about this trail that will make travel easier for bicyclists and pedestrians and provide greater access to the Bay Area's trail network.

Local businesses can learn more about opportunities to provide professional and construction services for projects in "Finance Updates," which also highlights the sustainable, balanced budget for fiscal year 2016-2017 that the finance team has developed.

As National Bike Month comes to an end, other events that may be of interest are listed on page 4.

Sincerely,

ARTHUR L. DAO
Executive Director
Alameda County Transportation

Transportation Planning Updates

2015 Performance Report

Alameda CTC has released its [2015 Performance Report](#) that assesses the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures. These performance measures capture overall commuting patterns as well as individual mode and infrastructure trends including roadways, transit, paratransit, biking, walking and livable communities.

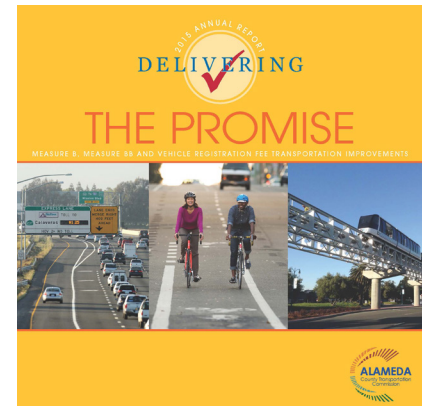
The 2015 Performance Report shows several notable trends in Alameda County.

- **Alameda County's rapid population and job growth continued, contributing to increasing traffic.** A robust economy and regional employment growth have led to roadway traffic volume increases, particularly on freeways and bridges leading into Alameda County. From 2010 to 2015, average daily volumes at all gateways grew by at least 3 percent.
- **Alameda County carries an outsized share of regional commutes.** Alameda County supports 27 percent of regional commutes, despite having only 21 percent of the regional population.
- **Commutes are increasingly multimodal.** BART's mode share saw the greatest increase at 3 percent, followed by working from home and biking. Driving-alone and carpool mode shares to work have declined since 2005 and were at 63 percent and 9 percent in 2014, respectively.
- **Transit ridership increased, led by surging BART ridership.** Transit ridership increased by 2.7 percent from FY2014 to FY2015. Growth in BART ridership through the Transbay Tube is more than double the ridership of the highest-growth freeway gateway.

Together with Alameda CTC's other transportation system monitoring efforts, the Performance Report is critical for assessing the success of past transportation investments and illuminating transportation system needs.

Policy News

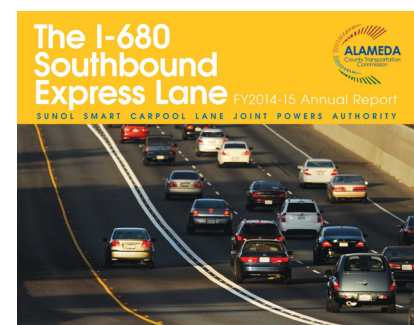
2015 Annual Report



In May 2015, Alameda CTC released its [2015 Annual Report](#), which highlights key transportation programs and projects that Alameda CTC plans, funds and delivers to foster a vibrant and livable Alameda County.

The report also includes financial information related to Measure B and Measure BB revenues and expenditures for the year ended June 30, 2015 as well as information related to the Vehicle Registration Fee (VRF) Program, including the total net VRF revenue from the start of the program and revenues and expenditures through June 30, 2015.

I-680 Southbound Express Lane Annual Report



Also in May, Alameda CTC released its [I-680 Southbound Express Lane FY2014-15 Annual Report](#), which includes key project and lane information and milestones for the I-680 Southbound Express Lane, as well as corridor usage, toll rates data and financial information.

Both reports are available on the Alameda CTC website.

Finance Updates

Sustainable, balanced budget

April was a busy month for the finance team, as the team developed a draft sustainable, balanced budget for FY2016-17. Development of the proposed budget for FY2016-17 was focused on the mission and core functions of Alameda CTC. The draft will go to the Commission for review in May and for final approval in June.

In addition, the finance team prepared financial and investment reports through the third quarter of FY2015-16 to go to the Commission for approval in May. The finance team also worked with the executive team to propose a revised organizational structure to address the agency's growing responsibilities.

Contracting opportunities

Alameda CTC recently released five requests for proposals for services related to media and public relations, paratransit coordination, contract equity support, system manager services for I-580/I-680 Express Lanes and Port of Oakland capital improvement projects.

In the coming months, Alameda CTC anticipates soliciting bids and proposals for services related to information technology, project management and oversight services, project controls and programming support, and professional and construction services for the following projects:

- Ashby (SR 13) Multimodal Corridor
- East Bay Greenway – Segment 7A (Maintenance)
- I-580 Freeway Corridor Management System
- I-580/I-680 Interchange
- I-80/Ashby Avenue Interchange
- I-880/Industrial Parkway West and I-880 at Whipple Rd./Industrial Parkway Southwest Interchanges
- Route 262 Mission Boulevard Cross Connector
- San Pablo Multimodal Corridor
- Telegraph Multimodal Corridor
- University Multimodal Corridor

For more information, visit the [Contracting Opportunities web page](#).

Programming Updates

Emeryville completes VRF-funded bike/ped project

The City of Emeryville has become the first agency to complete a project using Vehicle Registration Fee (VRF) Pedestrian and Bicyclist Access and Safety Discretionary Grant funds. Alameda CTC awarded \$500,000 in VRF funds in 2012 to implement a new cycle track section of the Bay Trail, from Powell Street to Shellmound Street on the north edge of Christie Avenue in the City of Emeryville.

This new bike path connects southbound cyclists from Emeryville, Berkeley and Richmond to the Bay Bridge Bicycle and Pedestrian Bridge and the Mandela Parkway, and connects northbound cyclists from Oakland and beyond to the Emeryville and Berkeley Marinas, and shorelines up to and through Richmond.

A ribbon-cutting event on May 12th commemorated the project's completion and officially opened the trail to the public. The trail is expected to provide greater access to the Bay Area's trail network and promote a mode shift toward alternative transportation.



"The Emeryville Connection"

Measure B Paratransit Gap Grant extensions for FY2016-17

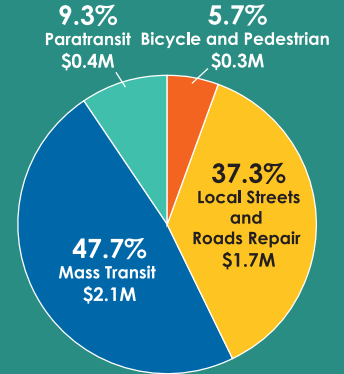
Alameda CTC is extending its Measure B paratransit gap grant awards for an additional year of program operations for fiscal year 2016-17. The one-year extension amounts to \$1.5 million to previously awarded project sponsors who have demonstrated funding need, delivered in past performance and continue to show projected growth in their programs.

Programming Updates cont'd on page 4

Transportation Investments

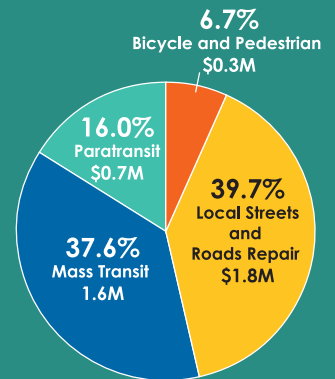
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and now total over \$60.6 million; over \$4.4 million was distributed in February 2016.



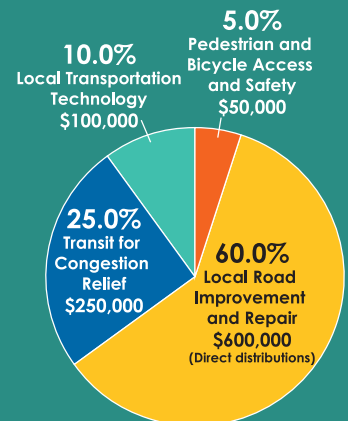
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$823.2 million since 2002. In February 2016, \$4.4 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed over \$33.2 million for local road repair; nearly \$1.0 million was collected in February 2016.



Outreach and Events

During the months of May and June, Alameda CTC is hosting or participating in the following events:

- The BikeMobile is coming to a school near you. To find out about the next event in your neighborhood, visit the [BikeMobile calendar](#).



- May 3 - VTA/ SamTrans/CalTrain JPA Prime/Sub Networking in San Jose
- May 4 – Older Americans Month Celebration at Frank Ogawa Plaza in Oakland
- May 5 – Senior Health and Wellness Resource Fair in Castro Valley
- May 6 - Seniors and People with Disabilities Transportation Summit sponsored by Solano County in Suisun City
- May 18 - Association of Pedestrian and Bicycle Professionals (APBP) webinar at Alameda CTC: Aspects of Equity
- May 20 – Senior Resource Fair in San Leandro
- June 2 – Plan Bay Area 2040 Open House in Oakland
- June 3 – Four Seasons of Health Expo in Fremont
- June 15 – APBP Webinar at Alameda CTC: Economic Impacts of Street Design Decisions
- June 30 – Senior Day at the Alameda Community Fair in Pleasanton



The Tri-Valley area Iron Horse Trail

Other News

Affordable Student Transit Pass Program update

The cost of transportation to school is often cited as a significant barrier to school attendance and participation in afterschool activities by middle- and high-school students. The Measure BB 2014 Transportation Expenditure Plan approved by voters in November 2014 includes the implementation of a pilot program to test various ways of designing an affordable student transit pass program that would meet program goals.

Over the past few months, Alameda CTC and the consultant team have been engaging with school districts, transit operators and the Metropolitan Transportation Commission to



gather information, receive feedback and collaborate on the development and implementation of the pilot programs. Progress to-date includes implementing the Commission-adopted school site selection framework to narrow the number of school sites, corresponding with principals at these sites and performing school site readiness evaluations.

The recommendations for specific sites will be brought to the Commission for approval in May 2016, program design for the sites will occur this summer, and Alameda CTC plans to implement a minimum of four pilot program sites this fall.

Programming Updates cont'd from page 3

Alameda CTC and its Paratransit and Planning Advisory Committee reviewed the sponsor's extension requests and the programs' past performance to ensure that the project sponsors are delivering critical transportation services and programs to seniors and people with disabilities. This one-year extension allows Alameda CTC to better coordinate future paratransit gap grant awards with other upcoming agency programming activities and consider the results of a paratransit needs assessment being conducted next year. The proposed one-year extensions and funding recommendations will be incorporated into Alameda CTC's Comprehensive Investment Plan 2016 update this June.

Committee Activities

May advisory committees

May community and technical advisory committee highlights include the following:

- May 5 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the draft Countywide Transportation Plan, the draft Countywide Transit Plan and the Affordable Student Transit Pass Program pilot sites and parameters, including the shortlist of schools. ACTAC members also received updates on the 2015 Performance Report, the 2016 Level of Service Monitoring Study and the Countywide Multimodal Arterial Plan.
- May 23 – The [Paratransit Advisory and Planning Committee \(PAPCO\)](#) offered its recommendation regarding the FY2016-17 Paratransit Direct Local Distribution Program Plans and approved the FY2016-17 Paratransit Gap Grant Cycle 5 extension. PAPCO members also provided feedback on the latest Paratransit Strategic Planning Workshop regarding Alameda CTC's Taxi Card Feasibility Study and taxi program incentives.

Webinar: Economic Impacts of Street Design Decisions

On Wednesday, June 15 from 12-1 p.m.

(PST), join us for an Association of

Pedestrian and Bicycle Professionals

free webinar at Alameda CTC,

1111 Broadway, Suite 800. The topic is

"Economic Impacts of Street Design

Decisions." Feel free to bring a brown

bag lunch. Alameda CTC hosts this

event and covers the registration fee,

so attendance is free.