



FEBRUARY 2015

EXECUTIVE DIRECTOR'S REPORT

Director's Message

AS THE ECONOMIC RECOVERY CONTINUES

to strengthen, demand on our transportation system is at a critical level. The San Francisco Bay Area Rapid Transit District (BART), the backbone of the regional and Alameda County transportation has been experiencing record ridership. AC Transit and smaller bus operators in the County are also seeing a similar trend. The highway and roadway network in the County is operating at congested levels. The Metropolitan Transportation Commission recently released data indicating that six out of the 10 most congested freeways and freight corridors are in Alameda County. While our transportation infrastructure is operating at capacity, most of it is operating at a critical state of disrepair. A recent analysis sponsored by the California State Association of Counties and League of California Cities stated that the unfunded backlog in local roads and bridges repair will grow to over \$60 billion in less than 10 years. The unfunded backlog on our highways is similar.

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Transportation Planning Updates

Alameda County Goods Movement Plan Needs Assessment

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. In January 2015, Alameda CTC released the Goods Movement Plan Needs Assessment, which used performance-based analyses and detailed stakeholder input to identify gaps, needs, issues and deficiencies for each mode and function of the goods movement system. Five plan goals informed the assessment: quality of life for communities, economic prosperity, safe and reliable facilities, interconnected multimodal goods movement system and innovative technology.



The needs assessment forms the basis for identifying needs, gaps and opportunities related to the three different functional elements of the goods movement system: global gateways (Port of Oakland and Oakland International Airport); inter- and intraregional corridors (highways and rail); and local urban goods movement where goods are brought directly to consumers or to stores, *Transportation Planning Update cont'd on page 4*

Policy News

Student Transit Pass Program

On January 28, 2015, Alameda CTC held a kick-off meeting to lay the groundwork for its Student Transit Pass Program (STPP). The 2014 Transportation Expenditure Plan funded by Measure BB provides \$15 million for the STPP pilot program and includes an Innovative Grant Program for innovative and emerging transit projects that could fund successful models of STPP.



At the STPP kick-off meeting, stakeholders from schools, transportation agencies and business, community and government organizations discussed nationwide best practices in student transit pass programs, Alameda County school characteristics and next steps for program development. The next STPP meeting will be on March 25, 2015.



Director's Message cont'd

While the passage of Measure BB will bring significant relief to the transportation issues in the County, major discussions on transportation have only begun to take place at the federal and state level. In the last few weeks, there have been several proposals and hearings for a new federal surface transportation bill, but none seems to be realistic in how to pay for it. The governor's FY2015-16 budget proposal for transportation is supporting new financing strategies like the Road Usage Charge Pilot Program and congestion pricing through highway tolling. The state legislature, through the Assembly Speaker, recently introduced a five-year, \$10 billion funding proposal to invest in transportation. We have been and will continue to monitor and engage in these discussions.

The coming year looks brighter for transportation in Alameda County. Alameda CTC has already begun working with schools, transit agencies and the community to lay the groundwork for the Student Transit Pass Program in the 2014 Transportation Expenditure Plan funded by Measure BB (read more in "Policy News").

Progress is also occurring on the [Countywide Goods Movement Plan](#). The ongoing needs assessment identifies several projects and programs, and potential policies that will improve goods movement and help Alameda County and the region retain and improve our economic competitiveness in the state and in the nation (read more in "Transportation Planning Updates").

We are also working to reduce congestion on the I-580 Corridor through implementation of the [I-580 Express Lanes](#) project. Scheduled to open in fall 2015, the I-580 westbound and eastbound express lanes will allow carpoolers and buses to use the express lanes for free and solo drivers for a fee. Find out more about the innovative FasTrak flex tag technology that will be implemented this spring in "Project Updates."

Other innovations include the Oakland Broadway Shuttle's extended service to 10 p.m. during week nights, as well as numerous infrastructure improvements

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Project Updates

I-580 Express Lanes open fall 2015

Carpool and express lane construction on I-580 through the Tri-Valley is rapidly progressing. Travelers will soon benefit from the new express lanes from Hacienda Drive in Pleasanton to Greenville Road in Livermore in the eastbound direction, and from Greenville Road to San Ramon Road/Foothill Road in Dublin in the westbound direction.

Carpool and transit riders will access the lanes at no cost, and solo drivers will have the choice to use the lanes for a fee. Express lanes improve the efficiency of the overall corridor, including the general purpose lanes, and support reliable drive times. Implementation of the electronic toll system will begin spring 2015.

New and improved express lanes

Alameda CTC will begin focused education and outreach to residents and commuters from Alameda, Contra Costa, San Joaquin and Stanislaus counties this month to introduce new express lane elements. Designed to look and feel like carpool lanes, the I-580 Express Lanes will be the first express lanes in the Bay Area to provide near continuous access and to require all users to carry a FasTrak transponder. Motorists will be able to enter and exit the express lanes at most locations; a broken white line will separate the express lanes from the general purpose lanes.

Vehicles eligible to use carpool lanes for free must



carry a FasTrak flex (aka switchable) toll tag and switch the tag to indicate 2 or 3+ vehicle occupancy. The new FasTrak flex tag technology is expected to greatly support enforcement efforts. Flex transponders will be available this summer, and the new express lanes are scheduled to open in fall 2015.

Downtown Oakland Comprehensive Circulation Study and the I-880/Broadway-Jackson Interchange Area Improvements Project Updates

Alameda CTC is working with the cities of Oakland and Alameda on two projects that

seek to improve access, mobility, safety and health for the communities in and around Downtown Oakland and West Alameda.

The Comprehensive Circulation Study for Downtown Oakland and Access to/from West Alameda will identify potential roadway and other transportation improvements that will make it easier and safer to walk, bicycle and use transit to, from and within Downtown Oakland, and to access the city of Alameda. The study will address potential options for improving access between Oakland and West Alameda while minimizing the negative impacts of automobiles on pedestrians and bicyclists. The study will inform and help identify potential freeway on-ramp and off-ramp improvements for further study and analysis as part of the I-880/Broadway-Jackson Interchange Area Improvements.

Alameda CTC staff, in conjunction with community stakeholders and staff from the cities of Oakland and Alameda, developed the Comprehensive Circulation Study requirements. Alameda CTC has selected consultant teams, and the Comprehensive Circulation Study is expected to hold its first staff-level kick-off meeting in late February. The study will include an origin-destination study, an analysis of existing and future conditions, and community engagement and outreach activities.

For the I-880/Broadway-Jackson Interchange Area Improvements Project, Alameda CTC has procured a consultant to work on the environmental approval phase, and the team is developing a work plan for this phase. In the coming months, the Broadway-Jackson team will work closely with the Circulation Study team toward the common goal of improving transportation in the area, perform traffic data collection to support both projects and collect and document other information on existing conditions.

Public engagement will begin in spring 2015. For more information on Express Lanes, visit alamedactc.org/expresslanes or visit our [projects web page](#).

Finance Updates

Measure BB administration

Alameda CTC and the California State Board of Equalization (BOE) have agreed to language in agreements and the resolution required by the BOE for administration of Measure BB. In January, the Commission approved the agreements and resolution that will be effective April 1, 2015.

In addition, the finance team has worked to finalize direct local distribution calculations for Measure BB to ensure compliance with the 2014 Transportation Expenditure Plan. Alameda CTC will pass through the sales tax dollars received for Measure BB to the cities and County of Alameda within five business days of receipt. The finance team is also preparing to present the second quarter consolidated investment report to the Commission for approval in February.

Programming Updates

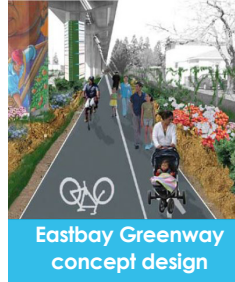
Measure BB/Vehicle Registration Fee direct local distribution investments

Each year, Alameda CTC distributes \$74 million in combined Measure B sales tax revenues and Vehicle Registration Fee (VRF) receipts directly to jurisdictions and transit agencies for local transportation improvements, bike/pedestrian enhancements and transit services. Measure B/VRF recipients implement annual local street programs such as pavement rehabilitation programs to fill potholes, improve street surfaces and maintain roadway conditions.

Measure B funds also support bicycle/pedestrian programs that focus on repairing aging sidewalks, constructing bike lanes and expanding trail networks. On the transit side, local cities' paratransit programs and transit providers use Measure B funds to support transit operations for shuttles, buses, trains and ferries. In fiscal year 2013-14, Measure B funded an estimated three million trips from transit and paratransit services. Measure B/VRF recipients continue to invest voter-approved funds into several modes of transportation, existing infrastructure and transit services to build and maintain the county's growing transportation system.

Contracting opportunities

Upcoming contracting opportunities include maintenance services for the East Bay Greenway – 75th Avenue to 85th Avenue in Oakland project, the Tri-Valley Integrated Transit/Park-and-Ride Study, the City of Oakland Bikeway Network 2.0 methodology, 2016 Countywide Transportation Plan, Overall Monitoring Services, on-call services for Travel Demand Modeling and the planning and project approval/environmental document phase for the East Bay Greenway Project. For more information, visit the [Contracting Opportunities web page](#).



Oakland Broadway Shuttle – Grant program highlight

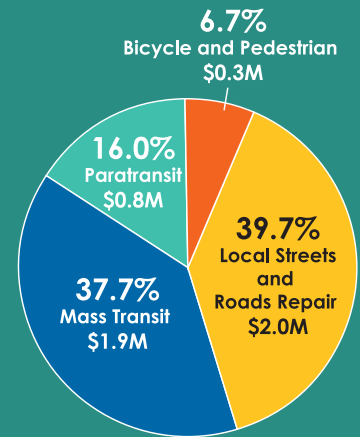
Launched in July 2010, the City of Oakland's Broadway "B" shuttle provides free transportation service to and from downtown Oakland to Jack London Square. The B offers transit connections to BART, ferry terminals, the Amtrak Capitol Corridor and local bus routes. The City of Oakland was awarded \$352,000 through Alameda CTC's Vehicle Registration Fee Transit grant program and \$723,000 in Lifeline Transportation funds for shuttle operations.

Since the start of VRF-funded operations in 2013, the shuttle averages 750,000 passenger trips that support congestion relief in the area. Passenger trips are expected to grow with extended service to 10 p.m. Monday through Friday, which began last December to address the increasing transportation need in Oakland.

Transportation Investments

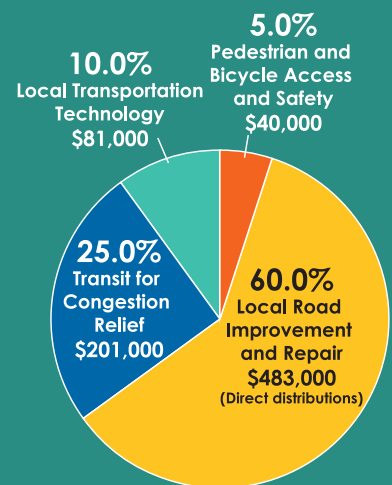
Measure B Program Distributions Since 2002

Alameda CTC has provided more than \$679.0 million in Measure B local program distributions since 2002. In November 2014, Alameda CTC disbursed \$5.0 million for the following four programs.



Vehicle Registration Fee Distributions Since 2011

Alameda CTC has dispersed nearly \$24.0 million in VRF Local Road Repair funds since 2011. In November 2014, Alameda CTC collected over \$0.8 million for the following four programs.



Total Measure B-funded Contracts*

Alameda CTC has funded more than \$837.5 million in contracts for Alameda County businesses since 2000.

* Total contract amount includes additional fund sources.

Outreach and Events

Alameda CTC hosts or participates in the following events during February and March:

- February 3 – 2nd Annual Transportation Executives Regional Forum hosted by WTS San Francisco Bay Area Chapter in Oakland
- February 4 – Livermore Valley Chamber of Commerce - Economic Development and Government Affairs Task Force presentation in Livermore; 5th Annual Transition Information Night in Fremont (for High School Students with Disabilities in the Fremont, Newark and New Haven Unified School Districts)
- February 7 and 8 – Oakland Lunar New Year Celebration in Oakland's Chinatown
- February 10 – General membership meeting panel discussion hosted by WTS San Francisco Bay Area Chapter
- February 11 – SPUR Forum at the SPUR Urban Center in San Francisco
- February 12 – Public Transportation Planning Workshop at Dublin's Civic Center Regional Meeting Room
- February 18 – Association of Pedestrian and Bicycle Professionals (APBP) Webinar at Alameda CTC: New Tools for Estimating Walking and Bicycling Demand
- February 21 – Public Transportation Planning Workshop at Hayward City Hall
- February 24 – Public Transportation Planning Workshop at the Fruitvale-San Antonio Senior Center in Oakland
- February 26 – Business Expo sponsored by the Chamber of Commerce in Dublin
- March 3 – Land Use & Infrastructure Committee meeting at East Bay Economic Development Alliance in Oakland
- March 7 – Public Transportation Planning Workshop at St. Mary's Center in Oakland
- March 12 – Construction Infrastructure Program sponsored by Wendel Rosen Black & Dean, LLP in Oakland
- March 14-15 – 32nd Annual St. Patrick's Day Celebration in Dublin
- March 17 – Senior Transit Fair at Pleasanton's Senior Center
- March 18 – APBP Webinar at Alameda CTC: Pedestrian and Bicycle Counting Programs
- March 20 – United Seniors of Oakland and Alameda County Annual Convention in San Leandro
- March 21 – Oakland Running Festival Expo in Oakland
- March 22 – Public Transportation Planning Workshop at Fremont's Main Library
- March 28 – BikeMobile at Laurel Elementary School in Oakland

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funded by Measure B and Vehicle Registration Fee programs. Read more in "Programming Updates."

The finance team is finalizing agreements for collection of the Measure BB sales tax, which becomes effective April 1, 2015, to fund transportation improvements throughout Alameda County. Upcoming [contracting opportunities](#) are also in the works. Find out more in "Finance Updates."

Join us at the events listed on page 4, including the series of public transportation planning workshops in February and March that focus on three new countywide plans under development: transit, arterial and goods movement.

Congratulations to Chair Haggerty and Vice Chair Kaplan for your re-election to lead Alameda CTC in the coming year.

Sincerely,

ARTHUR L. DAO
Executive Director
Alameda County Transportation Commission

Public Transportation Planning Workshops

Come learn about, discuss and give us your ideas on plans for the future of transportation in Alameda County, including public transit, major streets and roadways, and trucking, goods movement and shipping. Join us anytime during the two-hour [transportation planning open houses](#).



- Thursday, February 12, 6-8 p.m. at Dublin Civic Center Regional Meeting Room, 100 Civic Plaza
- Saturday, February 21, 10 a.m.-12 p.m. at Hayward City Hall, 777 B Street
- Tuesday, February 24, 5:30-7:30 p.m. at Fruitvale-San Antonio Senior Center at 3301 E. 12th Street in Oakland
- Saturday, March 7, 10 a.m.-12 p.m. at St. Mary's Center at 925 Brockhurst in Oakland
- Sunday, March 22, 2-4 p.m. at Fremont's Main Library at 2400 Stevenson Boulevard

Chinese, Spanish and sign language interpretation services will be available on request. Five days prior to the event, please contact Alameda CTC at 510.208.7400 or contact@alamedactc.org to schedule an interpreter.

Committee Activities

February advisory committees

Highlights for February community advisory committees are as follows:

- February 5 – The [Alameda County Technical Advisory Committee](#) (ACTAC) approved the Countywide Multimodal Arterial Plan vision, goals and performance measures and provided input on draft arterial network selection criteria. The committee received updates on the 2016 Alameda Countywide Transportation Plan and the 2017 Plan Bay Area and approved the three-year Project Initiation Document Work Plan. In addition, ACTAC approved the draft Master Programs Funding Agreement for Measure BB direct local distribution funds.
- February 23 – The [Paratransit Advisory and Planning Committee](#) (PAPCO) received a Gap Grant Cycle 5 program report from the Taxi-Up & Go project as well as received member, committee, Americans with Disabilities Act-mandated program and policy reports. [PAPCO also met jointly with the Paratransit Technical Advisory Committee](#) to approve the paratransit program implementation guidelines and to discuss the Countywide Transportation Plan.



Transportation Planning Updates cont'd from page 1

as well as the last-mile connectors to major goods movement industries.

Based on findings in the needs assessment, Alameda CTC, in coordination with the Alameda County Technical Advisory Committee, stakeholders and the Commissioners, will identify a set of projects, programs and policies/strategies that can specifically address issues identified in the needs assessment. Once approved by the Commission, the strategies will be evaluated on how well they meet the adopted goals.

For more information, see the [Goods Movement Plan Needs Assessment](#) or visit the [Goods Movement Collaborative and Plan web page](#).