



JANUARY 2014

# EXECUTIVE DIRECTOR'S REPORT

## Director's Message

**AAA CREDIT RATINGS** have been assigned to Alameda CTC by both Fitch Ratings and Standard and Poor's rating services, making Alameda CTC the first agency of its kind in California to receive **AAA ratings from both rating services**. Bonds will be sold in February to enable delivery of major transportation projects in Alameda County.

To advance support project delivery, finance staff and consultants have been diligently working on Alameda CTC's inaugural bond issuance for the 2000 Measure B capital program. Alameda CTC also anticipates issuing several requests for proposals for various **opportunities** that will create jobs related to planning, project and program activities in early 2014. Find out more in "Finance Updates."

In addition, innovative project delivery using new technology is providing commuters choices and managing **Director's Message cont'd on page 2**

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## Transportation Planning Updates Guaranteed Ride Home Program

The Alameda County Guaranteed Ride Home (GRH) Program makes it even easier for commuters to leave their cars at home. It guarantees commuters a ride home from work if they have an emergency and have made the effort to avoid commuting alone by car.



To better ensure program participants can access a guaranteed ride home if and when they need it, Alameda CTC is changing GRH from a voucher-based program to a reimbursement program beginning January 2014. This will eliminate the need for a voucher. Commuters who work in Alameda County can feel comfortable taking the bus, train or ferry, carpooling, vanpooling, walking or bicycling to work, knowing they 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. For more information or to enroll, visit the **GRH website**.

**Transportation Planning Updates cont'd on page 4**

## Policy News

### Goods Movement Collaborative

Executive Director Arthur L. Dao is a member of the **California Freight Advisory Committee**, which advises the state on the development of a State Freight Mobility Plan. At the local level, Alameda CTC has created a Goods Movement Collaborative to inform technical studies that will result in the development of an Alameda Countywide Goods Movement Plan, expected in fall 2015.

The Goods Movement Collaborative engages local interest groups, including public and private organizations, economic development agencies and environmental, health and community groups. The Technical Team met on January 9, 2014, and policy and advocacy meetings will continue throughout 2014.

### Legislative information sharing

In December 2013, Alameda CTC emailed its first legislative update to partner agencies, cities and stakeholders to promote information sharing, increase regionwide communications and coordinate legislative efforts. After each Commission meeting, Alameda CTC plans to send out an update on each of the six legislative priorities drafted by the Commission for 2014:

- Transportation funding
- Project delivery
- Multimodal transportation and land use
- Climate change
- Goods movement
- Partnerships

**Policy News cont'd on page 4**

**Director's Message cont'd**

traffic. The multimodal plans that Alameda CTC has underway will affect Alameda County's transportation system for years to come. Future investments will be guided by these planning efforts, as well as decisions voters make to invest locally in transportation.

In early January, Alameda CTC hosted the first Technical Team meeting that is part of the Goods Movement Collaborative in Northern California. This team will review technical studies that become the basis for the Alameda County Goods Movement Plan.

As part of our Congestion Management Program, Alameda CTC plans to use commercially available data collected through GPS systems to gather more information and reduce costs for level of service monitoring of our roadways (see "Transportation Planning Updates" and learn more about our newly voucher-free [Guaranteed Ride Home Program](#)).

Another way Alameda CTC provides traffic relief is through the Vehicle Registration Fee Local Transportation Technology Program (aka SMART Corridors), which promotes efficient use of existing roadway, highway and transit systems to improve mobility, efficiency and safety (see "Programming Updates").

Converting existing high occupancy vehicle lanes to [express lanes](#) is another innovative congestion management technology that can maximize existing unused capacity on highways to reduce traffic and improve air quality (see "Project Updates" for more information).

I look forward to a great year ahead working with each of you as we deliver transportation solutions throughout Alameda County and bring the 2014 Transportation Expenditure Plan to voters. See page 4 for a listing of outreach events in January and February.

Sincerely,

ARTHUR L. DAO  
Executive Director, Alameda CTC

## Project Updates

### Innovative traffic relief via express lanes

Express lanes are emerging as an innovative approach to congestion management in the Bay Area and Alameda County, where the transportation system is maturing and cannot continue to be built out. According to the studies in the 2012 Alameda Countywide Transportation Plan, in 2035, 81 percent of people will continue to use cars as their primary mode of transportation (50 percent solo drivers and 31 percent carpoolers).

To improve the efficiency of our existing transportation system, Alameda CTC is implementing innovative congestion management technologies, such as converting existing high occupancy vehicle (HOV) lanes to express lanes. This can maximize existing unused capacity on highways to reduce traffic, improve air quality and encourage mode shifts to transit, carpooling and travel during off-peak hours. In addition, Alameda CTC is funding multimodal transportation improvements throughout Alameda County, many of which support carpool and transit use in express lanes.

Dynamic pricing has been used successfully in the state, across the country and in other

parts of the world in cities such as San Diego, Minneapolis, Miami, Dallas, London, Stockholm and Singapore — to facilitate variable tolls based on the amount of traffic traveling in an express lane at any given time. Dynamic pricing is in use on [I-680](#) and will be implemented on [I-580 express lanes](#).

This concept results in a higher toll during peak periods and a lower toll during off-peak periods. By raising or lowering the toll in response to the level of demand, dynamic pricing ensures express lanes flow smoothly.

Solo drivers have the option to pay a toll for access into an HOV lane only when there is excess capacity. Carpools, vanpools, motorcycles, buses and eligible zero and low-emission vehicles will continue to use the lanes for free. Those that drive in carpools or choose to pay to use the lanes, in effect free up capacity in the general purpose lanes.

Visit the Alameda CTC website to find out more about [Alameda County express lanes](#) and [how they work](#), as well as learn more about other [transportation projects](#).

### Construction of the I-880 Southbound HOV Lane Project





## Finance Updates

### Inaugural bond issuance

Both Fitch Ratings and Standard and Poor's rating agencies issued a AAA rating for Alameda CTC in January, which strongly supports our bond issuance efforts.

Finance staff and consultants have been working diligently to create the many required bond and financing documents for Alameda CTC's inaugural bond issuance for the Measure B capital program, including the master indenture, first supplemental indenture, preliminary official statement, bond purchase agreement, continuing disclosure agreement, the State Board of Equalization amended and restated agreement, and the resolutions that go along with these documents.

In January, these documents will go before the Commission for approval, along with the bond issuance request and recommended structure and authorization for the Commission chair and/or staff to execute

## Programming Updates

### Annual Program Compliance Report review begins

This month, Alameda CTC begins its annual review of audited financial statements and compliance reports submitted from the 20 Measure B/Vehicle Registration Fee (VRF) fund recipients. These reports help ensure expeditious use of voter-approved transportation dollars distributed directly from the local program to support transportation needs in the county.

The reporting period covers fiscal year 2012-2013 for Measure B programs (bicycle/pedestrian, local transportation, mass transit and paratransit) and the VRF Local Road Improvement and Repair Program. Alameda CTC, in collaboration with the Citizens Watchdog Committee, reviews the reports to confirm fund distributions, expenditures and the completion of reporting requirements. Staff will present a summary report to the Commission in summer 2014.

all documents necessary for the issuance of bonds.

### Contracting opportunities

In late 2013, Alameda CTC released a request for proposals (RFP) for the development of an Alameda Countywide Transit Plan and received three consultant proposals in response to this contracting opportunity. A selection review panel consisting of Alameda CTC staff and representatives from local agencies reviewed and evaluated the proposals and selected Parsons Brinckerhoff, Inc. as the top-ranked firm for the contract. Contract negotiations with the consultant are underway, and development of the transit plan is anticipated to commence in February 2014.

Alameda CTC anticipates issuing eight additional RFPs/requests for qualifications for various services related to planning, project and program activities in early 2014. For more information, visit our [Contracting Opportunities web page](#).

### VRF funds local transportation technologies to relieve congestion

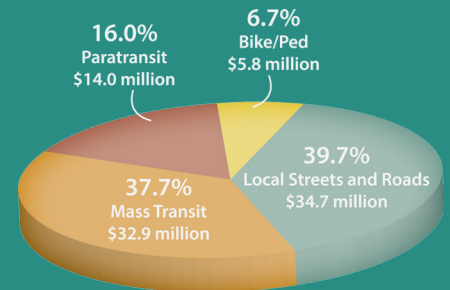
Each year, Alameda CTC uses approximately \$1 million of the \$11 million in total annual Vehicle Registration Fee collections for the VRF Local Transportation Technology Program (aka SMART Corridors). The SMART Corridors program consists of using equipment to improve the performance of existing roadway, highway and transit systems. The goal is to manage congestion and incidents, improve transportation safety, mobility and efficiency along the following corridors and efficiently operate and manage express lanes, emergency services and transit resources:

- Interstate 80/San Pablo Avenue Corridor
- Interstate 880 Corridor
- International Boulevard/Telegraph Avenue/East 14th Street Corridor
- Express lane support (existing Interstate 680 Corridor and future Interstate 580 express lanes)

## Transportation Investments

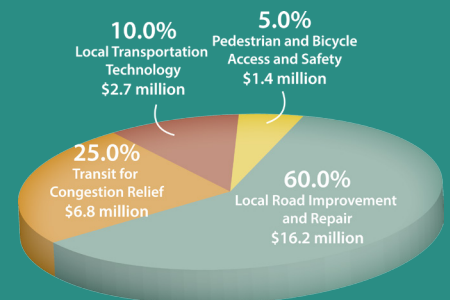
### Measure B Program Distributions Since 2000

Alameda CTC distributed more than \$87.4 million by the end of October of the second quarter of fiscal year 2013-2014, and has distributed over \$878.4 million in Measure B pass-through funds since 2000.



### Vehicle Registration Fee Distributions Since 2012

Alameda CTC has distributed over \$27.0 million in VRF pass-through funds through October 31, 2013.



### Total Measure B-funded Contracts\*

Alameda CTC has funded more than \$836.5 million in contracts for Alameda County businesses since 2000.

\* Total contract amount includes additional fund sources.

## Outreach and Events

In January and February, Alameda CTC is hosting or participating in these outreach events:

- January 14 – BikeMobile at REACH Ashland Youth Center in San Leandro
- January 15 – Association of Pedestrian and Bicycle Professionals (APBP) Webinar at Alameda CTC: Strategies to Enable Winter Cycling and Walking, and BikeMobile at Malcolm X Elementary School in Berkeley
- January 17 – BikeMobile at Lincoln Middle School and Lum Elementary School, both in Alameda
- January 18 – Lunar New Year Celebration in Oakland's Chinatown
- January 20 – BikeMobile at Madison Park Academy Eagles Soar in Oakland
- January 21 – BikeMobile at Cesar Chavez Middle School in Union City
- January 22 – BikeMobile at Washington Elementary in Berkeley
- February 5 – 4th Annual Transition Information Night in Fremont, sponsored by the Fremont, Newark and New Haven Unified School Districts
- February 9 – Legislative Reception 2014 at the Craneway Pavilion in Richmond
- February 19 – APBP Webinar at Alameda CTC: Design for Cyclist and Pedestrian Comfort
- February 20 – Dublin Business Expo at the Shannon Community Center in Dublin

## BikeMobile visits hundreds of students in January 2014

Alameda CTC and the Metropolitan Transportation Commission, in partnership with Cycles of Change, launched the BikeMobile program in April 2012, a pilot program managed under Alameda CTC's Safe Routes to School Program. This no-cost, hands-on bicycle repair and bicycle safety training program promotes riding bikes to school, in particular for the 50 percent of Alameda County students who do not ride because their bikes are not functional due to minor problems.

Beginning in January 2014, look for Cycles of Change to bring the BikeMobile to hundreds of students in elementary and middle schools and youth centers throughout Alameda County.

*Policy News cont'd from page 1*

## Measure B reauthorization update

The Commission Transportation Expenditure Plan Steering Committee met on December 5, 2013 and formed a small ad hoc committee of four Commissioners to thoroughly review Alameda CTC's suggested revisions to the 2012 Transportation Expenditure Plan. The ad hoc committee will bring final revision recommendations to the Steering Committee at its next meeting on January 23, 2014.

*Transportation Planning Updates cont'd from page 1*

## Monitoring congestion more efficiently and effectively

As the congestion management agency for Alameda County, Alameda CTC monitors congestion on key roadways throughout the county by measuring travel speeds. In the past, collecting this data was a labor-intensive process that required an individual to drive particular roadway segments on certain days and times and record travel speeds.

Now, Alameda CTC uses commercially available data collected through GPS systems on fleet vehicles, mobile phones and other navigation devices in private automobiles to more efficiently and effectively assess the roadway network's functioning. Because this commercially available speed data is collected from a wide variety of roadway users 24 hours a day, seven days a week, it provides much more information about travel conditions on the county's roadways at a significantly lower cost.



## Committee Activities

### Highlights of January 2014 advisory committees

In January, several community advisory committees met. Highlights include:

- January 9 – The [Alameda County Technical Advisory Committee](#) approved the use of commercially available travel-time data for level of service monitoring. The committee also received updates on changes to the California Environmental Quality Act for Transit Oriented Development (Senate Bill 743), Measure B reauthorization, the 2014 Active Transportation Program, the Cap-and-Trade Program, and the governor's proposed fiscal year 2014-2015 budget.
- January 9 – The [Bicycle and Pedestrian Advisory Committee](#) received reporting on the Measure B Bicycle and Pedestrian Countywide Discretionary Fund projects, including the East Bay Bicycle Coalition Bicycle Safety Education Program and the Safe Routes to School Program. The committee also reviewed its committee guidelines and bylaws.
- January 13 – The [Citizens Watchdog Committee](#) received an orientation and began to review audit and program compliance reports submitted by Measure B fund recipients. Members also received a CWC Annual Report Outreach Summary and Cost Benefit Analysis and received updates on Measure B projects and programs.
- January 24 – The [Paratransit Technical Advisory Committee](#) received updates on the Direct Local Program Distribution estimates and the Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service. The committee also received a presentation from one of its community-based transportation providers, On Lok Lifeways.
- January 27 – The [Paratransit Advisory and Planning Committee](#) discussed Alameda CTC communications regarding the 2014 Measure B reauthorization and received summary reports on 2013 paratransit outreach and on East Bay Paratransit services as well as a report from a Paratransit Gap Grant Cycle 5 grant recipient.