Director’s Message

THE RECORD BREAKING BIKE MONTH

in May was a huge success. Over 12,000 cyclists stopped by Alameda County’s Bike to Work Day energizer stations, more kids than ever biked in Bike to School Day events, and many Commissioners and staff rode their bikes. Find out more in “Transportation Planning Updates” and learn about Alameda CTC’s planning efforts related to freight and goods movement, arterial corridors, transit and closing transportation gaps in underserved communities.

In addition to developing a Countywide Goods Movement Plan, Alameda CTC is spearheading a Goods Movement Collaborative in Northern California to ensure efficient goods movement in and out of Alameda County, the state and beyond, and to create a forum for ongoing advocacy for goods movement needs. Read more in “Policy News.”

Alameda CTC strives to promote healthy transportation alternatives that encourage people in Alameda County to walk, bicycle and use public transit.

Transportation Planning Updates

Bike Month breaks records in 2013

May’s Bike Month was a huge success in Alameda County! Over 12,000 cyclists stopped by one of Alameda County’s 62 energizer stations during Bike to Work Day on June 9th, up 4 percent since 2012. Even more notable: over 3,000 children pedaled to school, doubling the participation in Bike to School Day since 2012. Local elected officials also broke records, with 15 participating in pedal pools and energizer stations throughout the county.

Alameda CTC expanded our Bike to Work Day outreach by tabling at the Dublin/Pleasanton BART energizer station in addition to being at Oakland’s downtown event. Bicycling enthusiasm also filled the Alameda CTC offices: 14 staff participated in the Team Bike Challenge, logging roughly 1,500 miles — 300 percent more than last year!

Policy News

Goods movement collaborative

Alameda CTC is in the process of establishing a Goods Movement Collaborative to address increasing goods movement demands despite limited funding available for transportation infrastructure improvements and to create a long-term organized structure to create policy, educate and advocate for goods movement in Alameda County and the region. The collaborative will also be directly involved in developing a Goods Movement Plan to identify, plan and advocate for goods movement projects and programs in Alameda County and the region.

The Goods Movement Collaborative and Plan will define a long-range vision and help keep Alameda County competitive on a global, national, statewide and regional level. Many areas around the country have already established comprehensive, collaborative approaches. In Northern California, collaboration is critical to ensure efficient goods movement in and out of the state and beyond, expand job opportunities, attract investments, support local economies and enhance development that supports clean/green goods movement and vibrant, healthy communities.

OBAG outreach summary

As required by the One Bay Area Grant Program, Alameda CTC is developing an outreach report in June 2013 that summarizes our efforts to educate the public and work with partners and stakeholders to get the word out about the OBAG program funded by federal funds to meet the requirements of Title VI.

TABLE OF CONTENTS

1 Transportation Planning Updates
   Bike Month breaks records in 2013
   Policy News
   Goods movement collaborative
2 Project Updates
3 Programming Updates
   Final Coordinated Funding Program
4 Finance Updates
   Sales tax revenue projection exceeds historical peak levels
5 Outreach and Events
   June and July activities
   Committee Activities
   Highlights of June advisory committees
Project Updates

Alternative transportation improvements

Alameda CTC strives to promote healthy transportation alternatives that encourage people in Alameda County to walk, bicycle and use public transportation.

The Safe Routes to Schools Program will educate approximately 4,000 adults, teenagers and children in safe bicycle riding techniques. The countywide education program encourages bicyclists to ride with greater control and environmental awareness to enhance their travel safety. Proposals to lead this program were due to Alameda CTC in May 31, 2013.

Total Project Cost: $0.5 million

The East Bay Greenway Project will construct a half-mile segment of a multi-use Class 1 bike lane facility paralleling San Leandro Street from 75th Avenue to 85th Avenue in Oakland, on the western side of BART support columns. This project is designed to improve pedestrian and bicycle access to intermodal transit hubs by providing a safe, accessible trail to encourage alternative transportation modes. Funded by Measure B bicycle and pedestrian grant funds and a federal Transportation Investment Generating Economic Recovery (TIGER) II grant, Alameda CTC expects to award a construction contract for this project in summer 2013.

Total Project Cost: $3.0 million

The I-580 Express HOT Lane Project in the Tri-valley will convert the newly constructed eastbound HOV Lane from Hacienda Drive to Greenville Road to a double-lane express-lane facility and the westbound HOV lane (under construction) to a single express-lane facility. The project will help provide connectivity and alleviate congestion in the I-580 corridor; which provides a gateway to the employment and goods movement centers of the San Francisco Bay Area from California’s Central Valley.

Total Project Cost: $55.0 million

I-580 Express High Occupancy Toll (HOT) Lane Project

Transportation Planning Updates cont’d from page 1

Alameda CTC advertises requests for proposals and selects consulting teams.

In June, the Alameda CTC announced a call for projects for the Sustainable Communities Technical Assistance Program that will provide significant planning and technical support for Priority Development Area (PDA) implementation, complete streets policy implementation and bicycle and pedestrian projects. The program is funded by One Bay Area Grant PDA Planning and Implementation funds as well as local Measure B funds.
Finance Updates

Sales tax revenue projection exceeds historical peak levels

In May, an increased fiscal year 2012-2013 (FY12-13) sales tax revenue projection of $119 million was brought to the Commission for approval, which exceeds historical peak levels of $116.3 million experienced in FY07-08 and reflects the economic recovery.

Also in May, the finance department presented a draft, balanced and sustainable budget to the Commission for FY13-14.

Alameda CTC FY13-14 Revenues

This budget allocates available resources and provides funding for:

- Critical planning activities to assess transportation needs and priorities.
- Programming activities for various funds under Alameda CTC’s purview.

Programming Updates

Final Coordinated Funding Program

In June 2013, Alameda CTC presents its final fiscal year 2012-2013 (FY12-13) Coordinated Funding Program to the Commission for approval. Alameda CTC released the call for projects in February 2013, and prospective sponsors submitted applications for transportation projects throughout Alameda County to compete for approximately $65.2 million in available funds from the federal One Bay Area Grant Program, Measure B and Vehicle Registration Fee (VRF) funding sources. Alameda CTC reviewed the 69 project applications requesting $121.1 million through a comprehensive evaluation process.

Based on the number of quality applications received, Alameda CTC revisited the local grant programming capacity and, as a result, recommends a $70.6 million funding program. The final Coordinated Funding Program is depicted by project category in the table.

<table>
<thead>
<tr>
<th>Category</th>
<th>Projects</th>
<th>Amount Awarded (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Streets and Roads</td>
<td>15</td>
<td>$15.2</td>
</tr>
<tr>
<td>Priority Development Area</td>
<td>10</td>
<td>$38.7</td>
</tr>
<tr>
<td>Supportive Investments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle and Pedestrian Projects</td>
<td>9</td>
<td>$4.5</td>
</tr>
<tr>
<td>Transit Projects</td>
<td>7</td>
<td>$12.2</td>
</tr>
<tr>
<td>Total Amount Awarded</td>
<td></td>
<td>$70.6</td>
</tr>
</tbody>
</table>

These investments are consistent with the program’s goals of decreasing automobile usage and carbon emissions and maintaining existing infrastructure. Projects selected for funding will also facilitate bicycle and pedestrian travel and safety, support access to the county’s transit system and help link housing and jobs to multimodal transportation.

Programming Updates cont’d on page 4

Transportation Investments

Measure B Program Distributions Since 2000

Alameda CTC distributed more than $48.2 million by the close of the third quarter of fiscal year 2012-2013, and has distributed over $704.1 million in Measure B pass-through funds since 2000.

Vehicle Registration Fee Distributions Since 2012

Alameda CTC has distributed over $20.0 million in VRF pass-through funds through March 31, 2013.

Total Measure B-funded Contracts*

Alameda CTC has funded more than $828.4 million in contracts for Alameda County businesses since 2000.

* Total contract amount includes additional fund sources.
Committee Activities

Highlights of May advisory committees

In June, the following community advisory committees met. Highlights include:

- June 4 – The Alameda County Technical Advisory Committee approved the FY12-13 Coordinated Funding Program, the draft FY13-14 Transportation Fund for Clean Air Program and the Countywide Goods Movement Plan and Collaboration Strategy Work Scope.

- June 6 – The Bicycle and Pedestrian Advisory Committee (BPAC) reviewed the FY12-13 Coordinated Funding Program, provided input on the draft Capital Improvement Program/Programs Improvement Plan Screening and Prioritization Criteria, and elected officers and reviewed the bylaws and calendar for FY13-14.

- June 10 – The Citizens Watchdog Committee elected officers and reviewed the bylaws and calendar for FY13-14. In addition, the committee approved the draft CWC Annual Report and established a CWC Audit Subcommittee.

- June 11 – The Paratransit Technical Advisory Committee received an update on the FY13-14 Program Plan, the Gap Cycle 5 Program and the Hospital Discharge Transportation Service/Wheelchair and Scooter Breakdown Service, and exchanged technical information.

- June 24 – The Paratransit Advisory and Planning Committee (PAPCO) elected officers for FY13-14, reviewed the PAPCO bylaws and received an update on the July 1, 2013 Annual Mobility Workshop.

I-580 Westbound Express Lane Groundbreaking Ceremony

On June 13, 2013, the Alameda CTC and Caltrans celebrated the start of construction of the I-580 Westbound Express Lane and the I-580 Eastbound Auxiliary Lane projects and overall corridor improvements. These projects are slated to increase capacity, safety and efficiency for commuters and freight movement along a primary trade corridor connecting the Bay Area with the Central Valley. Construction completion is expected late 2014.

Programming Updates cont’d from page 3

Measure B and VRF Program FY11-12 Compliance Reports

Measure B and VRF recipients are required to submit an annual report on Measure B/VRF expenditures as part of program compliance and reporting requirements. This process confirms voter-approved transportation dollars are being used to support local transportation, bicycle and pedestrian, paratransit and mass transit improvements within Alameda County. Alameda CTC reviewed the recipients’ reported FY11-12 Measure B/VRF revenues and expenditures and found all jurisdictions in compliance with the program. The Measure B and VRF FY11-12 Compliance Reports the jurisdictions submitted are available on Alameda CTC’s website.

Other News

Endorsement of I-580 Express Lane Project for TIGER V grant

In May 2013, the Metropolitan Transportation Commission endorsed five regional projects through the $474 million Transportation Investment Generating Economic Recovery (TIGER) V grant program, including one Alameda CTC project. In the “economic competitiveness” category, MTC recommended $27 million in funding for the I-580 Express Lane Project. Several elected officials have also endorsed this project that will provide users with safe and reliable trip times and offer an alternative way to generate revenue for future transportation and transit improvements (see “Project Updates”).