



SEPTEMBER 2012

EXECUTIVE DIRECTOR'S REPORT

Director's Message

I AM PLEASED TO REPORT that Alameda CTC is making progress on Alameda County's implementation of the [OneBayArea Grant \(OBAG\) Program](#). We have begun development of a [Complete Streets](#) policy and development of a Priority Development Area Investment and Growth Strategy. Alameda CTC's [schedule for OBAG development and outreach](#) is on the website. (See "Programming Updates" for more information.)

Extensive outreach on the [2012 Transportation Expenditure Plan](#), known as Measure B1 on the ballot, continues throughout Alameda County, to business, civic, environmental and social justice organizations, ethnic communities, labor and other interested groups. TEP brochures are now available in [English](#), [Chinese](#), [Punjabi](#) and [Spanish](#). Brochures in Hindi, Tagalog and Vietnamese will be available soon.

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Transportation Planning Updates

2011 Performance Report

For over 15 years, Alameda CTC has annually monitored and reported on the performance of the county transportation system for all modes, including roadways, transit, biking and walking. Starting this year, the report also includes a section on livable communities, which establishes baseline data on meeting sustainability goals and greenhouse gas reductions.

Key findings in the [full Performance Report](#) show that:

- 2010 had the highest rate of uncongested roadways since 2000, likely due to a combination of the economic downturn and high gasoline prices.
- The average pavement condition index remained relatively consistent since 2006 at 66 PCI but is still below the PCI score of 75 that the Metropolitan Transportation Commission established as a target in Plan Bay Area.
- Annual total transit ridership for all operators in Alameda County continued to decline in 2010-2011, which began in 2003-2004, and AC Transit experienced the largest decreases; however, other measures such as ridership per revenue vehicle hour and mile show improvement for AC Transit and indicate increased operational efficiencies.

Ten years of pedestrian and bicycle counts in Alameda County: Alameda CTC has made progress on updating the Countywide Bicycle and Pedestrians Plans, which are scheduled for adoption in

[Transportation Planning Updates cont'd on page 2](#)

Policy Updates

Multiple policies underway

Alameda CTC is making progress on Alameda County's implementation of the OneBayArea Grant Program. We have been in close coordination with the Metropolitan Transportation Commission, the Association of Bay Area Governments and local jurisdictions as part of this effort and have begun development of a [Complete Streets](#) policy, released an [outreach schedule](#) and, began development of a Priority Development Area Investment and Growth Strategy for the OBAG program. Visit the [OBAG Program web page](#) for more information.

Alameda CTC is also making progress on developing the following policies: a funding policy to strategically integrate local, state and federal funding sources to support the county's funding needs and a single procurement policy that will come before the Commission this fall and will guide all Alameda CTC contracting efforts.



Director's Message cont'd

Major project investments totalling over \$2.5 billion are underway this fall. One of these is the innovative [I-80 Integrated Corridor Mobility project](#) that will reduce traffic congestion and increase capacity along the Bay Area's busiest corridor. See "Project Updates" for details on innovative system management strategies.

This month, Alameda CTC published its second annual [Counts Report](#) that analyzes data on bicyclists and pedestrians counted throughout the county. The [2011 Performance Report](#) on the State of the Transportation System in Alameda County, which reports on the performance of the county transportation system for all modes, including roadways, transit, biking and walking, is also available (read more in "Transportation Planning Updates").

We are also working on the audit requirements to produce audited financial statements for the ACCMA and ACTIA. The agency has also released four RFPs since July 1, 2012 (see "Finance Updates" for more information).

A reminder to Measure B and Vehicle Registration Fee funding recipients, the annual audit reports and compliance reports are due at the end of the year. A mandatory Compliance Workshop was held on September 20. Visit our website for the [compliance report forms](#) and more information.

I want to welcome two new staff members who bring a wealth of experience and talent to Alameda CTC: Matthew Bomberg, assistant transportation planner and Trinity Nguyen, senior transportation engineer.

As always, I look forward to seeing you at upcoming activities and events (see page 4 for details).

Sincerely,

ARTHUR L. DAO
Executive Director, Alameda CTC

Project Updates

Over \$2.5 billion in projects under construction

The Alameda CTC and its partners are delivering over \$2.5 billion in construction projects this fall, including the [BART Oakland Airport Connector](#), [BART Warm Springs Extension](#) and [Proposition 1B bond-funded projects](#) that will result in improvements on I-580, I-880, Route 84 and the I-80 corridor.

Traffic congestion within the I-80 corridor is the worst in the San Francisco Bay Area and is projected to worsen over the next 25 years due to population growth. This congestion affects the efficiency of people and goods movement through the I-80 corridor, increasing traffic delays and reducing safety.

Traditional capacity improvements, such as freeway widening, are not feasible because the freeway is constrained by the San Francisco Bay and existing development. The innovative [I-80 Integrated Corridor Mobility Project](#) uses alternative technology strategies to reduce congestion, reduce travel time and improve safety along the I-80 corridor while focusing on optimizing existing infrastructure by:

- Deploying adaptive ramp metering and incident management along a 19.5-mile portion of I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge. Primary components include installation of signs and signals to manage traffic during incidents, signs to

share traffic and transit information, and adaptive ramp meters, and

- Monitoring traffic operations to improve the management of the flow of motorists, minimize incident-related impacts and reduce congestion.

In addition to mainline I-80 improvements, the San Pablo Corridor Arterial and Transit Improvement Project involves the implementation of informational message signs, traffic signal synchronization, emergency vehicle pre-emption and other components to manage traffic flows between I-80 and San Pablo Avenue as a result of congestion or other incidents on the freeway.



Project cost: \$87 million
Funding: Corridor Mobility Improvement Account, Traffic Light Synchronization Program, regional and Alameda County Measure B funds
Partners: Alameda CTC, Caltrans, Contra Costa Transportation Authority, Metropolitan Transportation Commission
Estimated completion: Mid-2015

Transportation Planning Updates cont'd from page 1

October 2012. One of the goals of this planning effort is to encourage people in Alameda County to walk and ride their bikes. This month, Alameda CTC published its second annual [Counts Report](#) that analyzes data on bicyclists and pedestrians counted throughout the county. Since 2002, findings show a 47 percent increase in pedestrians counted and a 75 percent increase in bicyclists counted during the afternoon commute period.

Between 2010 and 2011, bicyclists counted in the same period increased by 27 percent, while the number of pedestrians remained steady. The report also compares the bicyclist and pedestrian count trends with collisions trends, which show a possible decline in collision rates since 2002. In addition, the female share of bicyclists reached 30 percent in 2011, up from 18 percent in 2008.

Finance Updates

Preparation of audited financial statements

Over the last couple of months, the finance team has been concentrating on finalizing all of the year-end journal entries, reconciliations and other audit requirements necessary to produce audited financial statements for the former ACCMA and ACTIA for the period that ended February 29, 2012, the agencies' official termination date, and for the Alameda CTC for fiscal year 2011-2012.

Auditors were on site in late August for the final audit. At that time, staff responded to their requests for documentation, answered inquiries, continued to prepare final audit work papers and began the process of producing the audited financial statements.

Since July 1, 2012, the Alameda CTC has issued a total of four requests for proposals

for professional services contracts and one notice to bidders for a construction contract. The total value of these five contracting opportunities is worth an estimated \$6 million, and will be funded through various federal, state, and/or local grants.

Projects include the Overall Evaluation of the I-680 Express Lane Project (July 2012), Operations Services for the Guaranteed Ride Home Program (July 2012), Construction of the Webster Street Smart Corridor Project (July 2012), Project Management and Project Controls Services (August 2012) and Construction Management Services for the I-580 San Leandro Landscaping Project and East Bay Greenway Project (August 2012).

Programming Updates

\$63 million in programming for Alameda County

The OBAG program is the region's newest approach to distribute federal Surface Transportation Program and Congestion Mitigation and Air Quality (CMAQ) funds to Bay Area congestion management agencies to better integrate the region's federal transportation program with the state's climate change legislation (2008 Senate Bill 375) and with the development of a Sustainable Communities Strategy. Approximately \$63 million in federal funds is available to Alameda County over the next four fiscal years (FY 2013 - 2016).

The Alameda CTC and local jurisdictions must meet a number of MTC requirements to receive this federal funding. Eligible project types include:

- Capital pedestrian projects/improvements
- Capital bicycle projects/improvements
- Safe Routes to Schools
- Transportation Demand Management
- Outreach, rideshare and telecommuting programs

- Signal improvements
- Transit capital and transit expansion
- Experimental pilot programs
- Alternative fuel projects
- Road rehabilitation (certain types)

OBAG project selection is constrained by the types of funds, 70 percent must support PDAs, a Complete Streets policy must be adopted by every jurisdiction and a PDA Investment and Growth Strategy must be developed.

In determining which projects to program, Alameda CTC is bringing draft guidelines

for fund allocation to the Commission for approval in October 2012.

Paratransit Gap Grant programming:

Over the past decade, Alameda CTC has programmed over \$11 million in Measure B funding to local agencies, nonprofit groups and community-based organizations to

Programmng Updates cont'd on page 4

Other News

CWC Annual Report: Alameda CTC's Citizens Watchdog Committee released its [10th Annual Report to the Public](#) in August 2012. The report describes the committee's activities and provides an update on the delivery of programs and projects funded by Measure B, Alameda County's voter-approved half-cent sales tax for transportation improvements. A print version of the report appeared in 21 Bay Area publications; online banner advertisements appeared on 18 websites. Visit the [Reports web page](#) for

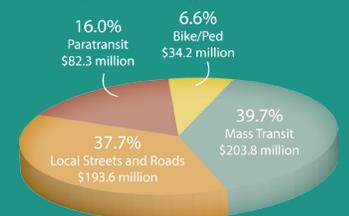


condensed Chinese and Spanish versions of the report.

Transportation Investments

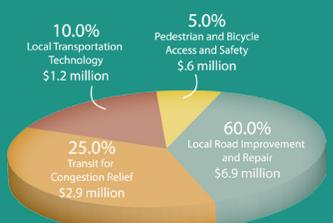
Total Measure B Distributions Since 2000

Alameda CTC distributed \$60.6 million in fiscal year 2011-2012 and has distributed over \$574.5 million in Measure B pass-through funds since 2000.



Total Vehicle Registration Fee Distributions Since 2012

Alameda CTC distributed over \$11.6 million in VRF pass-through funds in fiscal year 2011-2012.



Total Measure B-funded Contracts

Alameda CTC has funded \$495 million in contracts for Alameda County businesses since 2000.

Outreach and Events

Alameda CTC is hosting or participating in the following events during September:

- September 5 – First Wednesdays Street Party in Pleasanton
- September 6 – Insiders' Breakfast in Oakland
- September 8 – 2012 Bay Area Black Expo in Oakland
- September 9 – Solano Avenue Stroll in Berkeley
- September 12 – Alameda County Mayors' Conference in Berkeley; UC Berkeley Disabled Students Residence Program Presentation
- September 14 – Senior Resource Fair in San Leandro
- September 15 – 9th Annual Ethiopian New Year Celebration; Aztec Run for Education; and 5th Annual Health and Wellness Fair – all in Oakland
- September 16 – Caravana de la Bahia in Hayward
- September 19 – Panel Discussion at the California AGC Bay Area Region Public Works Night in Pleasanton
- September 19 – Tri-Valley Mayors' Summit in Dublin
- September 20 – Voter Education Day/ League of Women voters presented by the Lions Center for the Blind, hosted by the Unity Council
- September 20 – Green Scene Fair in Pleasanton
- September 23 – Newark Days Community Information Faire
- September 25 – COMTO Panel Discussion
- September 27 – Goods Movement & Trade Industries Breakfast Meeting in Oakland; Transportation Forum: State of Local Streets hosted by the City of San Leandro

North County Transportation Forum in Oakland:

On Thursday, October 25, the Alameda CTC and its Citizens Advisory Committee will host a Transportation Forum in Alameda CTC third-floor offices. Attendees will meet project sponsors, receive updates on the new Transportation Expenditure Plan – Measure B1 on the November ballot – and receive updates on key projects and programs in North County, including Safe Routes to Schools and the BikeMobile, the Center for Independent Living Mobility Program, I-80 Integrated Corridor Mobility, the Oakland Airport Connector and the Countywide Bicycle and Pedestrian Plans.

Committee Activities

Highlights of September advisory committees

In September, several advisory committees met. Highlights include:

- September 4 – The [Alameda County Technical Advisory Committee](#) approved requests for extensions of Transportation Fund for Clean Air Program expenditure deadlines, reviewed monitoring reports for state and local funding programs and reviewed the 2012 Level of Service Monitoring Study draft results and provided feedback on the OBAG program.
- September 6 – The [Bicycle and Pedestrian Advisory Committee](#) received presentations from a number of Countywide Discretionary Fund Bicycle and Pedestrian Grant projects and provided input on the OBAG program and the draft Alameda CTC Complete Streets policy requirement.
- September 11 – The [Paratransit Technical Advisory Committee](#) reviewed the outcomes report of the 9th Annual Senior and Disabled Mobility Workshop in July 2012, discussed

existing and potential new funding and exchanged technical information.

- September 24 – The [Paratransit Advisory and Planning Committee](#) made a Paratransit Gap Grant project funding recommendation, approved its fiscal year 2012-2013 work plan, reviewed the outcomes report of its 9th Annual Senior and Disabled Mobility Workshop and discussed OBAG.



Programming Updates cont'd from page 3

bridge the gap between public transit services and specialized transit services for seniors and people with disabilities. As the senior population continues to grow in Alameda County, Alameda CTC is supporting the needs of this aging population as well as people with disabilities through effective paratransit programs such as the Senior Support Program of the Tri-Valley [Volunteers Assisting Same-day Transportation and Escorts Project](#), the [City of Albany Senior Center Community Shuttle Bus](#) and the [City of Oakland Taxi Up and Go Project](#).

