

Re-defining the Open Road



Freedom and the Open Road

Symbolic of independence, analogous with a sense of adventure, the open road has helped to create an American value based on freedom, personal mobility and the automobile. The emergence of the open road marked the beginning of an era in our society known as the American Car Culture.

During recent years, new trends have imposed intense demands on our environment, health and finances in Alameda County. Dependence on the automobile and oil have been linked to global climate change. Decreased activity and constrained mobility have given rise to an obesity epidemic. The financial crises have reduced funding for critical transportation services, resulting in cuts that challenge our personal mobility. Also, a fast-growing, aging population brings new demands on transportation. These trends have not only transformed transportation, they are also the elements that help redefine today's open road.

The Alameda County Transportation Authority (ACTA) administered a half-cent transportation sales tax measure approved by voters in 1986.

In November 2000, 81.5 percent of Alameda County voters authorized continuation of the sales tax measure, which the Alameda County Transportation Improvement Authority (ACTIA) is administering from 2002 through 2022.

ACTIA now delivers key transportation improvements and services that enhance personal mobility to keep people moving in Alameda County, including mass transit projects and programs, street and road maintenance, transit villages, bicycle and pedestrian corridors and key highway projects to eliminate bottlenecks and improve local mobility and connectivity.

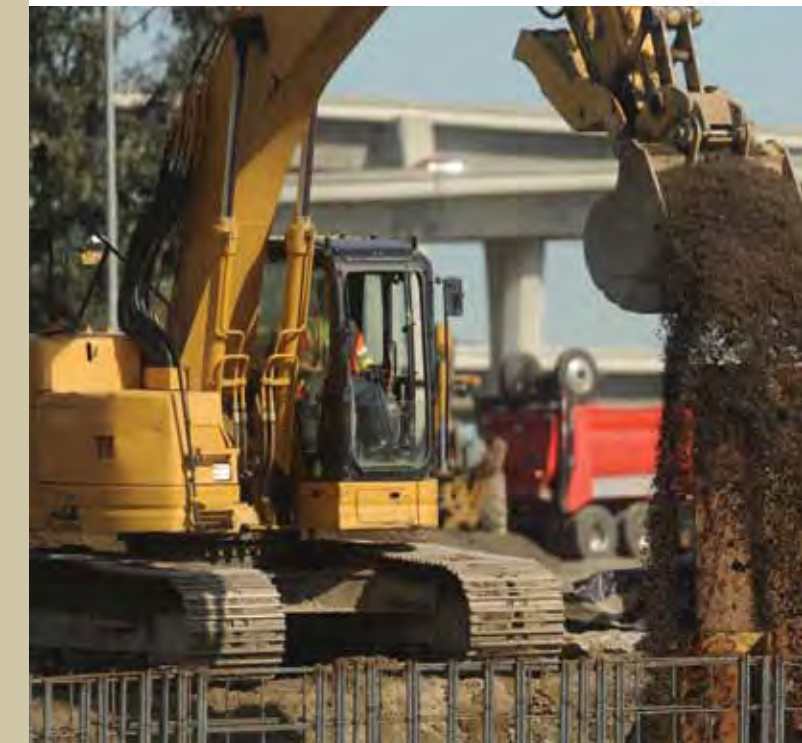
This annual report describes the implementation and accomplishments of both transportation sales tax measures during 2009 and the FY 2008 – 2009 financial reports.



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Letter to the Public

In delivering the promise to voters, ACTIA is making significant strides in expanding mobility options, so everyone can experience the freedom of the open road. Whether you're a transit rider, individual with a disability or an avid cyclist, ACTIA is investing and leveraging Measure B funds to keep Alameda County on the move.

Through ACTIA's strategic collaborations and concerted efforts, "a new open road" is emerging. One that is comprised of an integrated web of highways and public transit, along with bicycle and pedestrian systems that are evolving to enable choices and meet the ever-growing demands of Alameda County's residents, economy and environment. Changing times demand that we do things differently. During 2009 Measure B funded important improvements that enable greater personal mobility. Program dollars provided over \$54 million in direct allocations to cities, the County and transit providers throughout Alameda County, and continued the investments on four grant programs that provide people with more travel options and a broad spectrum of services.

Despite the recent financial crisis, ACTIA is in good financial standing and is poised to meet capital commitments as planned, into the foreseeable future. To date, staff has worked with each of the project sponsors to initiate 100 percent of the capital projects in the current Expenditure Plan. These projects are closing gaps in transit routes, highways and trails, building capacity and improving efficiencies, and are moving forward even in these hard financial times.

We would like to thank the voters of Alameda County for their ongoing support. We would also like to thank our many partners – the various transit operators, jurisdictions and community organizations for essential resources that allow us to rebuild our aging transportation infrastructure and make investments that will serve Alameda County well for years to come.



Christine Monsen
Executive Director

ACTIA Board Members

Keith Carson
Supervisor, District 5
Mark Green**
Mayor, City of Union City
Scott Haggerty
Supervisor, District 1
Jennifer Hosterman
Mayor, City of Pleasanton
Beverly Johnson
Mayor, City of Alameda
Marshall Kamena
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Rebecca Kaplan
Councilmember-at-Large
City of Oakland
Alice Lai-Bitker*
Supervisor, District 3
Nate Miley
Supervisor, District 4
Anthony Santos
Mayor, City of San Leandro
Gail Steele
Supervisor, District 2

ACTA Board Members

Ruth Atkin
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Keith Carson
Supervisor, District 5
Mark Green**
Mayor, Union City
Scott Haggerty
Supervisor, District 1
Marshall Kamena
Mayor, City of Livermore
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Alice Lai-Bitker*
Supervisor, District 3
Nate Miley
Supervisor, District 4
Gail Steele
Supervisor, District 2

* 2008-2009 Chair
** 2008-2009 Vice-Chair

The original concept of the "open road" is in many ways a central element of the American experience.

Starting with the Westward Expansion, in wagon trains moving out from the original settlements into the vast plains and highlands of the Midwest and West, Americans have long valued the freedom and excitement of moving through open spaces. The advent of the railroads was about creating connections across these vast spaces, advancing the movement of goods, people and ideas.

A Brief History of the Open Road

The modern open road was spawned by the demands of a rapidly changing America. During the late 1920's and early 1930's, the trucking industry began to rival the railroad. Also at that time, farmers who were located in predominantly rural communities were in need of a way to transport grain and produce to market so highways such as Route 66 were created to foster commerce and connect the main streets of rural and urban communities.

Traversing stretches of flat prairie land, Route 66 bridged a 2,447 expanse, connecting Illinois to California. Along with the automobile, Route 66 enabled personal mobility, a sense of freedom, and became symbolic of the open road and an American value. By the end of World War II, Americans were more mobile than ever before, exploring the open road and the possibility of new destinations.¹ The vast interstate system traversing the country is a testament to that growth.

Today Americans have oriented their lives around the automobile to the extent that no other society comes close. This uniquely American Car Culture finds itself on the brink of change as Americans' patience dwindles with daily traffic jams, air and water pollution and related health issues, so much so that the Car Culture may literally be running out of gas.²



Drivers of Change

Redefining the Open Road

The open road, along with the automobile, has expanded our individual range of mobility. However, expansion has come at the cost for many of having to possess an automobile to commute even a short distance to connect to essential life activities, such as working, shopping, socializing, school, and community events.

To keep pace with our rapidly changing environment, ACTIA is redefining the open road to incorporate an integrated web of highways, public transit, along with bicycle and pedestrian systems, as multimodal means of achieving

sustainable, personal mobility, yet fostering essential movements of goods. By shifting people from cars to walking, biking and an array of transit options, ACTIA is making bold strides in addressing escalating fuel costs, global warming and the poor health conditions that afflict our communities due to the lack of physical activity.

While almost halfway through the second transportation sales tax measure, ACTIA has already delivered the majority of projects defined in the voter-approved measure. The Agency is poised to listen, engage and educate voters now, in preparation for a third measure, which will focus on defining the “open road” of tomorrow.

Although many factors influence outcomes, the real drivers of change are people. Whether they are cyclists, pedestrians, those with disabilities in wheelchairs, seniors, students walking or biking with a parent, ACTIA Board members and staff, or truckers transporting the products we use daily in their own way are helping to redefine transportation and the open road in Alameda County.

Exemplary Leadership

Guides Success in Delivering the Promise to Voters

ACTA and ACTIA Boards of Directors make important decisions regarding transportation improvements that positively impact mobility in Alameda County. Both ACTA and ACTIA are governed by elected officials from throughout Alameda County, who represent the interests of their local constituents as well as all residents of Alameda County who benefit from the investments provided by Measure B. With the extraordinary financial conditions faced by our world in 2009, ACTIA benefited from the leadership of its Board members and their work to improve transportation for their local constituents and for all residents of Alameda County.

In 2009, Alameda County Supervisor Alice Lai-Bitker and Union City Mayor Mark Green successfully guided ACTIA through its most significant economic downturn since both Measures were passed. As Chair and Vice Chair of ACTIA, respectively, they along with the rest of the Board, took the important step of examining the potential cost-savings of a merger between the Authority and its sister agency, the Alameda County Congestion Management Agency. Their further efforts have brought critical attention to the pressing transportation issues facing our county and have led the Authority to the successful delivery of key Measure B-funded projects, programs, and services.

The Board led ACTIA staff in partnering with local project sponsors to deliver almost two-thirds of the projects promised to the voters within the first seven years of the measure. By the end of 2009, the Authority completed seven projects, totaling over \$187 million in Measure B funds, with construction happening on an additional \$360 million in Measure B-funded projects. By the mid-point of the sales tax collection period in 2012, 95% of the voter-approved projects will have gone to construction in 50% of the time.

The elected officials on ACTIA’s Board are far from alone in their work to oversee and implement Measure B. Four Community Advisory Committees, made up of nearly 90 Alameda County residents, also provide direct oversight and input into the spending and distribution of Measure B funds.

The Bicycle and Pedestrian Advisory Committee (BPAC) oversees the five percent of funds dedicated to bicycle and pedestrian improvements and make recommendations to the Board on a Countywide Discretionary Grant program, which provides opportunities for new infrastructure and pilot projects related to walking and biking.

The Citizens Advisory Committee (CAC), the first citizens’ body designated to oversee Measure B funds, produces Quarterly Transportation Forums to inform and educate the public about the progress of Measure B-related projects and programs.



The Citizens Watchdog Committee (CWC) is an independent public body that scrutinizes all expenditures and each year releases an independent Report to the Public.

The Paratransit Advisory and Planning Committee (PAPCO) is made up of qualified users of transit services for seniors and people with disabilities. They review all program plans of jurisdictions receiving Measure B funds for Special Transportation (Paratransit), and make recommendations directly to the ACTIA Board.

Engaging the public in the many layers of Measure B implementation has been critical in the success of ACTIA. Efforts to do so have resulted in broader reach to the public who benefit from Measure B improvements, to businesses interested in contracting with the Authority, as well as to jurisdictions and organizations

who participate in the grant opportunities provided by Measure B. Outreach efforts have resulted in a significant increase in businesses certified with the Authority, increased subscriptions to Measure B publications, increased inter-agency coordination, an expanded Speaker's Bureau program, and a new interactive Authority website.

Keeping the public involved in the process of decision-making related to Measure B improvements also happens at every level and is paramount to ACTIA's success. With all Authority meetings open to the public, along with regular publications and updates and quarterly Transportation Forums enabling direct access with project sponsors, public engagement is integrated into every step of Measure B delivery. Involvement ensures mobility, access, and accountability in the delivery of Measure B funds.



ACTIA Program Funds Offer Choices

Cultivating freedom of choice and the opportunity to select from different modes of travel is an important element of redefining the open road. This point is important to ACTIA, which delivers five transportation programs funded by Measure B to Alameda County taxpayers: bicycle and pedestrian safety, local transportation including streets and roads maintenance, mass transit including express bus services, special transportation (paratransit) for seniors and people with disabilities and transit-oriented development. These programs are intended to improve transportation throughout the county and to motivate and inspire communities to walk, bike and take transit.

In 2008/2009, Measure B Program dollars provided over \$54 million in direct allocations to cities and transit providers throughout Alameda County:

- Mass Transit \$20.5 million**
- Local Transportation Including Streets and Roads \$21.6 million**
- Bicycle and Pedestrian Safety and Improvements.....\$3.6 million**
- Special Transportation for Seniors and People with Disabilities.....\$8.7 million**

Transit-Oriented Development funds and other grants are awarded through competitive and grant matching programs.

In addition, ACTIA continued its investment supporting four grant programs that provide more travel options and a broad spectrum of services. For instance, **Special Transportation Services for Individuals with Dementia**, funded through an ACTIA grant, is an ideal program for baby boomers who find themselves caring not only for their children, but for their parents. This program provides daily transportation needs for those with Alzheimer's disease or dementia. Grant programs such as **Bike Racks for New Buses** expand opportunities for using the bus more by fitting additional bikes on a single bus. The Livermore Amador Valley Transit Authority (LAVTA) **Express Bus Services** gives people the ability to travel to important destinations and to get to work on time. ACTIA's Transit-oriented Development programs promote a better quality of life through projects like the City of Fremont's beautiful **Bay Street Streetscape Project**.

From initial sales tax collections in 2002 through June 30, 2009, ACTIA allocated just under half a billion dollars in Measure B funds for programs. However, because of the current economic climate, ACTIA and its partners are facing funding gaps for essential services, at the same time that demographic, health and funding trends affect our communities and transportation choices.

With more than 50 percent of adults in Alameda County considered obese and or overweight and 68 percent of school-age children considered not physically fit, the need to address obesity and its costs, is great. According to the California Center for Public Health Advocacy (July 2009 Report), in Alameda County it is estimated that the cost of overweight, obesity and physical inactivity is \$2 billion per year. This is an exorbitant cost, and transportation can play an important role in addressing physical activity.

By 2030, the number of seniors in Alameda County will have doubled from 2005. Considering that many seniors' needs change as they age, transportation becomes an ever greater challenge. ACTIA funding helps to address many needs by removing some barriers to medical and nutritional services as well as to social events and services.



Drivers of Change

Transit Opens Access

Tri-City Travel Training opens opportunities for seniors

For over 30 years, Alba Olivares drove a 1975 Ford Galaxy to her job at a local retail operation nearly every day. But last year, when Alba turned 76, her beloved car stopped working. Alba found herself “too in love with it” to replace it, and found the repairs too expensive to make. So in summer of 2009, Alba took a Measure B-funded Travel Training class at the Fremont Senior Center and learned how to bring public transit back into her life.

Before moving to Fremont with her husband in 1963, Alba lived in San Francisco and often used transit then, saying that she “felt spoiled” by the frequent buses and short walking distances; she never thought much about driving. In fact, until her late husband started a business requiring her family to move to the East Bay in the 1960’s, Alba hadn’t even felt the need to have a driver’s license.

Now a great-grandmother, Alba calls her new experiences with public transportation “very eye-opening,” saying, “I’ve been to places I didn’t know existed!” She sounds pleased as she lists the various destinations she frequents, which include church, the grocery store, an elder-care group where she volunteers, visiting home-bound seniors in Union City, and even the Great Mall in Milpitas. “I know that no matter where I want to go, if I can get to the BART station, I can get anywhere.”

With her newfound freedom on transit, Alba says that she is “happy not to pay for insurance or gas.” And with a bus stop and grocery store both just one block from her house, she says that she doesn’t feel restricted at all not having a car. “I learned lots at Travel Training,” she reflects, as she talks about the various activities she participates in at the senior center. By making the switch to transit and expanding her options of getting around, Alba has become a driver of change.

The Tri-City Travel Training Program trains seniors on AC Transit, BART and Union City Transit services. The program engages Tri-City ethnic communities and non-English speakers, and uses a group training model intended to foster peer-to-peer support networks within communities, housing facilities and other social groups.



The anticipated need for increased transit use to address global climate change, coupled with billions in state-funding loss for California public transit over the past decade, makes this gap monumental.

The very fabric on which all these transportation modes are supported, our local streets and roads, have been significantly deteriorating at a rapid pace, due to reductions in funding sources for regular maintenance and repair.

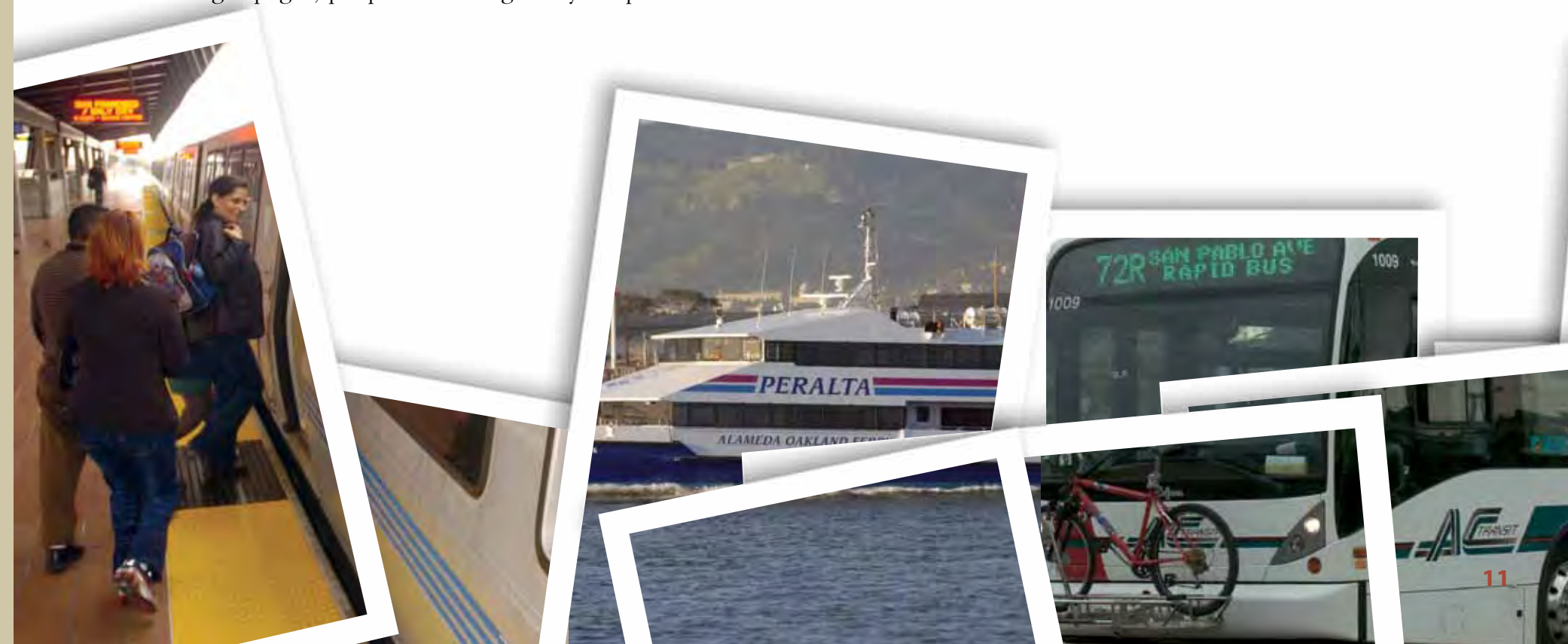
A new vision is on the horizon to address these gaps. ACTIA is leading an effort to potentially reauthorize Alameda County’s half-cent transportation sales tax. Reauthorization would spearhead the addition of funds for projects and essential transportation maintenance, services and operations.

Ultimately, programs are about the people they serve. As the needs of people shift, ACTIA’s programs adjust to serve the communities in Alameda County, offering travel choices that can improve their lives. See the difference ACTIA’s programs make on the following “Drivers of Change” pages; people redefining today’s “open road”.

Mass Transit

Measure B funds are a critical piece of the transportation funding puzzle in Alameda County. By providing regular funding to transit providers, ACTIA is delivering on the promise of accessible transportation throughout Alameda County. And with greenhouse gas emissions at critical levels and threats to the environment at the forefront of public awareness, set funding for transit options also helps to deliver on the promise of accountability—your Measure B dollars spent wisely and responsibly.

Transit Allocations in 2008/09	Amount
Wheels (East County).....	667,101
A.C. Transit	16,726,818
Alameda Ferries.....	757,927
Altamont Commuter Rail.....	2,050,107
Union City Transit	327,505
Total 2008/09 Distributions.....	20,529,460



Wheels of Change

Special Transportation services offer independence and mobility

Naomi Armenta is the Senior and Disabled Transportation Coordinator for ACTIA. Since 2006, her work as a consultant with ACTIA has concentrated on expanding the mobility options for seniors and people with disabilities in Alameda County. Much of her experience, however, comes from creating and expanding her own mobility, as a life-long wheelchair user.

Relocating to the Bay Area from Hawaii as a teenager, Naomi had not used transit frequently, leaving her short and long-distance trips to the aid of friends and family. She signed up for East Bay Paratransit during her first year in California, and would use the service for special destinations like regional trips or to the airport.

As a world-wide traveler, Naomi has seen a lot of different types of systems for senior and disabled transportation, including many areas that didn't have services. When Naomi was admitted to UC Berkeley, she was faced with managing her transportation needs by herself.

She remembers her first time riding BART on her own. "I felt like I was supposed to interact with someone," she says referring to the ticketing process. "But that wasn't the case. There were no tie-downs. It was like a new paradigm for me."

Having used AirBART and airport-related services in other cities, Naomi decided, after "much encouragement" from friends missing her back in Hawaii, to travel alone to meet them in Las Vegas. Naomi's preparation for her first long-distance unaccompanied trip was almost as exciting as the destination. "But once you arrive, accessible transportation can be an issue," she explains. "I packed light enough to be able to carry my luggage on my chair so that I was self-contained." She goes on remembering, "These were pre-cell phone days, so there was lots of coordination." Finally, she describes her transaction with a ticketing agent at the Oakland International Airport, who asked, "Are you traveling alone today?" To which, Naomi proudly replied, "Yes, I am." Accessible transit and paratransit allow her to do so.

Drivers of Change



Re-Defining the "Open Road"

Senior and Disabled Transportation

Special Transportation for seniors and people with disabilities is also known as Paratransit. Prior to 1990, there was no legal mandate for providing special transit services for seniors or people with disabilities. The Americans with Disabilities Act (ADA) passed by Congress in 1990, requiring all fixed-route transit operators to provide parallel services for those who cannot use regular transit due to a disability. The original Measure B, passed in 1986, did not anticipate this groundbreaking piece of legislation, putting Alameda County ahead of the curve when they included a percentage of Measure B funds for Special Transportation funding.

In that original measure, funding for paratransit went directly to the cities for operating local programs. Following ADA approval in 1990, most of the revenue available for special services was transferred to the transit agencies—AC Transit, BART, LAVTA and Union City Transit—each of which provides fixed route bus and rail services to the County. As a result of this change in regional priority, many of the city paratransit programs were reduced in size or were redirected to supplement the ADA-mandated service. With the reauthorization of Measure B in 2000, voters spoke even louder when they increased the Special Transportation allotment from 1.5% to 10.5% -- truly an example of foresight, considering the rapid growth of the Baby Boomer population.



Drivers of Change



Taking Your Life in Strides

A new-found walker reconnects with community; improves health

Francis Hilliard has driven all of her adult life. “I would get up, jump in the car, and off I would go,” she says energetically. No stranger to transportation matters, Francis has served on ACTIA’s Citizens Advisory Committee (CAC), acting as a liaison between ACTIA and the public since 2002, when she was first appointed by Alameda County Supervisor Alice Lai-Bitker, District 3.

Back in 2005, doctors told Francis that she needed to improve her physical health. But with no specific ailment to cure, the only recommendation they could offer was for her to try exercise. Taking matters seriously, Francis started with her own two feet. “Before,” she explains, “I would always use the car. I got very little exercise.” As a result of retirement and her doctor’s advice, Francis decided to make some changes. As she put it, she stepped out of her car and onto the pavement, now walking at least 3 ½ miles per day, six days a week.

Francis has transformed her quality of life. In place of the hurried, impromptu car trips, she plans her activities each day very carefully around walking. “Now I may walk to the post office, the bank and the grocery store. Before, I would have made three trips in the car, rather than just one. Walking helps me to sit down, plot out the day and it really forces me to manage my time.”

Removing the rush from her days and shrinking her carbon footprint, she has also shrunk her beltline: Francis has lost a staggering 91 pounds.

The transition to walking has been a rejuvenating and rewarding experience for Francis.

“It’s a health thing,” she says noting the tremendous health benefits she has experienced. An Oakland resident, Francis frequently walks around the City’s Lake Merritt for exercise. “I don’t even have to go into a gym,” she laughs. “Some days, I’ll head out and just end up at Jack London Square in Oakland.” Now that walking has become her routine, Francis loves to explore her native Oakland. “Many places are within walking distance,” she says. “I can see how the city is changing. Walking allows me to reconnect with the city I live in.”

Local Transportation Means Mobility Choices

Measure B 2000 funds millions of dollars of local transportation improvements in every Alameda County jurisdiction. These are the most flexible funds within the Measure B program and can meet local transportation priorities. Some jurisdictions use the monies to improve streets and roads; to provide a local match for state and federal grants; to promote and enhance transit services; or to implement bicycle and pedestrian improvements.



Monthly allocations for local transportation needs, determined at the local level, go to each city and the County, including funds for the County bridges: Park Street, High Street, and Fruitvale Bridges. ACTIA distributes the funds based on each jurisdiction’s population and road miles.

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Transit-Oriented Development Grant Program

The Expenditure Plan includes \$2.7 million (in 1998 dollars) for Transit-Oriented Development (TOD). The program provides local match funds for the MTC Transportation for Livable Communities (MTCTLC) grants and for grants outside of the MTC-TLC program. It also funds the Transit Oriented Development Technical Assistance Program (TOD-TAP) with the Alameda County Congestion Management Agency (ACCMA).

Here is feedback from two sponsor agencies that received funding through Measure B’s Countywide Discretionary Grant Program and are helping to change the behaviors of those commuting in Alameda County:

“Measure B has been essential in helping Alameda County make progress in the area of active transportation. Inspiring people to shift their transportation habits and replace reliance on the automobile with walking, bicycling, and using public transit requires the integrated approach adopted by Measure B and ACTIA.

In particular, Measure B’s funding for Safe Routes to Schools has been key in bringing this successful program to thousands of kids and families throughout the county.”

Nora Cody
Safe Routes to Schools
Program Director
TransForm (formerly TALC)

“Measure B has started to significantly change the way Alameda County looks at transportation.

Measure B funds pedestrian, bicycle and safety education and promotion programs, such as bicycle safety classes and promotional campaigns for Bike to Work Day.

More work is certainly needed to make Alameda County a model community when it comes to travel choices, but Measure B has allowed, and will continue to allow, us to improve access for pedestrians and bicyclists.”

Dave Campbell
Program Director
East Bay Bicycle Coalition

Local Streets and Roads Transportation Allocations in Fiscal Year 2008-2009

Jurisdiction Description	Amount Local S&R
Alameda	1,336,956.50
Albany	298,814.39
Berkeley	2,142,248.92
Dublin	312,825.73
Emeryville	193,005.78
Fremont.....	1,719,650.95
Hayward.....	1,648,209.30
Livermore	763,698.34
Newark.....	354,206.23
Oakland	8,133,835.69
Piedmont.....	323,864.08
Pleasanton.....	587,611.23
San Leandro.....	1,047,259.05
Union City.....	562,560.74
Alameda County.....	1,592,569.62
Alameda Co. (Bridges).....	598,363.68

Total 2008/09 Distributions: 21,615,680.23

A Two-Wheel Transformation Family Cycling Creates Legacy

Like many, Berkeley resident Teri Goodman has ridden a bicycle since she was a kid. When she became a parent, she frequently rode bikes with her two sons, and always had in the back of her mind that “it would be nice not to have a car.” Teri’s thoughts were shared by her brother, who dared her to think more seriously about not driving, and challenged her to answer her children’s questions about her commitment to the environment. She made it her goal to drive as little as possible and struck a deal with herself that she would attempt to go carless if her aging car ever broke down.

Drivers of Change

Ten years ago, Teri’s old car died. She and her two young sons became drivers of change, replacing their car with the bus, bikes, and their own two feet. A guidance counselor at Berkeley High School, Teri has worked with children for nearly 15 years, and was determined to take on her brother’s challenge and lead by example. Teri admits that it was difficult in the beginning since her sons were young, and that many challenges that all parents have were magnified without a car. “How do we get to the doctor, to friends’ houses, to swim meets?” She recalls having to take one son to the hospital in the middle of the night, and the challenge of getting the boys to their piano lessons each week, a one-hour bus ride each way. But, she notes, “within a month or two, I was convinced that I was happier not having a car.”

Undeterred by obstacles, Teri and her family have successfully maintained their independence from the automobile since 1999. “The kids were about 7 and 8 then, and they loved the bus. It also gave us time to sit and talk to each other.” Without a car, Teri’s transition has been made smoother with the support of her network of friends, including her brother who bought her family bike lights and panniers to carry their belongings. Teri admits, “It can get a little goofy carrying \$200 worth of groceries on a bike.” So when necessary, she will use car-sharing services such as City Car Share.

Her students at Berkeley High are also taking notice. “Most students know I don’t have a car; they see me riding my bike to school,” Teri says. “I feel like I’ve passed it along to others. At least they’re hearing the idea that having a car isn’t

always a great thing, even if they’re not ready to do it themselves, at least it’s been brought into their consciousness.”

With economic, environmental, and health factors intersecting with transportation, Teri joins many others at the cutting edge of making transportation an active part of life.

Bicycle and Pedestrian Safety: Active Transportation Drives Change

While the concept of “greening” our world is gaining ground, statistics show that people can address the single largest contributor to greenhouse gases in the Bay Area by changing behaviors -- shifting daily commute habits from cars to active modes of transportation. ACTIA is invested in active transportation. In 2008, we aligned with Rails-to-Trails Conservancy’s Campaign for Active Transportation, which aims to build on the success of the **Non-Motorized Transportation Pilot Program** in SAFETEA-LU. The campaign emphasizes walking, cycling and taking public transit, over car travel, as an integrated approach to close transportation gaps and inspire behavior change. According to Bay Area Air Quality Management District, over 40 percent of the region’s greenhouse gas emissions are the result of motorized transportation.

A new funding stream was included in the 2000 Measure B for bicycle and pedestrian safety improvements. These funds are working to expand non-polluting travel choices.

ACTIA’s Bicycle and Pedestrian Advisory Committee and Board awarded its fourth cycle of the Countywide Discretionary Grant program, funding \$4 million in projects and programs, to close gaps and expand bicycle and pedestrian safety and facilities, while helping people to shift behaviors towards active transportation modes. ACTIA’s Bicycle and Pedestrian Advisory Committee members collectively spent over 150 hours to review, scrutinize, visit and score project, program and plan applications prior to making a recommendation to the ACTIA Board. These Measure B funded projects and programs will go through June 30, 2011 and include:

Grant Project Sponsor	Grant Project Name	ACTIA Measure B Funds	Other Funds	Total Project Cost
Alameda County Congestion Management Agency	Alameda Countywide Bicycle Plan Update	\$130,000	\$35,000	\$165,000
City of Albany	Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan	\$130,000	\$30,000	\$160,000
City of Dublin	Alamo Canal Regional Trail Undercrossing of I-580: Construction	\$891,000	\$1,760,000	\$2,651,000
City of Fremont	Irvington Area Pedestrian Improvements	\$342,000	\$58,000	\$400,000
City of Fremont	Tri-City Senior Walk Clubs	\$52,000	\$15,000	\$67,000
City of Newark	Newark Pedestrian and Bicycle Master Plan	\$119,000	\$30,000	\$149,000
City of Oakland	Lakeshore/Lake Park Avenue Complete Streets Project	\$573,599	\$633,992	\$1,207,591
East Bay Bicycle Coalition	Bicycle Safety Education Program	\$215,401	\$4,800	\$220,201
East Bay Regional Parks District	Iron Horse Trail Feasibility Study - Dublin BART to Santa Rita Road	\$25,000	\$25,000	\$50,000
TransForm	Safe Routes to Schools Alameda County Partnership	\$820,000	\$1,075,000	\$1,895,000
TransForm	TravelChoice New Residents	\$175,000	\$178,000	\$353,000
Urban Ecology	East Bay Greenway Environmental Review and Implementation Strategy	\$527,000	\$403,000	\$930,000
	Cycle 4 Grants (12)	\$4,000,000	\$4,247,792	\$8,247,792

East Bay Greenway Advances Active Transportation

Imagine a landscaped, multi-use pathway underlying the elevated BART tracks spanning from Oakland to Hayward – enabling a healthy, green and safe passage for nearby residents. This is Urban Ecology’s vision for the East Bay Greenway. ACTIA is partnering with Urban Ecology to implement a multi-use path that will ultimately connect to existing paths in the north, and will eventually extend to the southern county border.

The expanse of land, which is now a barren corridor of concrete, dirt and chain-link fences, will eventually be transformed into a landscaped greenway spanning multiple jurisdictions that can be used by cyclists and pedestrians to access transit, schools, jobs as well as community resources and recreational areas.



Urban Ecology worked extensively in gathering the input of over 500 community members from five jurisdictions situated along the corridor to develop a viable concept for this project. In addition, Urban Ecology has successfully included the East Bay Greenway in the update of the East Bay Regional Parks District (EBRPD) Master Plan. As well, the project was included on the November 2008 ballot to receive funding under EBRPD Measure WW4 which was successfully passed by voters. Recently, Urban Ecology was presented the California American Planning Association’s Focused Issue Planning Award for their work on the East Bay Greenway Project Concept Plan.

As a non-profit organization, Urban Ecology requires a public entity to assume the role of lead agency in supporting the preparation and certification of an environmental clearance document in compliance with the California Environmental Quality Act (CEQA). Therefore, Urban Ecology requested that ACTIA assume the role of lead agency to support preparation of the CEQA document and ACTIA’s Board approved this authority in July 2008.

In April 2009, following Urban Ecology’s grant submission, ACTIA’s Board approved the allocation of \$527,000 in Measure B Cycle 4 Bicycle/Pedestrian Discretionary Funds to the Greenway project. These funds will help to complete state and federal environmental reviews, along with development of an implementation strategy for the proposed 12-mile pedestrian and bicycle pathway that will be situated underneath the elevated BART tracks extending from Oakland to Hayward. ACTIA and Urban Ecology will jointly deliver the East Bay Greenway Project.

ACTIA supports Active Transportation, a legislative effort led by the Rails-to-Trails Conservancy, to attract \$50 million to Alameda County through the Federal Transportation Bill. Active Transportation is considered any form of transportation that involves “non-motorized” and other “green” modes such as walking, biking, and access to transit. If ACTIA is successful in receiving federal funds for Active Transportation, some of those monies would go to advance the East Bay Greenway Project.

Timely Capital Project Delivery Helps Fulfill the Promise

Through a combination of measured risks, diligent project management, astute timing and active pursuit of funding opportunities, ACTIA and its partners are fulfilling the promise to Alameda County voters by delivering local projects effectively and efficiently. These projects are enhancing personal mobility, while expanding options for the “open road”.

Since 2002 when the reauthorized Measure B began collecting taxes, staff has worked with each of the project sponsors to initiate over 100 percent of the capital projects in the Expenditure Plan. The timeliness of project delivery has proven to be an asset for the overall Program, allowing ACTIA to deliver its promises, despite the volatility of State funding relative to the current economy. However, some remaining projects face uncertainty in obtaining outside funding.

ACTIA’s Measure B capital projects were developed by a committee that represented a diverse set of interests. The resulting Expenditure Plan includes 27 projects that incorporate all travel modes throughout Alameda County, providing expansion of mass transit and improvements to highway infrastructure, local streets and roads, as well as bicycle and pedestrian safety. Some of the projects have been segmented into multiple stages or distinct projects for ease of implementation, creating a total of 34 projects or project segments.



Funding and Project Costs

The estimated cost of the capital program is about \$3.5 billion and the estimated Measure B funding commitment is about \$740 million (2009/2010 dollars), or approximately 21 percent of the total cost of the program. In essence, Measure B funds have the leverage power of almost four to one. To date, ACTIA's Board has allocated about \$524.8 million to projects in the capital program.

The last two years have been extremely favorable for project delivery with respect to construction bids. The overall Capital Projects program was able to capture significant savings by way of timely construction advertisement. Of the ten projects with recent bid openings, the total engineer's estimates were \$540 million and the low bids totaled \$321 million, resulting in an average potential savings of about 40 percent.

Schedules

While the ACTIA Expenditure Plan lists 27 capital projects, two have been added as part of the Emergency Congestion Relief Funds, and others are broken up into separate smaller contracts based upon delivery segments. Therefore, ACTIA functionally tracks 34 separate projects. Of these, ten projects totaling \$120.8 million in Measure B commitments were completed before the end of 2009. Current project schedules show an additional five projects will be completed before the end of 2010, three before the end of 2011, three before the end of 2012 and five before the end 2013. There are four remaining projects that are expected to be completed between 2014 and 2016, about six years before the end of the sales tax collection period.

By March 2012 or at the halfway point of the twenty-year tax collection period, all but two projects (Dumbarton Rail Corridor and Telegraph Avenue Corridor Bus Rapid Transit) will have begun construction.

Status of Capital Projects is summarized as follows:

Completed Projects—

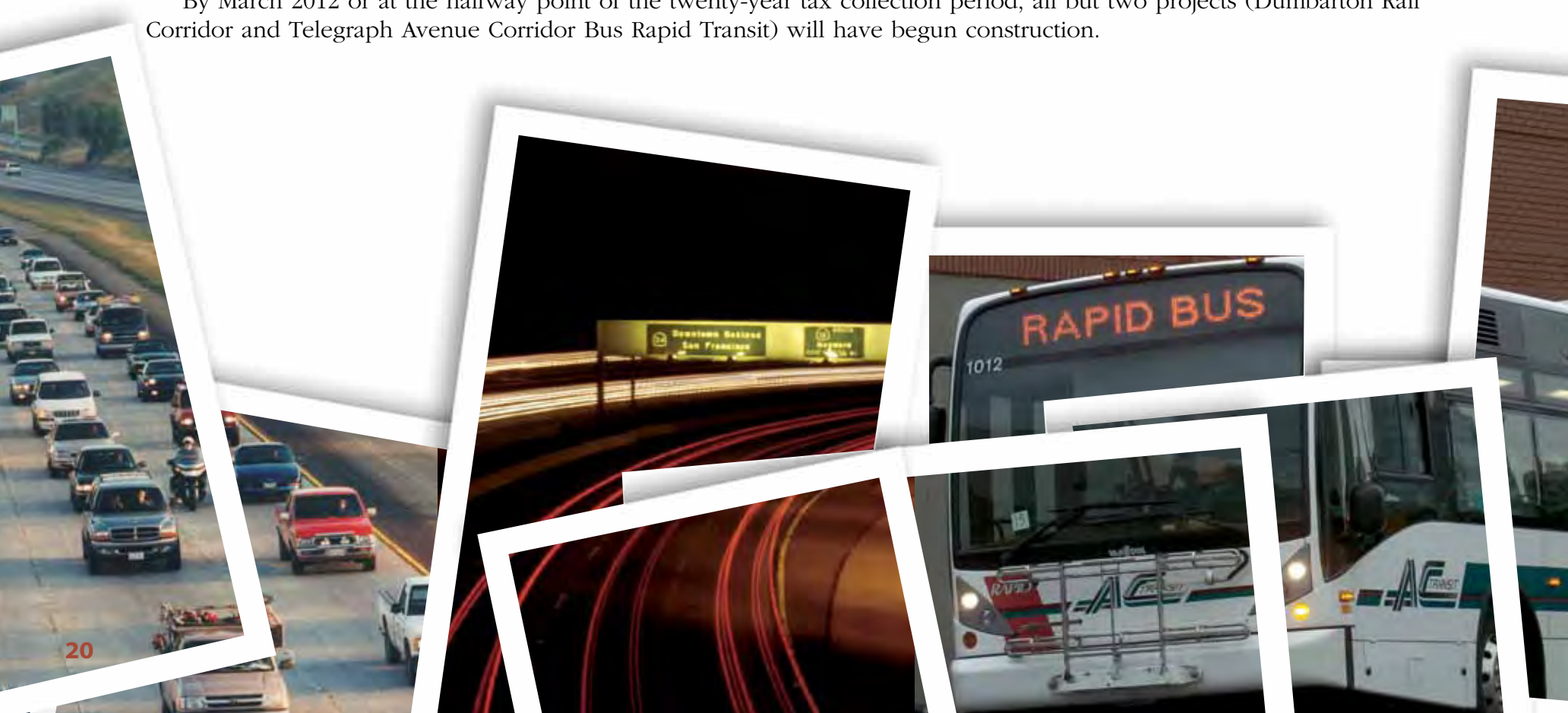
Seven projects totaling over \$187 million are complete, including the I-238 Widening project, which is the second largest Measure B-funded highway project.

- ✓ Fruitvale Transit Village (ACTIA 5)
- ✓ Oakland Local Streets Rehabilitation (ACTIA 16)
- ✓ Hesperian Boulevard/Lewelling Avenue Intersection Improvements (ACTIA 17A)
- ✓ Westgate Parkway Extension (ACTIA 18A)
- ✓ Newark Local Streets Rehabilitation (ACTIA 20)
- ✓ I-238 Widening (ACTIA 21)
- ✓ Vasco Road Safety Improvements (ACTIA 27A)

Projects Currently Under Construction—

Thirteen projects are currently under construction, including the BART Warm Springs Extension, which is the capital project with the most Measure B funds in the program.

Project No.	Project Name	Construction Complete	Measure B Funds (\$ x 1,000)	Project Cost (\$ x 1,000)
ACTIA 1	ACE Rail Capital Improvements	June 2016	\$13,184	\$338,660
ACTIA 2	BART Warm Springs Extension – Central Park Subway Contract	December 2012	\$224,448	\$ 890,000
ACTIA 4	Downtown Oakland Streetscape Improvements	June 2013	\$6,358	\$14,829
ACTIA 6	Union City Intermodal Station	December 2010	\$12,561	\$48,314
ACTIA 7B	San Pablo Corridor Rapid Bus	October 2009	\$2,785	\$2,785
ACTIA 7C	Telegraph Avenue Corridor Rapid Bus	December 2009	\$11,232	\$26,868
ACTIA 8	I-680 Sunol Express Lane	October 2010	\$15,197	\$36,634
ACTIA 11	I-880/Washington Avenue Interchange Improvement	December 2009	\$1,335	\$2,250
ACTIA 12	I-580/Castro Valley Interchanges Improvements	July 2010	\$26,525	\$33,245
ACTIA 13/17B	Lewelling/East Lewelling Boulevard Widening and Hesperian Boulevard/Lewelling Boulevard Intersection Improvement	December 2010	\$13,790	\$30,316
ACTIA 14A	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	December 2009	\$2,500	\$2,500
ACTIA 14B and C	I-580 EB and WB Auxiliary Lane	varies	\$2,600	\$12,755
ACTIA 23	Isabel Avenue – Route 84/I-580 Interchange	April 2012	\$26,529	\$153,000
TOTAL	<i>(13 projects in construction)</i>		\$359,044	\$1,592,156



Projects to Begin Construction During 2010

Five projects begin construction in 2010, including the second part of the BART Warm Springs Extension, the Line, Track, Station and Systems (LTSS) contract.

Project No.	Project Name	Construction Complete	Measure B Funds (\$ x 1,000)	Project Cost (\$ x 1,000)
ACTIA 2	BART Warm Springs Extension – Remainder of WSX Contract	June 2014	*See ACTIA 2 – Central Park Subway Contract	
ACTIA 18B	Westgate Parkway Extension	June 2011	\$2,788	\$2,788
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	November 2011	\$1,030	\$3,107
ACTIA 27B	I-80 Integrated Corridor Mobility	October 2012	\$1,300	\$92,855
TOTAL	<i>(5 projects begin construction in 2010)</i>		\$94,170	\$597,750

Projects to Begin Constructing During 2011 and Beyond

Three projects are scheduled to begin construction in 2011, one project will begin construction in 2012 and one project will begin construction in 2013.

Project No.	Project Name	Construction Complete	Measure B Funds (\$ x 1,000)	Project Cost (\$ x 1,000)
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	March 2017	\$10,427	\$234,533
ACTIA 14B	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	October 2013	\$2,686	\$5,040
ACTIA 15	Route 92/Clawiter – Whitesell Interchange and Reliever Route	June 2013	\$27,037	\$27,037
ACTIA 24	Route 84 Expressway	September 2013	\$96,459	\$127,110
ACTIA 25	Dumbarton Rail Corridor	March 2017	\$19,367	\$596,471
TOTAL	<i>(3 projects begin construction in 2011, 1 project begins construction in 2012, and 1 project begins construction in 2013)</i>		\$155,976	\$990,191

Projects with Undetermined Construction Start Dates

Three projects have undetermined construction dates at this time.

Project No.	Project Name	Construction Complete	Measure B Funds (\$ x 1,000)	Project Cost (\$ x 1,000)
ACTIA 3	BART Oakland Airport Connector	TBD	\$89,052	\$499,000
ACTIA 9	Ironhorse Transit Route	Final Design (PS&E)	\$6,267	\$11,141
ACTIA 10	I-880/Broadway-Jackson Interchange Improvement	Scoping	\$8,101	TBD
ACTIA 22	I-680/I-880 Cross Connector Studies	Scoping	\$1,233	\$2,528
ACTIA 26	I-580 Corridor/BART to Livermore Studies ROW Preservation	Environmental	\$11,831	\$129,531
TOTAL	<i>(3 project studies & 1 project with undetermined construction schedule)</i>		\$27,432	\$143,200

ACTIA's Project Delivery is Changing the Open Road



Closing the gaps in trails, highways or transit routes creates efficiencies, allowing the travelling public to reach destinations without circuitous detours or the need to change travel modes. The following projects close gaps and provide options, ultimately expanding and redefining the “open road.”

Closing Gaps

- **BART Warm Springs Extension** – The BART to Warm Springs (WSX) Project is the key link between the existing BART service in Fremont and the proposed extension of BART to Santa Clara County. This 5.4-mile extension of the existing Fremont line to a new Warm Springs station will generate 7,200 new riders for southern Alameda County and will provide opportunities for transit-oriented development around the new station. The first phase of the WSX project, the Central Park Subway, began construction in September 2009 and is expected to be completed in early 2013. The second phase, which focuses on the Station and System, is scheduled to begin during 2010. If all the state funding becomes available within in the next few years, the entire project will be finished at the end of 2014.

- **Oakland Airport Connector** – The Oakland Airport Connector will supplant existing bus service between the Oakland Coliseum BART Station and the Oakland Airport with more reliable and faster train service, enhancing the appeal of the Airport as a travel resource. BART is working to close the funding gap on this construction-ready project.

- **Route 84 Expressway** – This project will widen a 4.6-miles section of State Route 84 (Isabel Avenue) between Jack London Boulevard and Ruby Hill Drive in Livermore. When the project is completed in 2013, the northern project limits will conform to the Isabel Avenue/Route 84/I-580 Interchange project (currently under construction by Caltrans and the City of Livermore, with anticipated completion in 2012). The southern project limits will conform to the recently completed Caltrans Segment 3 - Pigeon Pass Curve Correction Project. Ultimately, the Route 84 Expressway will carry travelers between I-580 and I-680, offering an alternative to the congested I-580 and I-680 corridors.

- **I-580 Corridor/BART to Livermore Studies** – The BART to Livermore project is intended to extend BART service in the Tri-Valley area to Livermore to provide connections with the Altamont Commuter Service and the anticipated, enhanced regional rail service being explored through the California High Speed Rail Authority. The program level Draft Environmental Impact Report was released in December 2009. The environmental document will clear the road for selection of a preferred alignment and allow protective right-of-way acquisition as a funding plan for the project evolves.

- **Dumbarton Rail Corridor** – The Dumbarton Rail Project would provide southern Alameda County with a Transbay rail link from the Union City Intermodal Station to the Caltrain line in San Mateo and Santa Clara Counties. The project is in the environmental phase. A draft environmental Impact Report (EIR) has been prepared, but the project scope is currently being re-evaluated. The cost of the project exceeds the funding available; therefore a revised implementation strategy is under consideration.

Improving Timeliness on the Open Road

Improving transportation efficiencies is about reducing the uncertainties travelers face and allowing consistent and dependable travel times to be forecast. These factors allow ease of travel on the open road. The following projects are improving transit and vehicular efficiencies.

- Telegraph Avenue Corridor Bus Rapid Transit
- San Pablo Corridor Rapid Bus
- Telegraph Avenue Corridor Rapid Bus

Two Rapid Bus Projects have been implemented in the North County. The San Pablo Rapid Bus line, 72R, connects Berkeley, Emeryville, and Oakland with enhanced bus service. Rapid Bus service, 1R, was also implemented on the Telegraph Avenue, International Boulevard, and East 14th Street Corridor. In both cases bus shelters, lighting, signalization, and other bus related enhancements were implemented to reduce travel times and improve the travel experience for bus patrons.

Evaluation of Bus Rapid Transit on the Telegraph Avenue, International Boulevard, and East 14th Street Corridor is currently underway. AC Transit is working with local jurisdictions to select a “locally preferred alternative” for exclusive lane treatments along the corridor. The Final Environmental Impact Statement/Environmental Impact Report is scheduled to be released in the summer of 2010. If bus only lanes are implemented, the travel times for bus riders would be further reduced.

- **I-80 Integrated Corridor Mobility Project** – The San Pablo Avenue Transit and Arterial Operations Improvement project in Alameda and Contra Costa counties are an integral part of the I-80 Integrated Corridor Mobility project. The corridor management project consists of multiple systems and strategies that collectively will address traffic challenges in the I-80 corridor. The ACTIA funded project will provide project development funds for the arterial and transit improvements along San Pablo Avenue in Alameda County, easing travel through a very congested corridor. Construction is anticipated to be complete in 2013.

- **I-680 Sunol Express Lanes** – This project will convert the High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes (also known as Express Lanes), along the I-680 corridor in the Sunol Grade. The HOT Lanes will allow noncarpool travelers to use the Express Lanes for a fee. The conversion requires additional roadway width and installing electronic tolling equipment throughout the corridor. The current project activities, along the southbound I-680 lanes, are anticipated to be complete and open to travelers in late 2010.

- **Westgate Parkway Extension** – This project includes an extension of Westgate Parkway to Williams Street along the edge of the Westgate Shopping Center in San Leandro, providing more efficient traffic flow through this well-utilized shopping area. The first phase of the project is complete and the second phase will be completed in the context of the I-880/Davis Street Interchange modifications as they relate to the southbound I-880 High Occupancy Vehicle (HOV) lane extension project. The finished project, which is anticipated in 2012, will provide a functional operational improvement in this highly congested area.



Expanding Access for Pedestrians and Cyclists

A goal of today's open road is to create safe passages that connect surrounding residents as a means to strengthen communities. The following projects inspire people to connect via walking and biking, which are attractive alternatives to driving.

- **Iron Horse Transit Route** – This project will eventually extend Scarlett Drive in the City of Dublin to provide a link for transit vehicles, bicycles and pedestrians between the Dublin/Pleasanton BART station and Dougherty Road. The route will traverse the existing Alameda County and Union Pacific Railroad right-of-ways.

- **Downtown Oakland Streetscape Improvements** – The streetscape improvements along Broadway, Telegraph Avenue and Washington Street in downtown Oakland will replace existing sidewalks, curbs and gutters and add pedestrian amenities. The reconfiguration and enlargement of Latham Square includes street widening and underground utilities. The eventual improvements will provide a pleasant atmosphere for pedestrians in the City Center area.





Transit Oriented Development Brings Transit Within Reach

One way to help control congestion is to cluster development near transit stations. The Union City Intermodal Station and Fruitvale BART Transit Village are successful demonstrations of this concept.

Transit-oriented development has been successful around the Fruitvale and Union City BART Stations. The recent developments at both BART stations were facilitated through the contribution of Measure B funds. At Fruitvale, improvements were facilitated by Measure B contributions for the new parking garage and paving of a surface lot, freeing up existing parking areas for redevelopment around the station.

At Union City, the reconfiguration of the station parking, bus transfer facility, and the station entrances are making it easier for residents and patrons of the new development surrounding the station to access the station. Union City has been actively promoting high density housing around the improved station. This station will also serve as a critical link to the Dumbarton and Capitol Corridor service when those improvements are put in place.

Improving Freight Efficiencies

• **I-238 Widening** – This recently completed widening of the I-238 corridor between I-580 and I-880 has dramatically improved travel times as I-238 serves as an important commercial and commuter route linking I-580 and I-880. The Port of Oakland is located to the north on I-880 and the Central Valley is a major supplier of agricultural produce to the Bay Area as well as abroad. An Oakland ordinance prohibits use by vehicles exceeding four and one-half tons, except for passenger buses on I-580 between the San Leandro/Oakland city limits and Grand Avenue. As a result of this ordinance, almost all I-580 truck traffic must traverse through the I-238/580 Interchange and onto I-238.

The I-238 project has improved the quality of the driver experience in many ways since its completion in October 2009. The ride is smoother, due to a new overlay. The routine backups no longer exist, due to the extra capacity and improved operations with the new auxiliary lanes.

• **I-580 Auxiliary Lanes** – I-580 is a historically congested freeway, with heavy truck volumes transporting freight between the Central Valley and the Port of Oakland. The ACTIA –funded auxiliary lanes will facilitate traffic flows between Tassajara Road and Airway Boulevard in the Tri-Valley area. The auxiliary lanes on westbound I-580 from Airway Boulevard to Fallon Road are included in the Alameda County Congestion Management Agency's (ACCMA) Westbound I-580 High Occupancy Vehicle lane project, which is scheduled to be completed in late 2013. The auxiliary lanes on eastbound I-580 between El Charro Road and Airway Boulevard are part of the Alameda County Congestion Management Agency's (ACCMA) Eastbound I-580 High Occupancy Vehicle lane project, which is scheduled to be completed in 2011.



Improving Access to the Open Road

• **I-580/Castro Valley Interchange Improvements** – This project will create a full interchange at Redwood Road and will modify the ramps at Grove Way/Center Street/ Castro Valley Boulevard. Local circulation will be improved in the Castro Valley City Center area, near the Castro Valley BART Station. The project is under construction and anticipated completion is in 2010.

• **Isabel Avenue/Route 84/I-580 Interchange** – This project will improve the connection from I-580 to the future Route 84 alignment along Isabel Avenue in Livermore. The project is under construction and anticipated completion is in 2012. The City of Livermore transferred Isabel Avenue to the State for State Route 84 between I-580 and I-680, to serve as a regional commute corridor. This allows pedestrian friendly access in downtown Livermore, along the former State Route 84 alignment and along First Street.



ACTA PROJECTS

The Alameda County Transportation Authority was established in 1986 after voters approved the first half-cent sales tax measure in Alameda County. It was a fifteen year measure that delivered almost \$1 billion in investments throughout Alameda County.

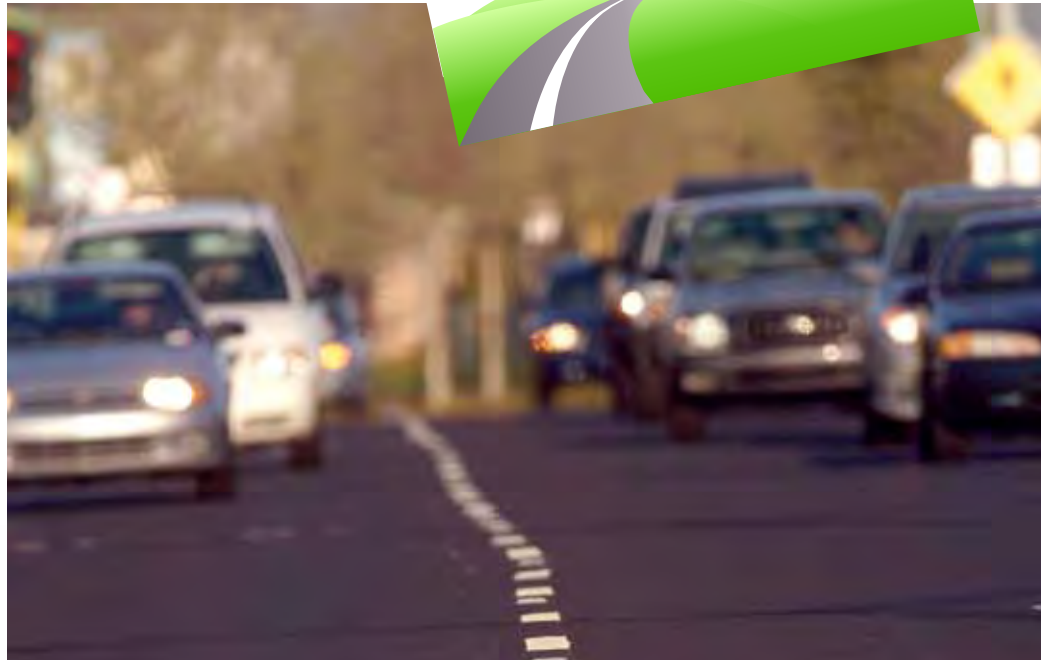
Completed Projects:

- ✓ San Leandro Fairway/Aladdin overcrossing
- ✓ I-880 Corridor Improvements
- ✓ BART to Dublin/Pleasanton
- ✓ Route 84 (Livermore)
- ✓ I-580/680 Interchange
- ✓ 13/24 Interchange
- ✓ Mission Boulevard Spot Improvements
- ✓ Port of Oakland/Airport Roadway

Projects in Development Stages:

- ✓ Route 238 Corridor (Hayward/Castro Valley)
- ✓ Route 84 (Union City/Fremont)

Re-Defining
the "Open Road"



Contract Opportunities Keep the Wheels of Change Moving

In line with the Local Business Contract Equity Program policy, the Authority set goals of 70 percent Local Business Enterprise (LBE) participation and 30 percent Small Local Business Enterprise (SLBE) participation for both administrative and professional services contracts. Construction contracts contain a LBE goal of 60 percent and contract-specific SLBE goals. All of these participation goals have been exceeded in each contracting category.

However, in particular, 62 percent of the administrative, 36 percent of the engineering and 58 percent of the construction contracts were awarded to smaller local firms (SLBEs), a realization of the Authority's commitment to increase the involvement of smaller businesses in ACTIA's contracting processes.

Measure B Invests Critical Dollars in Alameda County's Economy

Nationally, government officials and industry professionals have identified transportation infrastructure investments as critical to preserving existing jobs as well as in creating new ones. The Authority's Measure B projects have infused critical dollars into the County's struggling economy.

Measure B Projects Play Important Role in Sustaining Local Businesses and Jobs

The Authority's continued emphasis on local investments will have a positive impact on the County's economic recovery. As well, the retention and generation of jobs, not only in engineering and construction but throughout the secondary job market, are likely to be impacted by these investments.

ACTIA Engages Local Business

In keeping with this focus, ACTIA has enhanced its engagement of local businesses. ACTIA has been actively involved in various business outreach efforts, including the East Bay Inter-Agency Alliance of public and private organizations. The Alliance is aimed at promoting the utilization of local business in public contracting. The Business Outreach Committee of all the local public transportation agencies is focused on increasing the participation of local and disadvantaged businesses in transportation contracting.

These cooperative efforts strengthen ACTIA's ability to reach out to local businesses, keep them informed of ACTIA opportunities, and facilitate their participation in the Authority's contracting processes. Likewise, ACTIA has boosted its visibility throughout the County's business community, by regularly promoting its opportunities to local chambers of commerce, taking part in outreach events, vendor fairs and facilitating outreach presentations at business forums.

The combined result of this enhanced business engagement and interest in the Authority's projects has resulted in an 82 percent increase in the number of ACTIA certified firms since January 2009. The Authority's current listing of certified firms includes over 180 professional services firms, almost 100 construction firms and about a dozen suppliers. This year an increasing number of businesses have become active partners in delivering Measure B-funded transportation projects.

ACTIA's "road to opportunity" has been enhanced to include a wider array of local businesses, particularly smaller local firms. By engaging locally, ACTIA continues its contribution to the County's economic health.

Effective Investment: Safety, Liquidity and Returns

An Interview with Anees Azad, ACTA/ACTIA's Manager of Finance and Administration



Anees Azad,
Financial and
Administration
Manager

Under the direction of Christine Monsen, ACTA/ACTIA's Executive Director, and Anees Azad, ACTA/ACTIA's Manager of Finance and Administration, ACTIA has ridden the challenges of the worldwide economic crunch and is still meeting transportation demands of Alameda County communities. Despite a 23 percent drop in sales tax revenue from its peak during fiscal year 2007–2008, the balance sheets for the Authorities remain strong. Azad states that “we are in a good position to meet our capital commitments into the foreseeable future.”

During the 2008 credit market collapse, ACTA/ACTIA investments were not adversely impacted. This is because of conservative investment policies approved by both the ACTA and the ACTIA boards that prioritize **safety, liquidity and returns**.

By working closely with two independent investment advisers to make critical investment decisions, paying close attention to the market and its trends, and using cumulative financial experience, ACTA/ACTIA steered away from weaker investment instruments and stayed ahead of the ensuing downturn. As a result, its long-term investment returns have far-exceeded those of comparable agencies and jurisdictions within the state.

Unfortunately, the economic recession has created a significant gap between original Measure B projections and the actual dollars available. ACTIA staff is addressing countywide shortfalls through stabilization funding and increased service coordination. They are also advancing critical funding where state resources were exhausted because of budget deficits.

ACTIA is positive about the future. “We remain steadfast in careful delivery of the taxpayers’ dollars,” notes Executive Director, Christine Monsen. “Our ability to invest wisely, keep projects moving through the developmental phases, then move to construction at a time when bid savings are huge, helps keep our promise to the voters of Alameda County.”



“... We are in a good position to meet our capital commitments into the foreseeable future.”

—Anees Azad, ACTA/ACTIA Manager of Finance and Administration



Christine Monsen, Executive Director



Art Dao,
Deputy Director/
Project Development
Manager



Anees Azad,
Financial and
Administration
Manager



Tess Lengyel,
Programs and Public
Affairs Manager



Lei Lam,
Senior Accountant



Arun Goel,
Associate Engineer



Keonnis Taylor,
Programs Coordinator



Linda F. Adams,
Executive Assistant

Dedicated Staff Keeps Alameda County Moving

Redefining the Open Road throughout Alameda County

Dedicated to serving Alameda County, ACTA/ACTIA employs eight full-time administrative and engineering employees, one part-time utility consultant, an accounts payable consultant, two program management consultant teams, a bicycle and pedestrian coordinator and a paratransit coordinator consultant. All of these people are experts in their field who work tirelessly to make transportation more convenient, accessible, and safe throughout the County.

Staff manages consultant contracts, fiscal affairs, legislative and public affairs. They also serve as liaisons with project sponsors, Alameda County, and cities within the County.



A Look Ahead

With the start of a new decade, ACTIA is positioned and ready to meet the challenges and opportunities presented in 2010, with efficient, accountable, and innovative solutions. As Measure B continues to improve how Alameda County commuters define their transportation, staff and partners at ACTIA continue to work to deliver mobility, access, and accountability.

2010 Brings Change

ACTIA is becoming the Alameda CTC

The Alameda County Transportation Commission is a newly-formed county-wide transportation agency, resulting from a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Its mission is to plan, fund and deliver a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County. This merger will eliminate redundancies and create efficiencies in planning, programs and project delivery and streamline legislative, policy and funding efforts. For more information on the Alameda CTC, ACCMA and ACTIA, visit www.alamedactc.org



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- ² Esquire, Nate Silver: The End of the Car Culture, <http://www.esquire.com/print-this/nate-silver-car-culture-stats-0609>
- ³ California Center for Public Health Advocacy, July 2009 Report, <http://www.publichealthadvocacy.org/>
- ⁴ East Bay Regional Park District, Measure WW – Regional Open Space, Wildlife, Shoreline and Parks Bond Extension, <http://www.ebparks.org/ww>
- ⁵ Rails to Trails, Active Transportation for America – The Case for Increased Federal Investment in Bicycling and Walking, http://www.railstotrails.org/resources/documents/what-wedo/atfa/ATFA_20081020.pdf, page 18
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MEASURE B 2000 FINANCIALS

ACTIA DISTRIBUTIONS
(Local Pass Through Funds) for FY 2008/09
(in \$Thousands)

	Local Streets and Roads	Bridges	Bike/Pedestrian	Paratransit	Mass Transit	Total
A. C. E.					2,050	2,050
A. C. Transit				4,006	16,727	20,733
Alameda	1,337		178	142	758	2,415
Alameda County	1,593	598	331			2,522
Albany	299		40	25		364
B. A. R. T.				1,441		1,441
Berkeley	2,142		251	165		2,558
Dublin	313		110			423
Emeryville	193		23	22		238
Fremont	1,719		502	636		2,857
Hayward	1,648		351	615		2,614
LAVTA				125	667	792
Livermore	764		197			961
Newark	354		103	138		595
Oakland	8,134		988	846		9,968
Piedmont	324		26			350
Pleasanton	588		163	78		829
San Leandro	1,047		192	237		1,476
Union City	562		173	252	328	1,315
Total	21,017	598	3,628	8,728	20,530	54,501

MEASURE B 2000 FINANCIALS

ACTIA COMBINED STATEMENT
OF REVENUES, EXPENDITURES
AND CHANGES TOTAL-TO-DATE
as of June 30, 2009 (accru-
al basis) (in \$Thousands)



REVENUES

Sales Tax	102,532	764,599
Investment Income	6,132	25,635
Other Income	4,308	8,844
Total Revenues	112,972	799,078

EXPENDITURES

Administration	5,432	32,850
Ballot Measure cost		1,278
Capital Projects	43,925	213,308

Local (Pass Through) Programs

A.C.E.	2,050	15,289
A.C. Transit	20,733	154,607
Alameda	2,415	17,928
Alameda County	2,522	18,934
Albany	364	2,744
B.A.R.T.	1,441	10,770
Berkeley	2,558	19,096
Dublin	423	2,872
Emeryville	238	1,624
Fremont	2,857	21,350
Hayward	2,614	19,458
LAVTA	792	5,944
Livermore	961	7,179
Newark	595	4,481
Oakland	9,968	74,388
Piedmont	350	2,625
Pleasanton	829	6,256
San Leandro	1,476	11,151
Union City	1,315	9,756
Interest Expenses	12	12
Sub-total Local Pass Through Programs	54,513	406,463
Program Reserved funds expenses	4,013	12,960
Total Program Expenditures	58,526	419,423

Total Expenditures	107,883	666,859
EXCESS (DEFICIENCY) OF EXPENDITURES	5,089	132,218
BEGINNING FUND BALANCES	127,130	
ENDING FUND BALANCES	132,218	132,218

1986 MEASURE B FINANCIALS

ACTA DIRECT MEASURE B
SALES TAX REVENUE
DISTRIBUTIONS
Total to-date as of June 30, 2009
(accrual basis)
(in \$Thousands)

CITY/AGENCIES	TOTAL TO-DATE 1986 to 2009
ALAMEDA	14,287
ALBANY	3,290
BERKELEY	23,246
DUBLIN	2,084
EMERYVILLE	1,650
FREMONT	15,498
HAYWARD	9,230
LIVERMORE	6,834
NEWARK	3,480
OAKLAND	84,395
PIEDMONT	3,383
PLEASANTON	5,376
SAN LEANDRO	16,961
UNION CITY	4,606
ALAMEDA COUNTY	14,095
TOTAL LOCAL DISTRIBUTION	208,415
A.C. TRANSIT	129,830
PARATRANSIT	16,900
RESERVED FOR DISTRIBUTION	-335
GRAND TOTAL	354,811

Shown above is what each city, county, transit and paratransit received in the last fiscal year and the total cash pass-throughs to date of the Measure B program.



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the "Open Road"

A graphic illustration of a grey road with white dashed lines curving through rolling green hills under a light blue sky.