2012 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN

Final

January 2012

ALAMEDA
County Transportation
Commission

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BACKGROUND AND SUMMARY

FULFILLING THE PROMISE TO VOTERS

In November 2000, Alameda County voters approved Measure B, a half-cent local transportation sales tax, scheduled to sunset in 2022. Virtually all of the major projects promised to and approved by the voters in that measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the current Measure B expenditure plan ends in 2022. Through careful management, leveraging of other funding opportunities and consensus-based planning, the promises of the 2000 voter-approved measure have been largely fulfilled and essential operations are on-going.

While most of the projects promised in Measure B have been implemented or are underway, the need to continue to maintain and improve the County's transportation system remains critically important. Alameda County continues to grow, while funding from outside sources has been cut or has not kept pace. Unless the County acts now to increase local resources for transportation, by 2035, when Alameda County's population is expected to be 24% higher than today, it is anticipated that vehicle miles traveled will increase by 40%:

- Average morning rush hour speeds on the county's freeways will fall by 10%
- Local roads will continue to deteriorate
- Local transit systems will continue to face service cuts and fare increase, and
- Biking and walking routes, which are critical to almost every trip, will continue to deteriorate, impacting safety, public health and the environment.

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the TEP or the plan) responds to the county's continued transportation needs through the extension and augmentation of a consistent, locally generated and protected funding stream to address the County's transportation needs. A key feature of the local transportation sales tax is that it cannot be used for any purpose other than local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, or as amended.

The ballot measure supported by this plan augments and extends the existing half-cent sales tax for transportation in Alameda County known as Measure B, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, this expenditure plan covers the period from approval in 2012 for an unlimited period unless otherwise terminated by the voters, programming a total of $7.7 billion in new transportation funding in the first thirty years. Voters will have the opportunity to review and approve comprehensive updates to this plan at least once prior to the end of 2042 and every 20 years thereafter.

The expenditure plan funds critical improvements to the county's transit network, including expanding transit operations and restoring service cuts and expanding the Bay Area Rapid Transit (BART) system within Alameda County, to move more people on transit. It expands transportation services for seniors and people with disabilities, responding to the needs of an aging population. The plan also funds projects to relieve congestion throughout the county, moving people and goods more efficiently, by supporting strategic investments on I-80, I-580, I-680, I-880, and State Routes 84 and 262. In addition, the plan recognizes growth in bicycle and pedestrian travel by completing major trails and bikeways and making substantial improvements in pedestrian safety and access.

STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

Voters in Alameda County have long recognized the need to provide stable and local funding for the County's transportation needs. In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. An even wider margin of voters reauthorized this tax in 2000, with over 81.5% support. Detailed expenditure plans have guided the use of these funds. The current plan provides over $100 million each year for essential operations, maintenance and construction of transportation projects. It authorized the expenditure of funds for the extension of BART to Warm Springs, transit operations, rapid bus improvements throughout the county, bicycle and pedestrian trails and bridges, a countywide Safe Routes to School Program, and specialized transportation services for seniors and people with disabilities. It has also provided congestion relief throughout Alameda County by widening I-238, constructing the I-680 express lane, improving I-580 and I-880, and upgrading surface streets and arterial roadways.

Most of the 27 major projects authorized by the current expenditure plan have been completed or are under construction, many ahead of schedule. Annual audits by independent certified public accountants have verified that 100% of the public funds authorized in the current plan have been spent as promised.

The current projects and programs are governed by the current Measure B Expenditure Plan.

BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

The current local transportation sales tax has provided a substantial share of the total funding available for transportation projects in Alameda County, far exceeding annual state and federal commitments. State and federal sources have diminished over time, and local sources have come to represent over 60% of the money available for transportation in the county. The current measure has been indispensible in helping to meet the county's growing needs in an era of shrinking resources.

The county's ability to keep up with street maintenance needs, such as filling potholes and repaving roadways, is fundamentally dependent on these local funds. Targeted improvements funded through the current expenditure plan such as the new express lane on I-680 and the widening of I-238 have relieved congestion on critical county commute corridors. A new Warm Springs BART station will soon open in the southern part of the county as the beginning of a new connection to Silicon Valley. The current plan has supported transit operations, improved the safety of children getting to schools throughout the county and funded special transportation services that provide over 900,000 trips for seniors and people with disabilities every year.

These local funds have also allowed the county to compete effectively for outside funds by providing local matching money. The existing expenditure plan has attracted supplemental funds of over $3 billion from outside sources for Alameda County transportation investments.

WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

While the existing measure will remain intact through 2022, the 2012 Alameda County Transportation Expenditure Plan (TEP) has been developed for three reasons:

- The capital projects in the existing measure have been largely completed, with many projects implemented ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.
- Due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are most important to Alameda County residents:
    - Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and less service.
    - Reductions in local funding to programs for seniors and persons with disabilities have resulted in cuts in these programs as the

populations depending on them continue to increase.

  - Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
  - Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.

- Since the recession began, bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all-time high. This new expenditure plan will allow local funding to fill in the gaps created by declining state and federal revenue and will keep needed services in place and restore service cuts for many providers.

HOW THIS PLAN WAS DEVELOPED

This expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and the TEP over the past two years.

Public engagement and transparency were the foundations of the development of these plans. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

The TEP also benefited from a performance-based project evaluation process undertaken for the CWTP. This allowed policies and goals to be expressed in quantifiable terms and competing transportation investments to be compared to one another objectively. This led to a more systematic and analytical selection process for investment priorities.

City councils for all 14 cities in the county and the County Board of Supervisors each held public meetings and voted to approve this expenditure plan and recommended submission of the sales tax measure to the voters.

VISION AND GOALS

The development of the Countywide Transportation Plan and the Transportation Expenditure Plan began with establishing a new vision and goals for the county's transportation system:

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

The vision recognizes the need to maintain and operate the County's existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- Accessible, affordable and equitable for people of all ages, incomes, abilities and geographies
- Integrated with land use patterns and local decision-making
- Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- Reliable and efficient
- Cost effective
- Well maintained
- Safe
- Supportive of a healthy and clean environment

TAXPAYER SAFEGUARDS

The commitments in this expenditure plan are underscored by a set of strong taxpayer safeguards to ensure that they are met. These include an annual independent audit and report to the taxpayers; ongoing monitoring and review by an Independent Watchdog Committee; requirement for full public review and periodic voter approval for a comprehensive update to the expenditure plan at least once prior to the end of 2042 and every 20 years thereafter; and strict limits on administrative expenses charged to these funds.

Local Funds Spent Locally

The revenue generated through this transportation sales tax will be spent exclusively on projects and programs in Alameda County. All of the projects and programs included in the expenditure plan are considered essential for the transportation needs of Alameda County.

WHAT DOES THE EXPENDITURE PLAN FUND?

Table 1 Summary of Investments by Mode

Mode	Funds Allocated[1]
Transit & Specialized Transit (48%)	$3,732
Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program	$1,857
Specialized Transit For Seniors and Persons with Disabilities	$774
Bus Transit Efficiency and Priority	$35
BART System Modernization and Expansion	$710
Regional Rail Enhancements and High Speed Rail Connections	$355
Local Streets & Roads (30%)	$2,348
Major Commute Corridors, Local Bridge Seismic Safety	$639
Freight Corridors of Countywide Significance	$161
Local Streets and Roads Program	$1,548
Highway Efficiency & Freight (9%)	$677
Highway/Efficiency and Gap Closure Projects	$600
Freight & Economic Development Program	$77
Bicycle and Pedestrian Infrastructure and Safety (8%)	$651
Sustainable Land Use & Transportation Linkages (4%)	$300
Priority Development Area (PDA) / Transit-Oriented Development (TOD) Infrastructure Investments	$300
Technology, Innovation, and Development (1%)	$77
TOTAL NEW NET FUNDING (2013-42)	**$7,786**

[1] Dollar figures for programs receiving a percentage of net funds throughout the TEP are based on the $7.7 billion estimate of total net tax receipts over the initial thirty years of the TEP in escalated dollars.

TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan describes a program anticipated to generate $7.7 billion in the first 30 years designed to sustainably, reliably and effectively move people and goods within the county and to connect Alameda County with the rest of the Bay Area. The projects and programs that follow describe the plan for investments between the approval of the tax in 2012 and its subsequent collections pursuant to comprehensive updates, at least once before the end of 2042 and every 20 years thereafter. These improvements are necessary to address current and projected transportation needs in Alameda County, current legislative mandates, and reflect the best efforts to achieve consensus among varied interests and communities in Alameda County.

The linkage between sustainable transportation and development has never been clearer. Recent legislation, including SB 375, requires transportation planning agencies to focus on connecting transportation with development policies to ensure that communities develop in a way that supports biking, walking and transit while maximizing accessibility for all modes. Transportation planning must also find ways to reduce the number of miles driven, reducing the production of greenhouse gases.

The projects and programs in this plan are designed to strengthen the economy and improve quality of life in Alameda County, and reduce traffic congestion. They include maintenance of existing infrastructure, targeted investments to improve highway safety, remove bottlenecks on major commute corridors, enhance rail, bus and ferry transit systems, and make it safer and easier to bike and walk throughout the county.

Two types of investments are funded in this plan: capital investments which are allocated specific dollar amounts in the plan, and programmatic investments which are allocated a percentage of net revenues to be distributed to program recipients on a monthly or periodic basis. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, as applicable. Examples of programmatic investments include local road maintenance and transit operations which provide funds to local jurisdictions to complete on-going operations and maintenance tasks. The following summarizes total expenditures by mode including both capital and programmatic investments.

PUBLIC TRANSIT AND SPECIALIZED TRANSIT (48%)

Increasing the number of people that can be served by high capacity public transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified for public transit in this plan were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can make use of the transit system. By more than doubling the amount of local sales tax funds available to transit operations and maintenance, this plan represents a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid further service cuts and preserve affordability of transit.

LOCAL STREETS AND ROADS (30%)

Local streets and roads are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local road. Alameda County has more than 3,400 road miles of aging streets and roads, many of which are in need of repair: intersections need to be reconfigured, traffic lights need to be synchronized and potholes need to be filled. Most important, these roads are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

HIGHWAY EFFICIENCY, FREIGHT AND ECONOMIC DEVELOPMENT (9%)

Aging highway systems continue to operate under substantial pressure as travel patterns become more

diverse and the demands of moving goods and people increases. While the era of major highway construction has come to an end in the Bay Area, there are many opportunities to increase the safety, efficiency and productivity of highway corridors in Alameda County. The highway investments included in this plan focus on improving safety, relieving bottlenecks at interchanges, closing gaps and improving efficiency with carpool and high occupancy vehicle infrastructure, and increasing safety on major truck route corridors.

In addition to focusing on making highways more efficient, this plan recognizes the need to move goods safely and effectively. Recognizing the economic importance of the Port of Oakland, highways must provide connections between goods and market, and do so with minimal impacts on our residential neighborhoods.

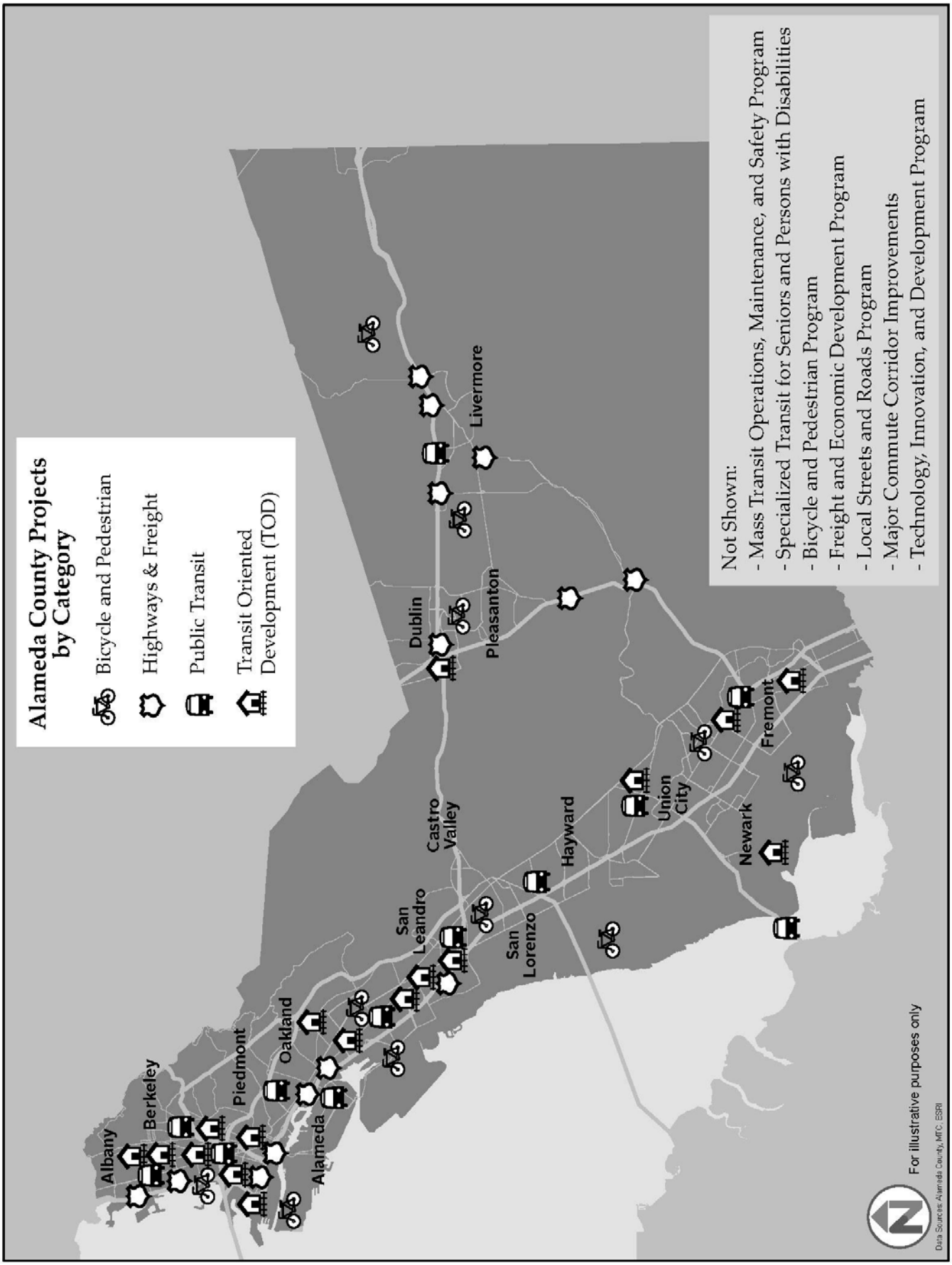
BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)

Virtually every trip begins or ends on foot. Alameda County's bicycle and pedestrian infrastructure is the "glue" that holds the network together by extending the reach of transit service, providing a non-polluting and sustainable travel mode, and contributing to public health and quality of life. A particular focus is on the County's youth to encourage adoption of safe and healthy habits through Safe Routes to Schools.

SUSTAINABLE LAND USE AND TRANSPORTATION (4%) AND TECHNOLOGY AND INNOVATION (1%)

Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. This plan includes investments in every part of the County, enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options. In addition, a Technology, Innovation and Development Program will support technological advances in transportation management and information.

The map on the follow page shows the investments planned for all modes and in all parts of the County.


Alameda County Projects by Category
Bicycle and Pedestrian
Highways & Freight
Public Transit
Transit Oriented Development (TOD)
Not Shown:
- Mass Transit Operations, Maintenance, and Safety Program
- Specialized Transit for Seniors and Persons with Disabilities
- Bicycle and Pedestrian Program
- Freight and Economic Development Program
- Local Streets and Roads Program
- Major Commute Corridor Improvements
- Technology, Innovation, and Development Program
Albany
Berkeley
Piedmont
Oakland
Alameda
San Leandro
Castro Valley
San Lorenzo
Hayward
Union City
Newark
Fremont
Dublin
Pleasanton
Livermore
For illustrative purposes only
Data Sources: Alameda County, MTC, ESRI

PUBLIC TRANSIT AND SPECIALIZED TRANSIT INVESTMENTS

A total of 48% of net revenue from this tax will be dedicated to public transit systems. Funds for operations and maintenance will be provided to bus transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority) as well as to ferries and the ACE commuter rail system. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and persons with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support transportation access to schools. Major capital investments include upgrades to the existing BART system and a BART extension in the eastern part of the County, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements across the Dumbarton Bridge.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, $1,857 M)

This proposed program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

The proposed Transit Operations program has the following primary components.

Mass Transit Pass-Through Program (21.55% of net revenue, estimated at $1.668 M)

Pass-through funds are disbursed to AC Transit, BART, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley Transit Authority (LAVTA) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2012-2042 (est.) $Millions
AC Transit	18.8%	$1,455
ACE	1.0%	$77
BART Maintenance	0.5%	$39
WETA (ferries)	0.5%	$39
LAVTA (WHEELS)	0.5%	$39
Union City Transit	0.25%	$19
Total Transit Operations	**21.55%**	**$1,668**

Access to School Program ($15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at $175 M)

These grant funds, administered by the Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed, based upon Alameda CTC action, for projects and programs with proven ability to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience

- Enhance rider safety and security
- Enhance rider information and education about transit options
- Enhance affordability for transit riders
- Implement recommendations for transit service improvements from Community Based Transportation Plans

These funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

SPECIALIZED TRANSIT FOR SENIORS AND PERSONS WITH DISABILITIES (10% OF NET REVENUE, $774 M)

This program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds will be provided to transit operators to operate specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds will be provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. The program includes three components.

Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at $464 M)

This funding will assist the East Bay Paratransit Consortium to meet the requirements of the American's With Disabilities Act. These funds will be disbursed to and directed by the two agencies that operate the East Bay Paratransit Consortium:

- AC Transit will receive 4.5% of net proceeds annually, estimated at $348 M from 2012 to 2042 towards meeting its responsibilities under the Americans with Disabilities Act.
- BART will receive 1.5% of net proceeds annually, estimated at $116 M from 2012 to 2042, towards meeting its responsibilities under the Americans with Disabilities Act.

City-based and Locally Mandated Pass-through funding (3% of net revenue, estimated at $232 M)

Pass-through funding provided to each of the four subareas of the County will be used for implementation of locally developed solutions to the mobility challenges of older adults and persons with disabilities. Funds will be distributed monthly based on the percentage of the population over age 70 in each of four planning areas for city-based and mandated paratransit services of local bus transit providers:

- North County – including the cities of, Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.
- Central County – including the cities of Hayward and San Leandro or unincorporated areas.
- South County – including the cities of Fremont, Union City, and Newark, as well as Union City Transit.
- East County – including the cities of Livermore, Dublin, Pleasanton, unincorporated areas, and LAVTA.

Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory Planning Committee (PAPCO), a group of seniors and disabled riders that advise the Alameda CTC. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.

Coordination and Gap Grants (1% of net revenue, estimated at $77 M)

These funds, administered by the Alameda CTC, will be used for the purposes of coordinating services across jurisdictional lines or filling gaps in the system's ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC for projects and programs with proven ability to:

- Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
- Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
- Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
- Improve the efficiency and effectiveness of ADA-mandated and local services.

BUS TRANSIT EFFICIENCY AND PRIORITY ($35 M)

A total of $35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

AC Transit East Bay Bus Rapid Transit (BRT) Projects ($25 M)

Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- **The Telegraph Avenue/East 14th/International Boulevard project** will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential improved rapid bus services to UC Berkeley.
- **The Grand/MacArthur BRT project** will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- **The Alameda to Fruitvale BART Rapid Bus** service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide needed local match to attract leveraged funds to the other corridors which are currently under development.

College/Broadway Corridor Transit Priority ($10 M)

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well utilized College/Broadway corridor.

BUS TRANSIT INVESTMENTS

- A — College/Broadway Corridor: Transit Priority
- B — AC Transit Grand Macarthur Bus Rapid Transit
- C — City of Alameda to Fruitvale BART Bus Rapid Transit
- D — AC Transit Telegraph Ave/ East 14th/ International Blvd Project

Not Shown:
- Specialized Transit for Seniors and Persons with Disabilities
- Innovative grants including potential youth transit pass program
- Mass Transit Operations, Maintenance and Safety Program for AC Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit.

BART SYSTEM MODERNIZATION AND EXPANSION ($710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as providing local funding for a proposed BART extension in the eastern part of the county.

BART to Livermore ($400 M)

This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BART System Modernization and Capacity Enhancements ($310 M)

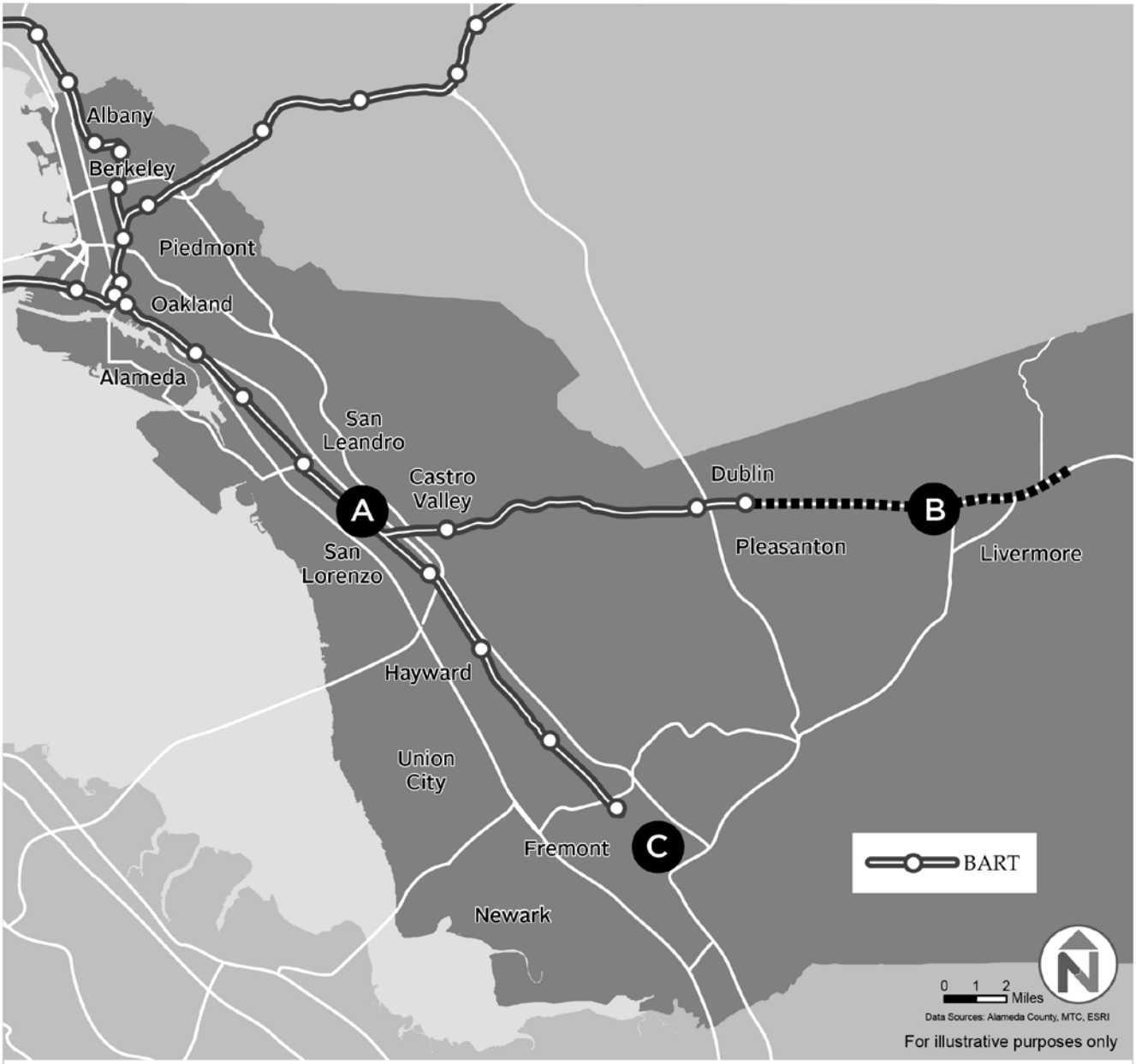
BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation & wayfinding, air conditioning, lighting & ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



- **A** Bay Fair Connector / BART METRO
- **B** BART Extension to Livermore
- **C** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Specialized Transit for Seniors and People with Disabilities

REGIONAL RAIL ENHANCEMENTS AND HIGH SPEED RAIL CONNECTIONS ($355 M)

Investments include maintenance and service enhancements on existing rail lines and the development of new rail service over the Dumbarton Bridge. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Rail Corridor Implementation ($120 M)

The Dumbarton Rail Corridor Project will extend commuter services across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. The project will link multiple transit services including Caltrain, the Altamont Express, Amtrak's Capitol Corridor, BART, and East Bay bus systems at a multi-modal transit center in Union City. The environmental process will determine the most effective service in this corridor.

Union City Intermodal Station ($75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Rail, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.

Capital Corridor Service Expansion ($40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips per day, matching frequencies between Sacramento and Oakland.

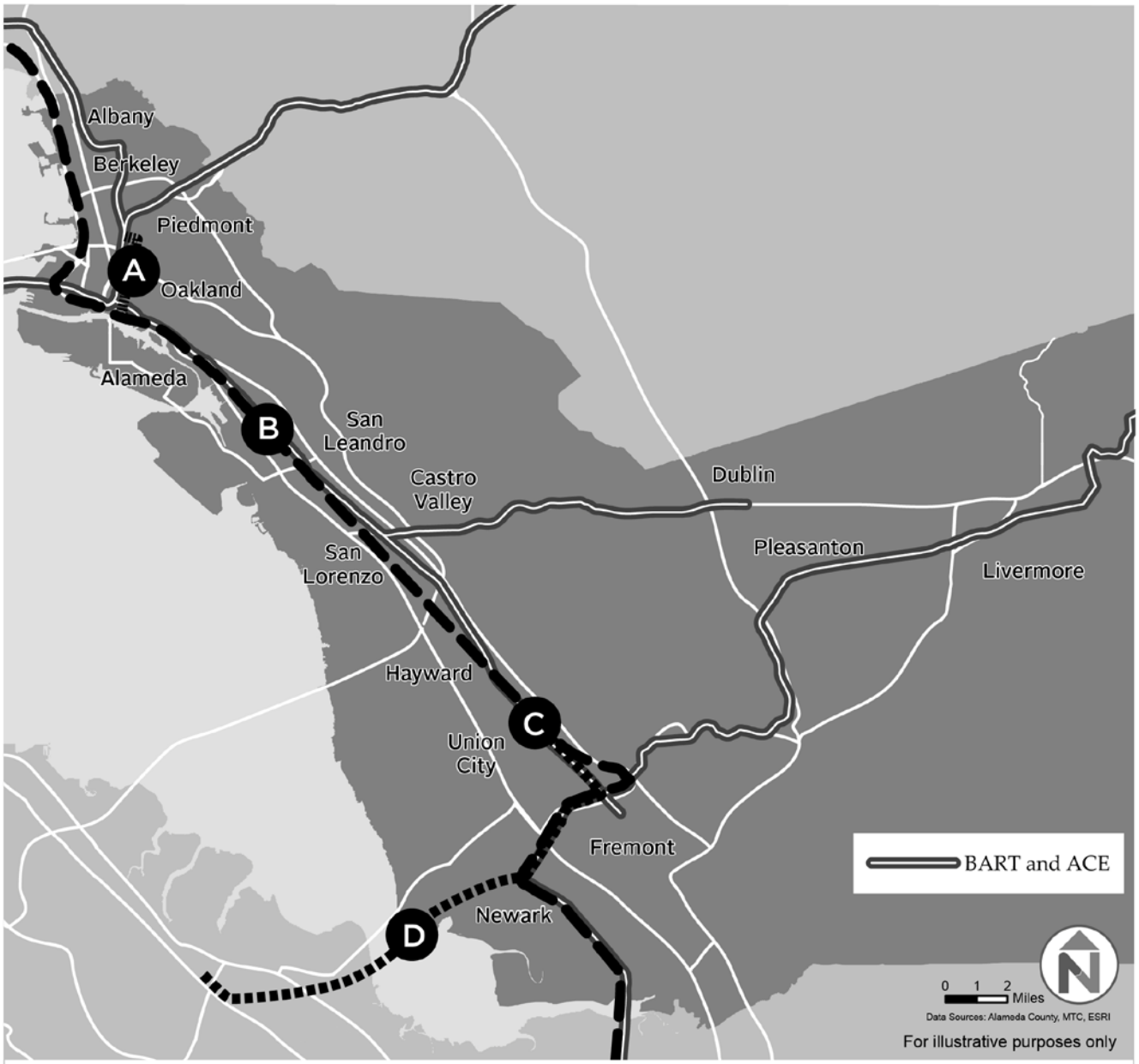
Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for use as regional rail and other transportation purposes as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit ($10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

REGIONAL RAIL INVESTMENTS



A Broadway Corridor Transit

B Capitol Corridor Service Expansion

C Union City Intermodal Station

D Dumbarton Rail Corridor

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

LOCAL STREETS AND ROADS

A total of 30% of the net revenue anticipated from this tax is dedicated to the improvement of local streets and roads. Streets and roads investments include two major components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.

The Streets and Roads program in this Expenditure Plan involves shared responsibility – local cities and the County will set their local priorities within a framework that requires complete streets to serve all users and types of transportation, honors best practices and encourages agencies to work together. More specifically, streets and roads expenditures will be designed to benefit all modes of travel by improving safety, accessibility, and convenience for all users of the street right-of-way. The plan also focuses on important commute corridors that carry the majority of the driving public and cross city boundaries, ensuring enhanced cooperation and coordination between agencies.

LOCAL STREETS AND ROADS MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES, $1,548 M)

In recognition that local streets and roads are the backbone of our transportation system, this program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a "complete streets philosophy" where all modes and users are considered in the development of the local road system. A minimum of 15% of all local streets and roads funds will be spent on project elements directly benefitting bicyclists and pedestrians.

The Local Streets and Roads Maintenance and Safety program is designed as a pass-through program, with funds being provided to local jurisdictions to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the current Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the TEP. This program is intended to augment, rather than replace, existing transportation funding.

MAJOR COMMUTE CORRIDORS, LOCAL BRIDGE AND SEISMIC SAFETY INVESTMENTS ($800 M)

Major commute routes, illustrated on the map on page 2-14, serve a high percentage of the daily commuters in Alameda County and the majority of trips for other purposes. These roads are crucial for the movement of goods to stores and consumers, for transit riders and for motorists, and for bicyclists and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

This program focuses funding on improvements to major roads, bridges, freight improvements and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

- **North County Major Roadways**: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale bridge replacements; Powell Street bridge widening at Christie; East 14th Street improvements, Oakland Army Base transportation infrastructure improvements.
- **Central County Major Roadways**: Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian

Boulevard improvements, Tennyson Road grade separation.

- **South County Major Roadways**: East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Ave widening, Mowry Ave., Newark local streets.
- **East County Major Roadways**: Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening, Bernal Bridge construction.
- **Countywide Freight Corridors**: Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

Projects will be developed by local agencies working in cooperation with neighboring jurisdictions and the Alameda CTC to reduce congestion, remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in these corridors. Projects will be funded based on project readiness, constructability, geographic equity, and cost effectiveness as determined by the Alameda CTC working with local jurisdictions as part of the Alameda CTC Capital Improvement Program which is updated every two years.

Examples of Major Roadways for Improvement:

North County: Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail road Crossing, Park St, High St, Fruitvale Bridge, Powell St Bridge, East 14th St, and Oakland Army Base transportation improvements

Central County: Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets

South County: East-west connector, I-680/I-880 cross connectors, Fremont Blvd, Route 84 in Fremont, Central Ave Overcrossing, Thornton Ave, Mowry Ave, and Newark local streets

East County: Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.

Countywide Freight Corridors: Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.

The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies on a largely built-out system. Funding has been allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the availability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by the Alameda CTC every two years.

Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.

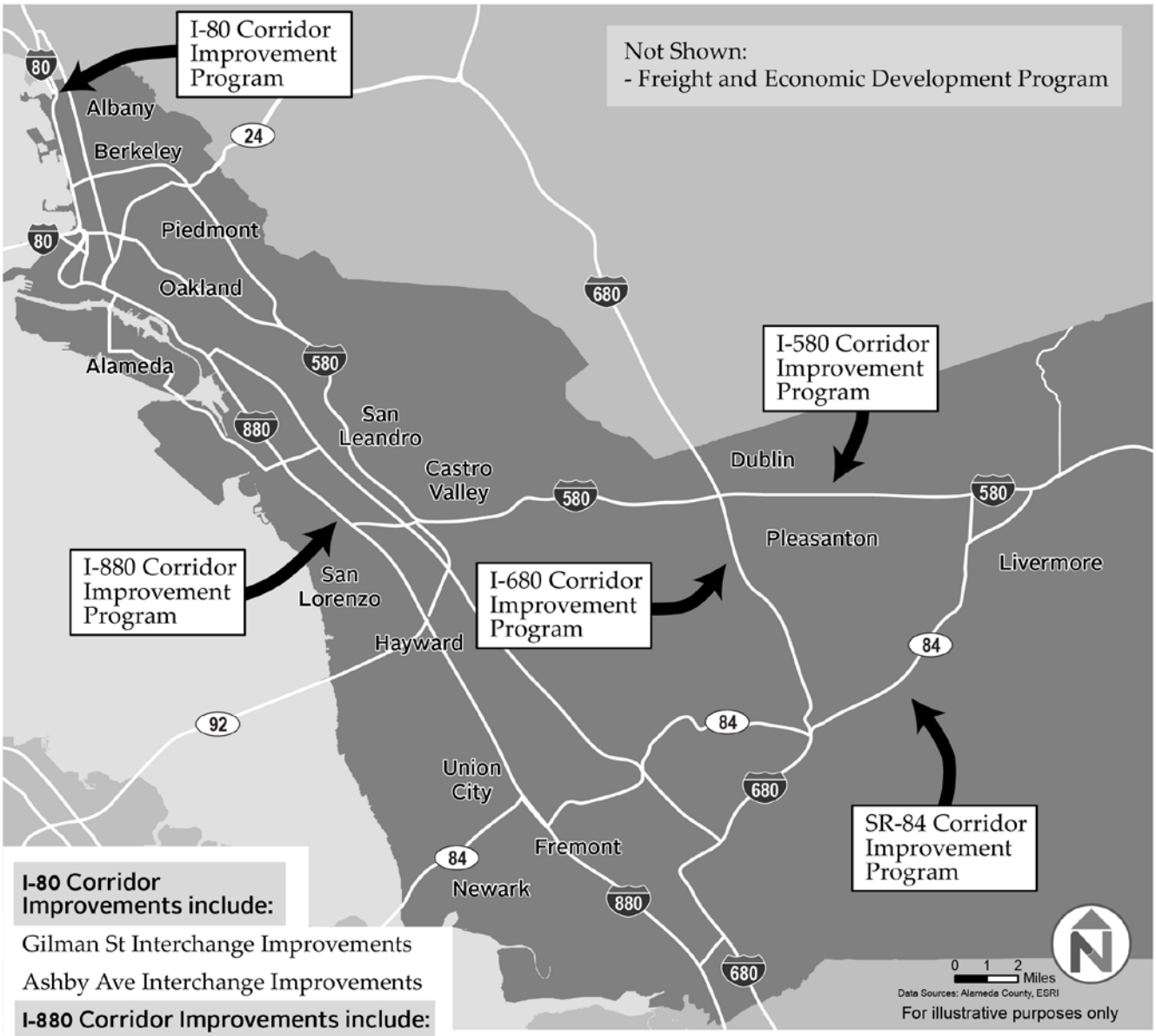
A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately $77 M, allocated specifically to goods movement and related projects.

I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE ($76 M)

I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and bicyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in Berkeley, which will improve conditions for all modes in both Emeryville and Berkeley.

The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at-grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80 will reduce local traffic congestion in Berkeley and Emeryville and will improve bicycle and pedestrian access. The project includes associated corridor improvements on Ashby Avenue.



I-80 Corridor Improvements include:

Gilman St Interchange Improvements

Ashby Ave Interchange Improvements

I-880 Corridor Improvements include:

Broadway-Jackson Multimodal Transportation and Circulation Improvements

Oak Street Interchange Improvements

23rd/29th Ave Interchange Improvements

42nd St/High St Interchange Improvements

Northbound High Occupancy Vehicle and High Occupancy Toll Extension from A St to Hegenberger

Winton Ave Interchange Improvements

Industrial Pkwy Interchange Improvements

Whipple Rd Interchange Improvements

Rte 262 (Mission) Improvements and Grade Separation

I-580 Corridor Improvements include:

I-580/I-680 Interchange Improvements

Isabel Ave Interchange Improvements

Greenville Rd Interchange Improvements

Vasco Rd Interchange Improvements

I-680 Corridor Improvements include:

High Occupancy Vehicle and High Occupancy Toll Lane from SR-237 to Alcosta (both directions)

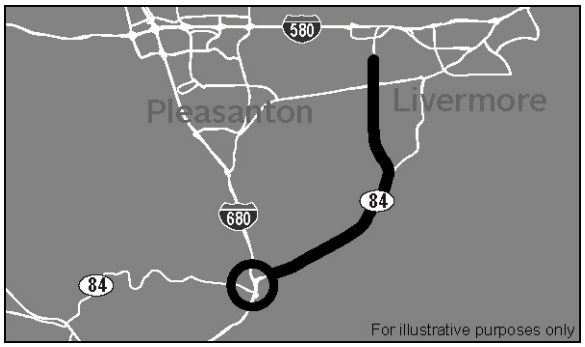
SR-84 Corridor Improvements include:

SR-84 Expressway (Pigeon Pass to Jack London)

SR-84/I-680 Interchange and SR-84 Widening

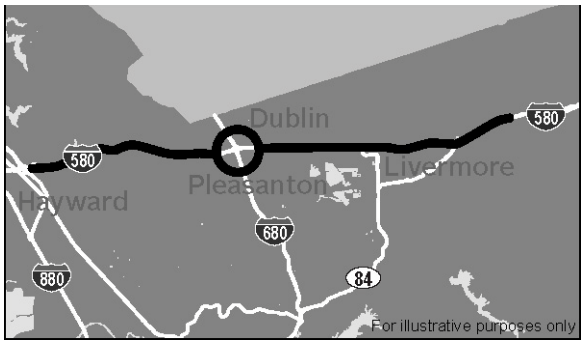
STATE ROUTE 84 FROM I-580 TO I-680 ($132 M)

Two significant improvements are planned for this corridor to complete improvements at the SR 84 and I-680 interchange and widening SR 84 to support safety, connectivity and efficiency.



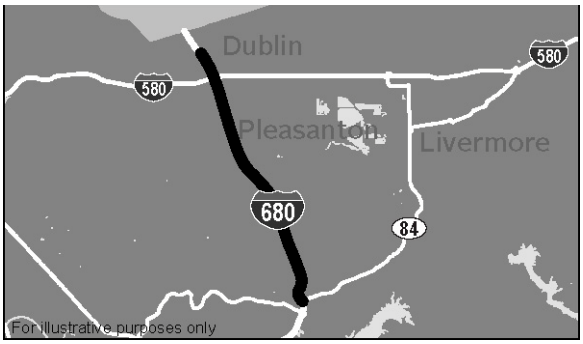
I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE ($48 M)

Investments in the I-580 corridor include improvements to the I-580/I-680 Interchange to provide relief on one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



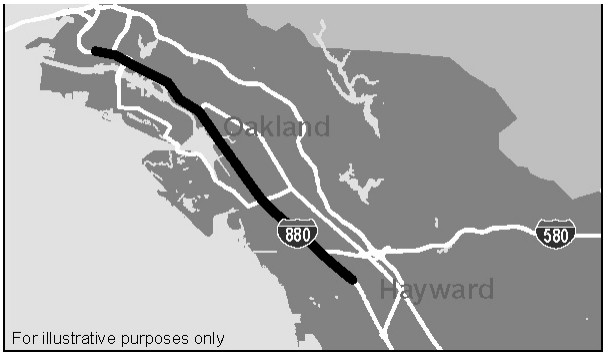
I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE ($60 M)

Implementation of the I-680 HOV/HOT lane in both directions from Route 237 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive $60 M to construct carpool/high occupancy toll lanes on I-680 between Alcosta Boulevard and Route 84 in both directions.



I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY ($284 M)

I-880 corridor improvements include projects to upgrade and improve key interchanges throughout the corridor beginning with the Broadway/Jackson interchange and Oak Street interchange in Oakland and Alameda to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.



Funds are included for I-880 Broadway-Jackson multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square.

Funds for interchange improvements at Whipple Road and Industrial Boulevard in the Central part of the County are also included, as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists, other road users, and goods movement in Central and Southern Alameda County.

In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, $77 M)

These discretionary funds will be administered by the Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include:

- Planning, development and implementation of projects that enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other modes.
- Planning, development and implementation of projects that reduce greenhouse gas production in the transport of goods.
- Planning, development and implementation of projects that mitigate environmental impacts of freight movement on residential neighborhoods.
- Planning, development and implementation of projects that enhance coordination between the Port of Oakland, Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental and noise impacts of freight operations while promoting a vibrant economy.

These proposed funds will be distributed by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include local jurisdictions including cities, Alameda County, the Port of Oakland and the Oakland Airport.

Key investments in bicycle and pedestrian infrastructure include completion of the major trails in the County. Funding will allow for the completion of three key trails: the County's East Bay Greenway, which provides a viable commute and community access route for many cyclists and pedestrians from Oakland to Fremont, and the Bay Trail and Iron Horse trails in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.

A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible and to support accessibility for seniors and the disabled. It is important to note that in addition to these dedicated funds, local bicycle and pedestrian projects will also be funded through the Local Streets and Roads and Sustainable Transportation and Land Use Linkages funding categories.

COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY ($264 M)

This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on the next page. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing local congestion, improving safe access to schools, supporting community health and reducing greenhouse gas emissions. Funds may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes.

LOCAL BICYCLE AND PEDESTRIAN SAFETY PROGRAM (5% OF NET REVENUE, $387 M)

This proposed program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete the County's bicycle and pedestrian infrastructure system. The proposed program consists of two components.

Bicycle and Pedestrian Direct Allocation to Cities and Alameda County (3% of net revenue, estimated at $232 M)

Pass-through funding will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of population. Jurisdictions will be expected to implement, operate and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.

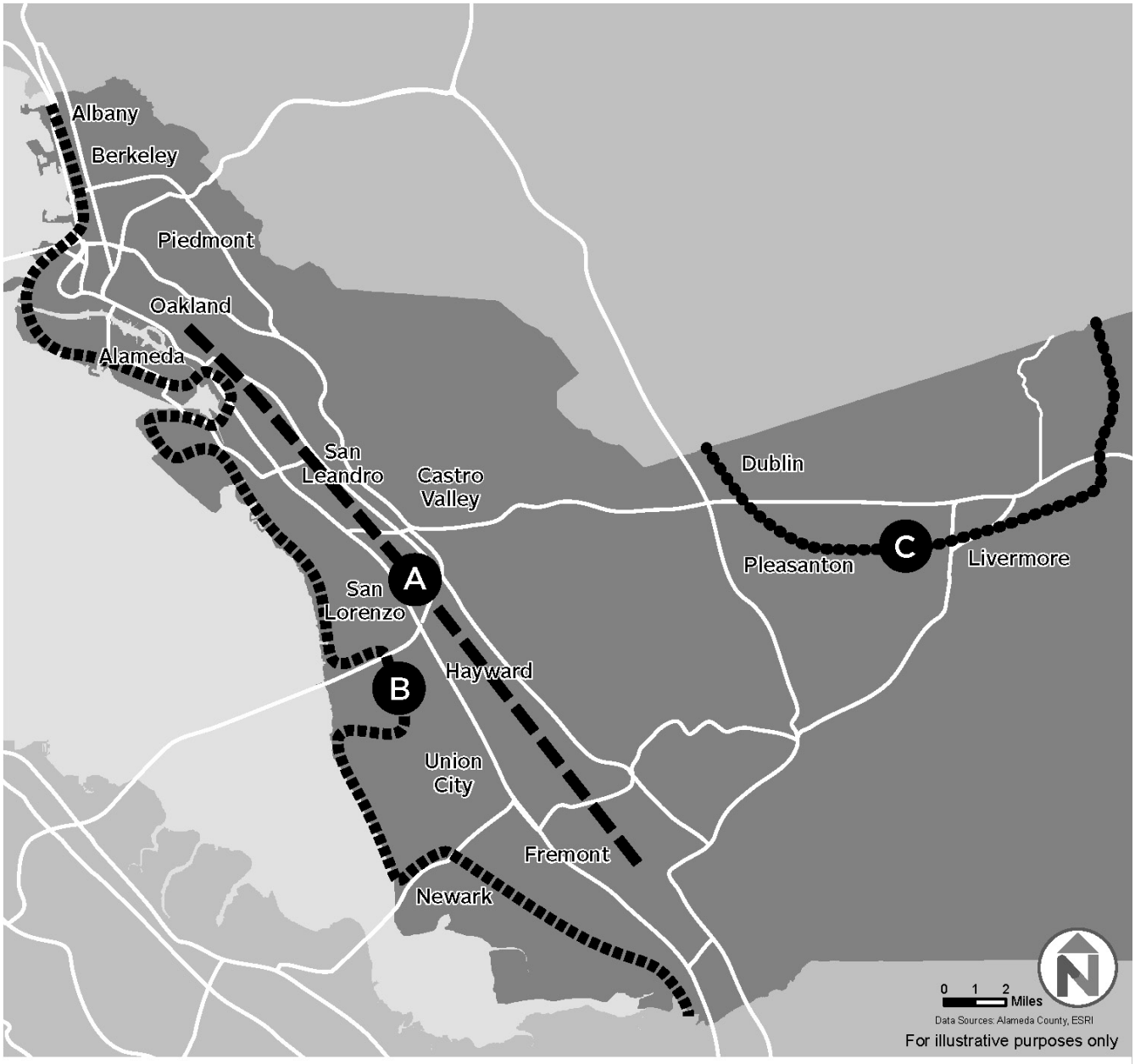
Bike and Pedestrian Grant Program (2% of net revenue, estimated at $154 M)

These funds, administered by the Alameda CTC, will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe bicycling. These proposed funds will be periodically distributed by the Alameda CTC for projects and programs that:

- Provide bicycle education and training
- Increase the number of trips made by bicycle and on foot
- Improve coordination between jurisdictions
- Maintain existing trails
- Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan

- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas
- Leverage other sources of funding

Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.



A East Bay Greenway from Oakland to Fremont

B Bay Trail Gap Closure and Access projects

C Iron Horse Trail Gap Closure and Access projects

Not Shown:
- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Pass-through program to cities and County
- Grant program for regional projects and trail maintenance.

INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES

Investments in sustainable transportation and land use linkages recognize the need to plan our transportation system along with the land uses that are going to serve the growing demand for housing and jobs in Alameda County. A total of 4% of net revenue or about $300 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about $77 M, is dedicated to investments in new technology, innovation and development.

PRIORITY DEVELOPMENT AREA/TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS ($300 M)

These investments target immediate term opportunities for enhancing access, improving safety and creating new infrastructure and supporting construction at BART stations, as well as station area development and transit oriented development at sites identified for early implementation throughout the County. Funds in this category may be spent on project development, design, and environmental clearance as well as construction, operations and maintenance of new infrastructure in these areas. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by the Alameda CTC every two years. Examples of eligible station areas to be included in this category are:

North County Station Areas and Priority Development Areas

- Broadway Valdez Priority Development Area (PDA)
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area (PDA)
- 19th Street BART Station Area
- MacArthur BART Station Area
- Ashby BART Station Area
- Berkeley Downtown Station Area

Central County Station Areas and Priority Development Areas

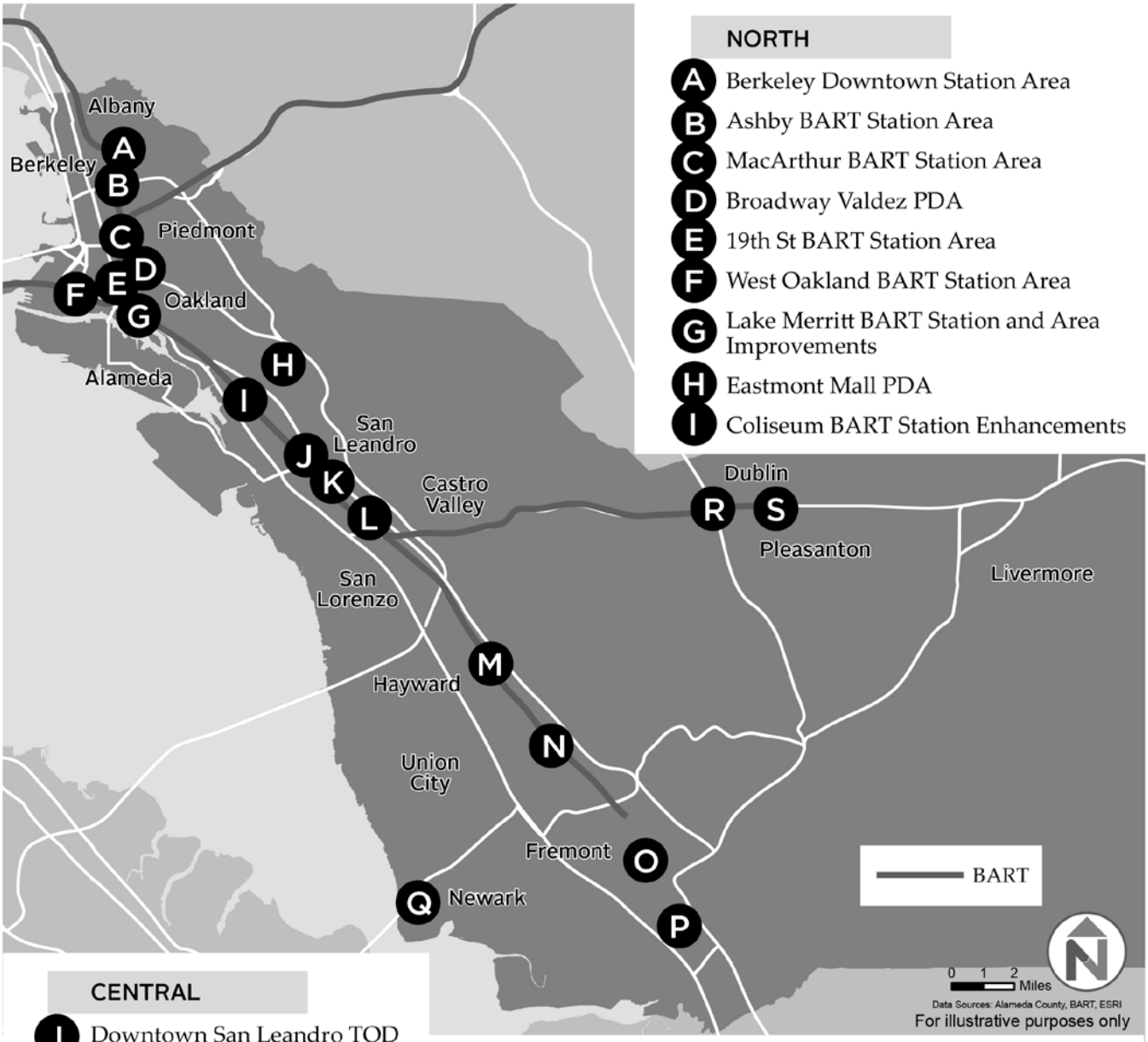
- Downtown San Leandro Transit Oriented Development (TOD)
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape Project
- Union City Intermodal Infrastructure Improvements
- Dumbarton Transit Oriented Development (TOD) Infrastructure improvements

East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin Transit Oriented Development (TOD)
- East Dublin / Pleasanton BART Station and Area Improvements



NORTH

- A Berkeley Downtown Station Area
- B Ashby BART Station Area
- C MacArthur BART Station Area
- D Broadway Valdez PDA
- E 19th St BART Station Area
- F West Oakland BART Station Area
- G Lake Merritt BART Station and Area Improvements
- H Eastmont Mall PDA
- I Coliseum BART Station Enhancements

CENTRAL

- J Downtown San Leandro TOD
- K San Leandro City Streetscape
- L Bay Fair BART Transit Village
- M South Hayward BART Station Area

SOUTH

- N Union City Intermodal Infrastructure Improvements
- O Fremont Boulevard Streetscape
- P BART Warm Springs West Side Access Improvements
- Q Dumbarton TOD Infrastructure Improvements

EAST

- R West Dublin BART Station and Area Improvements
  Downtown Dublin TOD
- S East Dublin/Pleasanton BART Station and Area Improvements

Not Shown:
- Technology, Innovation, and Development Program

The locations drawn on this map are general locations of eligible types of investments

INVESTMENTS IN NEW TECHNOLOGY, INNOVATION AND DEVELOPMENT (1% OF NET REVENUE, $77 M)

These proposed discretionary funds are designed to be administered by the Alameda CTC to develop innovative approaches to meeting the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include:

- Planning, development, implementation and maintenance of new technology and innovative strategies designed to improve the efficiency or effectiveness of the County's transportation system.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to increase utilization of non-auto modes or to increase the occupancy of autos with the goal of reducing congestion and greenhouse gas production.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to reduce transportation related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Environmental mitigation for transportation projects including land banking.
- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.
- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

These proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.

GOVERNING BODY AND ORGANIZATIONAL STRUCTURE

Implementation of this sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. In enacting this ordinance, voters will authorize the Alameda County Transportation Commission (referred to herein as the Alameda CTC) to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, as it may be amended as described in the implementation guidelines. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

The Alameda County Transportation Commission was created in July 2010 through a merger of two existing agencies: the Alameda County Transportation Improvement Authority, which administered the existing Measure B half-cent transportation sales tax, and the Alameda County Congestion Management Agency, which was responsible for long-range planning and programming of transportation funds. The merger was designed to save taxpayer money by developing a single, streamlined organization focused on planning, funding and delivering countywide projects and programs with local, regional, state and federal funds in the most efficient and effective manner to serve the county's transportation needs. The merger has resulted in millions of dollars of savings to taxpayer's on an annual basis.

GOVERNING BODY AND ADMINISTRATION

The Alameda CTC is governed by a Commission comprised of 22 members, with the following representation:

- All five Alameda County supervisors
- Two Oakland representatives
- One representative from each of the other 13 cities
- AC Transit
- BART

The Commission is assisted by staff dedicated to implementation and monitoring of sales tax projects and programs. The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs will not exceed 4% of the proceeds of the tax. In addition, $XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.

INDEPENDENT WATCHDOG COMMITTEE

The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of sales tax funds by the Alameda CTC. The Independent Watchdog Committee (IWC) reports directly to the public.

The responsibilities of this committee are:

- The IWC must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- The IWC will have full access to the Alameda CTC's independent auditor and will have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.
- The IWC will publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

IWC members are private citizens who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax. Membership is limited to individuals who live in Alameda County. Members are required to submit a statement of financial disclosure and membership is restricted to individuals without economic interest in any of the Alameda CTC's projects or programs. The IWC is designed to reflect the diversity of Alameda County. Membership is as follows:

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and approved by the Alameda CTC Board of Directors as follows:
    - One representative from the Alameda County Taxpayer's Association
    - One representative from the Sierra Club
    - One representative from the Alameda County Labor Council
    - One representative from the East Bay Economic Development Alliance
    - One representative from the Alameda County Paratransit Advisory Committee (PAPCO)
    - One representative from the East Bay Bicycle Coalition
    - One representative from the League of Women's Voters

The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

ADVISORY COMMITTEES

The Alameda CTC is assisted by the advice of technical and public advisory committees. These committees, described below, meet regularly and are charged with carrying out important functions on behalf of the Alameda CTC.

Alameda County Technical Advisory Committee (ACTAC)

The ACTAC is the technical advisory committee to the Alameda CTC. The ACTAC members provide technical expertise, analysis and recommendations related to transportation planning, programming and funding with the Alameda CTC Executive Director functioning as Chair.

Paratransit Advisory and Planning Committee (PAPCO)

PAPCO addresses funding, planning, and coordination issues regarding specialized transportation services for seniors and persons with disabilities in Alameda County. PAPCO has the responsibility of making direct recommendations to the Board of Directors of the Alameda CTC on funding for senior and disabled transportation services. PAPCO is supported by a Technical Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC reviews all competitive applications submitted to the Alameda CTC for bicycle and pedestrian safety funds from Measure B, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to the Alameda CTC for funding. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance, upon request.

Other Committees

The Alameda CTC will establish other community and technical advisory committees as necessary to implement the projects and programs in the TEP and to inform and educate the public on the use of funds for projects and programs in the TEP.

IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (TEP) is guided by principles that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in this plan, in the most efficient and effective manner possible, consistent with the direction provided by the voters of Alameda County.

ADMINISTRATION OF THE PLAN

1. **Funds only Projects and Programs in TEP**: Funds collected under this measure may be spent only for the purposes identified in the Transportation Expenditure Plan, or as it may be amended by the Alameda CTC governing body.

2. **All Decisions Made in Public Process: T**he Alameda County Transportation Commission (Alameda CTC) is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Alameda CTC Board of Directors will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of the Alameda CTC, annual strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this plan.

3. **Salary and Administration Cost Caps**: The Alameda CTC will have the authority to hire professional staff and consultants to deliver the projects and programs included in this plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Alameda CTC for this tax will not exceed 1% of the proceeds of the tax.

   The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 4% of the proceeds of this tax.

   The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.

4. **Amendments Require 2/3 Support**: To modify and amend this plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.

5. **Augment Transportation Funds**: Pursuant to California Public Utilities Code 180001 (e), it is the intent of this expenditure plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

COMPREHENSIVE PLAN UPDATE PROCESS

6. **Comprehensive Plan Updates**: While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs, technology, and circumstances change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B funds), collected from implementation in 2013 through subsequent tax collections for an unlimited period, unless otherwise terminated by the voters.

7. **Comprehensive Plan Update Schedule**: The TEP will undergo a comprehensive update at least one time no later than the last general election prior to the end of 2042 and then at least once every 20 years thereafter.

8. **Approval of a Comprehensive Updated Plan:** In order to adopt a comprehensive updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents, businesses and community organizations to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the comprehensive plan update.

   A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Commissioners and shall be taken back to the local jurisdictions including the cities, Alameda County and transit agencies for review and comment. The comprehensive plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote.

   All meetings at which a comprehensive plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will be done to allow for maximum public input into the development of updating the plan.

TAXPAYER SAFEGUARDS, AUDITS AND ACCOUNTABILITY

Accountability is of utmost importance in delivering public investments with public dollars. The Alameda CTC is committed to transparency and accountability as a public agency along with its many jurisdictional partners and there are many measures built into this measure to ensure voter accountability in expenditure of funds.

9. **Annual Audits and Independent Watchdog Committee Review**: Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.

10. **Strict Project Deadlines**: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

11. **Timely Use of Funds**: Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.

12. **Annual Budget and Strategic Plan**: Each year, the Alameda CTC adopts an annual budget that projects the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs and projects. The Alameda CTC will also prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria. Both the budget and the Strategic Plan will be adopted at a public meeting of the Alameda CTC Commissioners.

13. **Commitments from Fund Recipients**: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, detailing their roles and responsibilities in spending sales tax funds and including local hiring requirements. Funding agreements will include performance and accountability measures. In addition, fund recipients will conduct an annual audit to ensure that funds are managed and spent according to the requirements of this expenditure plan.

14. **Capital Improvement Program Updates**: Project descriptions will be detailed and fully defined for inclusion in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.

15. **Geographic Equity**: Funding formulas for all programs will be revisited within the first five years of the plan to ensure overall geographic equity based on population and /or other equity factors. Funding for capital projects will be evaluated through the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area.

RESTRICTIONS ON FUNDS

16. **No Expenditures Outside of Alameda County**: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

17. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including but not limited to the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project, and will have clearly defined project descriptions, limits and locations as a result of the environmental process.

18. **Complete Streets**: It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.

19. **Local Contracting and Jobs**: The Alameda CTC will develop a policy supporting the hiring of local contractors, businesses and residents from Alameda County as applicable in the expenditure of these funds.

20. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan could be considered as eligible recipients of funds through a Plan amendment

PROJECT FINANCING GUIDELINES AND MANAGING REVENUE FLUCTUATIONS

21. **Fiduciary Duty:** By augmenting and extending the transportation sales tax, the Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by the Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects pursuant to the policies adopted by the Alameda CTC. All interest income generated by these proceeds will be used for the purposes outlined in this TEP and will be subject to audits.

22. **Project and Program Financing:** The Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of this tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects included in the TEP and any programs included in the TEP that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's annual Strategic Plan and will be subject to public comment before any bond sale is approved.

23. **Programming of Funds**: Actual revenues may, at times, be higher than expected in this plan due to changes in receipts and additional funds may become available due to increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Estimates of actual revenue will be calculated annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects

and programs described in this plan, at the direction of the Alameda CTC Commissioners.

24. **Fund Allocations**: Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, or should a project not require all funds programmed for that project, funding will remain within its modal category such as Transit, Roads, Highways, Sustainable Transportation and Land Use, or Bicycle and Pedestrian Safety, and be reallocated to projects or programs in the same funding category at the discretion of the Alameda CTC.

25. **Leveraging Funds**: Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

Mode	Investment Category	Project/Program	$ Amount	% of Total Funds
Transit & Specialized Transit (48%)	**Mass Transit: Operations, Maintenance, and Safety Program**	AC Transit	$1,455.15	18.8%
		ACE	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		WETA	$38.70	0.5%
		LAVTA	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Transit Program for Students and Youth	Access to School Program	$15.00	0.19%
		Sub-total	**$1,857.64**	**24%**
	Specialized Transit For Seniors and Persons with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Gap Grants	$77.40	1.0%
		Sub-total	**$774.02**	**10%**
	Bus Transit Efficiency and Priority	Telegraph Avenue/East 14th/ International Boulevard project	$10.0	14%
		Alameda to Fruitvale BART Rapid Bus	$9.0	
		Grand/Macarthur BRT	$6.0	
		College/Broadway Corridor Transit Priority	$10.0	
		Sub-total	**$35.0**	
	BART System Modernization and Capacity Enhancements	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		BART to Livermore	$400.0	
		Sub-total	**$710.0**	
	Regional Rail Enhancements and High Speed Rail Connections	Dumbarton Rail Corridor	$120.0	
		Union City Intermodal Station	$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	$110.0	
		Oakland Broadway Corridor Transit	$10.0	
		Capitol Corridor Service Expansion	$40.0	
		Sub-total	**$355.0**	
	TOTAL		**$3,731.66**	**48%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

Mode	Investment Category	Project/Program	$ Amount	% of Total Funds
Local Streets & Roads (30%)	**Major Commute Corridors, Local Bridge Seismic Safety**	**North County Example Projects**		**10%**
		Solano Avenue Pavement resurfacing & beautification; San Pablo Avenue Improvements; SR 13/Ashby Avenue Corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge widening at Christie; East 14th Street; Oakland Army Base transportation infrastructure improvements		
		Central County Example Projects		
		Crow Canyon Road safety; San Leandro LS&R*; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation		
		South County Example Projects		
		East-West Connector in North Fremont and Union City; I-680/I-880 cross connectors; widen Fremont Boulevard from I-880 to Grimmer Boulevard; upgrades to relinquished Route 84 in Fremont; Central Avenue overcrossing; Thornton Ave widening; Newark LS&R		
		East County Example Projects		
		El Charro road improvements; Dougherty Road widening; Dublin Boulevard widening; Greenville Road widening; Bernal Bridge Construction		
		Sub-total	**$639.0**	
		Countywide Freight Corridors		
		Outer Harbor Intermodal Terminal; 7th Street Grade Separation and Roadway Improvement; Truck Routes serving the Port of Oakland		
		Sub-total	**$161.0**	
	Direct Allocation to Cities and County	Local streets and roads program	**$1,548.03**	**20%**
	TOTAL		**$2,348.03**	**30%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

*This includes $30 million for San Leandro local streets and roads improvements

Mode	Investment Category	Project/Program	$ Amount	% of Total Funds
Highway Efficiency & Freight (9%)	**I-80 Improvements**	I-80 Gilman Street Interchange improvements	$24.0	8%
		I-80 Ashby Interchange improvements	$52.0	
		Sub-total	**$76.0**	
	SR-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	$122.0	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	$10.00	
		Sub-total	**$132.0**	
	I-580 Improvements	I-580/I-680 Interchange improvements	$20.0	
		I-580 Local Interchange Improvement Program: Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2); Central County I-580 spot intersection improvements	$28.0	
		Sub-total	**$48.0**	
	I-680 Improvements	I-680 HOT/HOV Lane from SR-237 to Alcosta	$60.0	
		Sub-total	**$60.0**	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	$20.0	
		I-880 Broadway/Jackson multimodal transportation and circulation improvements	$75.0	
		Whipple Road / Industrial Parkway Southwest Interchange improvements	$60.0	
		I-880 Industrial Parkway Interchange improvements	$44.0	
		I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th Ave., Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street	$85.0	
		Sub-total	**$284.0**	
	Highway Capital Projects	**Sub-total**	**$600.0**	
	Freight & Economic Development	Freight and economic development program	**$77.40**	**1%**
	TOTAL		**$677.40**	**9%**

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

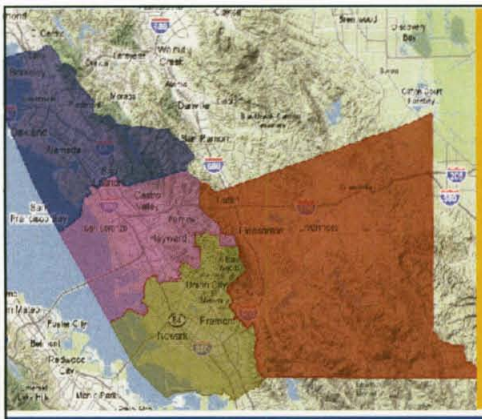
All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

Mode	Investment Category	Project/Program	$ Amount	% of Total Funds
Bicycle and Pedestrian (8%)	**Bicycle and Pedestrian Infrastructure & Safety**	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	$264.0	3%
		Bicycle and pedestrian direct allocation to cities and Alameda County	$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	$154.80	2%
	TOTAL		**$651.0**	**8%**
Sustainable Land Use & Transporta-tion Linkages (4%)	**Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments**	**North County Example Projects***		**4%**
		Broadway Valdez Priority Development Area; Eastmont Mall Priority Development Area; BART station areas: Oakland Coliseum; Lake Merritt; West Oakland; 19th St; MacArthur; Ashby; Berkeley Downtown		
		Central County Example Projects		
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape Project; South Hayward BART Station Area		
		South County Example Projects		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape Project; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		East County Example Projects		
		West Dublin BART Station and Area Improvements; Downtown Dublin TOD; East Dublin/ Pleasanton BART Station and Area Improvements		
		Sub-total	**$300.00**	
	TOTAL		**$300.00**	**4%**
Technology (1%)	**Technology, Innovation, and Development**	Technology, Innovation, and Development program	**$77.40**	**1%**
TOTAL NEW NET FUNDING (2013-42)			**$7,786**	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

* Preliminary allocation of North County Funds subject to change by Alameda CTC: Coliseum BART Area ($40 M), Broadway Valdez ($20 M), Lake Merritt ($20 M), West Oakland ($20 M), Eastmont Mall ($20 M), 19th Street ($20 M), MacArthur ($20 M), Ashby ($18.5 M), Berkeley Downtown ($20 M).



Alameda County Final 2012 Transportation Expenditure Plan

Presentation to City of Hayward City Council, February 21, 2012

ALAMEDA County Transportation Commission

Presentation Overview

- Brief overview on TEP development
- Summary of Final Transportation Expenditure Plan
- Recommendation for Approval of the 2012 Transportation Expenditure Plan

TEP Development

- Culmination of two-year process
  - Steering Committee – 13 elected officials
  - CAWG – 27 members
  - TAWG – 58 participants
- Extensive outreach throughout the County
  - *Over 40 public meetings specifically on CWTP-TEP development, 2 public opinion polls (over 2/3 support)*
- Analysis of over 300 applications submitted as part of spring 2011 call for projects and how to leverage current investments to meet Plan's vision and goals
- Responsible investments with extensive safeguards to achieve 2/3 voter approval

Alameda County Transportation Planning Vision: A New Direction

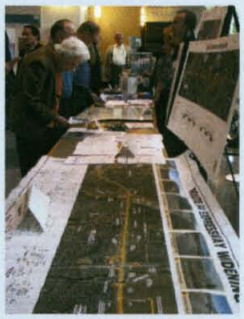
Vision Statement:

Alameda County will be served by a premier system that supports a vibrant and livable Alameda County through a **connected and integrated multimodal** transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Adopted January 2011

Goals: Our vision recognizes the need to **maintain and operate our existing transportation** infrastructure and services while **developing new investments** that are targeted, effective, financially sound and supported by appropriate land uses.

The Final Draft TEP

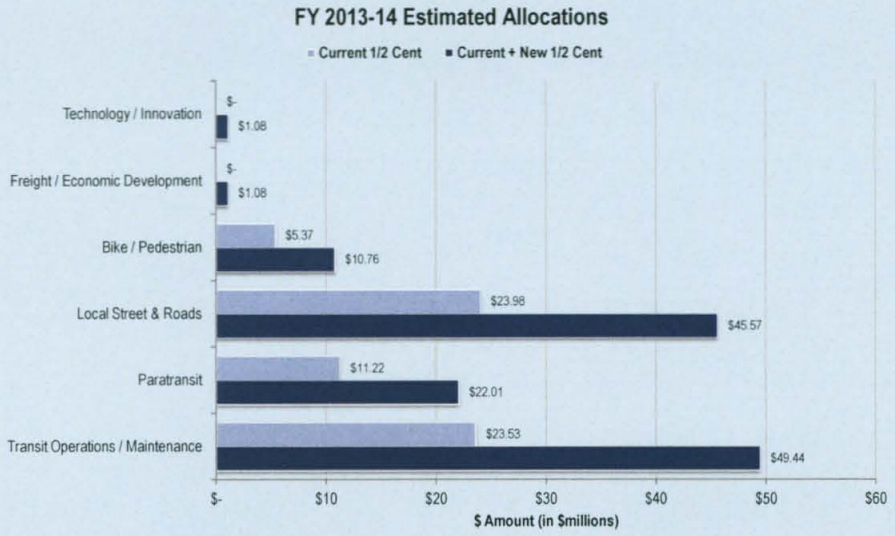


- A $7.7 billion plan for initial 30-years
  - *Chapter 1: Background & Summary*
  - *Chapter 2: Transportation Investments*
  - *Chapter 3: Governance Structure*
  - *Chapter 4: Implementing Guidelines*
- Crafted through project and program analysis, and key findings from polling and outreach
- Legislation allows for increase in sales tax countywide for a one year window: November 2012

TEP Overview

- Accountability measures in Plan
  - *Independent Watchdog Committee*
  - *Continuation of other public committees*
  - *Strict environmental, full funding and reporting requirements*
  - *Commitment to modes (if projects become unable to move forward, funding stays within mode category)*
  - *Complete Streets requirement*
  - *Performance and accountability measures in every contract*
  - *Voter check in and approval of new plan every 20 years*

TEP Investments in First Year



Public Transit Overview

- Public Transit = $3.7 billion, 48% of funds
  - *Mass Transit: Operations, Maintenance, and Safety Program, $1,857, 24%*
    - Student transit pass program $15 million
    - Innovative grants: successful youth transit pass programs receive priority
  - *Specialized Transit For Seniors and Persons with Disabilities, $774M, 10%*
  - *Bus Transit Efficiency and Priority, $35M, 0.5%*
  - *BART System Modernization & Expansion, $710M, 9.2%*
  - *Regional Rail Enhancements, $355M, 4.6%*

Local Streets & Roads

- Local Streets & Roads = $2.3B, 30% of funds
  - *Major Commute Corridors, Grade Separations, Seismic Safety, Freight,* $800M, 10%*
  - *Local Streets & Roads pass-through program to cities and County, $1,548M, 20%*

** Funds will be allocated through the Capital Improvement Program every two years, based on readiness and geographic equity. Complete streets requirement.*

Highway Efficiencies & Freight

- Highway Efficiencies & Freight = $677 million, 8.7% of funds
  - *Highway Capital Projects, $600M, 7.7%*
    - I-80 Improvements
    - Route 84 Improvements
    - I-580 Improvements
    - I-680 Improvements
    - I-880 Improvements
  - *Freight & Economic Development, $77M, 1%*
    - Port of Oakland is 5th busiest container port in Country

Bicycle and Pedestrian

- Bicycle & Pedestrian = $651 million, 8.4% of funds
  - *Gap Closure on Three Major Trails: Iron Horse, Bay Trail and East Bay Greenway/UPRR Corridor- $264M, 3.4%*
  - *Bike and Pedestrian pass-through program to cities and County- $230M, 3%*
  - *Bike and Pedestrian grant program for regional projects and trail maintenance- $153M, 2%*

Sustainability, Land Use, Technology

- Sustainable Land Use & Transportation = $300 million, 4% of funds
  - *PDA/TOD Infrastructure Investments*-$300M, 4%*
- Technology, Innovation & Development = $77.4 million, 1% of funds

** Funds will be allocated through the Capital Improvement Program every two years, based on readiness and geographic equity. Complete streets requirement.*

What the TEP Does for the City of Hayward

- Direct allocations to the City of Hayward

TRANSPORTATION SALES TAX ALLOCATIONS TO HAYWARD				
	First Year of New Measure in Fiscal Year 2013–2014			Total Funding 2013–2042
	Current	With New TEP	Increase	Current + New
Local streets and roads	$1,880,000	$3,540,000	88%	$138,860,000
Paratransit for seniors and people with disabilities*	$680,000	$1,300,000	90%	$51,020,000
Bicycle and pedestrian safety	$380,000	$690,000	80%	$26,190,000

** Based upon PAPCO 2012 adopted funding formula*

TEP Projects Benefiting Hayward and Central County

- Bay Fair Connector capacity expansion/BART METRO
- Tennyson Road grade separation
- I-880 Winton Avenue interchange improvements
- I-880 Industrial Parkway interchange improvements
- I-580 spot intersection improvements in Central County
- Gap closure on Bay Trail and East Bay Greenway
- South Hayward BART Station Area improvements
- Operating funds to increase/restore AC Transit services
- Capitol Corridor service enhancements
- Freight corridor improvements on major highways

What the TEP Does for the County

- **Fix it First**: 70% of the funds are dedicated to maintaining and operating the existing system
- **Sustainable Communities and GHG Reduction**
  - *60% of funds support SCS implementation*
  - *CWTP shows GHG reductions of 24-25% per capita*
    - CWTP and TEP investments aligned in final CWTP
  - *TOD/PDAs capital investments*
  - *Major bike, pedestrian and transit funding increases*
- **Unprecedented transit investments**
  - *AC Transit funding level, BART Maintenance, Student Transit Pass Program*
- **Critical road, highway and freight investments**
- **Geographic equity in funding allocations**

Recommendation

- Recommend approval of the Alameda County $7.7 billion 2012 Transportation Expenditure Plan
  - ***TEP offers extraordinary funding opportunities*** *where no others of the same magnitude exist*
  - ***TEP is a catalyst*** *for transitioning into new era of transportation at the beginning of the 21st Century*
  - ***TEP is an anchor*** *to attract external funds – we will likely double the investments already included in the plan*
  - ***TEP is a solid, balanced, forward looking plan*** *with extensive accountability measures*
- **2012 TEP: Jobs, Mobility, Community**

TEP Schedule

- Final TEP
  - *January 26 – Full Commission adopts plan*
- Adoption by City Councils and Board of Supervisors:
  - *Winter/Spring 2012*
- April/May Polling
- Alameda CTC adoption of Final Plan in May and request BOS to place on ballot in June 2012
- TEP on November 6, 2012 ballot
  - *Requires 2/3 vote*

Questions

2012 TRANSPORTATION EXPENDITURE PLAN

City of Hayward

LOCAL TRANSPORTATION FUNDING
Federal and state transportation funding has declined dramatically. Meanwhile, demand is increasing for an efficient transportation system to move our growing population and the goods they need and to improve access to jobs, education and services. Fortunately, one funding source continues to be strong: the local transportation sales tax.

Measure B: In 1986, voters approved Measure B, a half-cent transportation sales tax, to fund transportation improvements throughout Alameda County. In November 2000, Alameda County voters approved an extension of the first sales tax through 2022 to fund a new set of project and program investments throughout the county. All of the major projects approved by the voters in that measure are either underway or complete, 10 years ahead of schedule.

2012 TEP: Alameda County's 2012 Transportation Expenditure Plan (TEP) will fund critical improvements to the county's transportation network, restore and expand transit service, expand transportation services for seniors and people with disabilities, relieve congestion throughout the county and improve safety and access for bicyclists and pedestrians.

A New Mobility Plan for the 21st Century

A new Transportation Expenditure Plan (TEP) will go before voters in November 2012 and will almost double local funding to maintain our current system, keep needed transportation services in place, restore service cuts for many providers and provide focused investments to meet the needs of Alameda County's growing population.

For the City of Hayward, this plan means continued transportation funding for projects and programs that improve people's mobility and access to transit and help create more vibrant, livable communities.

This plan will increase funding to the City of Hayward for maintenance and upgrades of local streets and roads, specialized transportation for seniors and people with disabilities, and bicycle and pedestrian safety. It also will provide additional funding to AC Transit and San Francisco Bay Area Rapid Transit District (BART) to restore and expand bus and train services.

TRANSPORTATION SALES TAX ALLOCATIONS TO THE CITY OF HAYWARD

	First Year of New Measure in Fiscal Year 2013–2014			Total Funding 2013–2042
	Current	With New TEP	Increase	Current + New
Local streets and roads	$1,880,000	$3,540,000	88%	$138,860,000
Paratransit for seniors and people with disabilities*	$680,000	$1,300,000	90%	$51,020,000
Bicycle and pedestrian safety	$380,000	$690,000	80%	$26,190,000

*For non-mandated city-based program based on adopted PAPCO formula for FY 12-13

Investments benefiting the City of Hayward and Central County

- Bay Fair Connector capacity expansion/BART METRO
- Tennyson Road grade separation
- I-880 Winton Avenue interchange improvements
- I-880 Industrial Parkway interchange improvements
- I-580 spot intersection improvements in Central County
- Gap closure on Bay Trail and East Bay Greenway
- South Hayward BART Station Area improvements
- Operating funds to increase/restore AC Transit services
- Capitol Corridor service enhancements
- Freight corridor improvements on major highways

For more information, visit www.alamedactc.org/TEP or call 510-208-7400.

ALAMEDA COUNTY'S 2012 TRANSPORTATION EXPENDITURE PLAN (TEP)

The 2012 Alameda County TEP is a New Mobility Plan for the 21st Century that responds to critical transportation needs. The vision is to develop a premier transportation system that supports a vibrant and livable Alameda County. This calls for a connected, integrated and multimodal transportation system that promotes sustainability, access, transit operations, public health and economic opportunities. Alameda CTC developed the TEP with guidance from the public, community advisory committees and elected officials, incorporating key findings from polling and extensive outreach. The TEP was approved by the Alameda CTC on January 26, 2012.

INVESTMENTS IN THE FUTURE

The TEP will be placed on the November 2012 ballot to augment and extend the existing half-cent sales tax. It will provide:

- $3.7 billion to double transit operations and expand services
- $2.3 billion to repair streets and roads
- $677 million to improve the county's aging highway system and decrease congestion
- $650 million to complete major trails and fund bicycle and pedestrian improvements
- $300 million for sustainable transportation investments that support transit, walking, and biking
- $77 million for technological advancements to improve efficiencies and advance cleaner vehicles and energy

Transportation for the 21st Century: Jobs, Mobility, Community

The Alameda CTC has taken a leadership role to develop a bold new transportation plan for Alameda County that will create jobs, expand mobility, and provide critical transportation services to support every community in Alameda County. The new 2012 Transportation Expenditure Plan will keep needed services in place and restore previously cut services for many providers.

Key features of the 2012 Transportation Expenditure Plan

- **Fix-it-first strategy.** Approximately 70 percent of the TEP funding supports a fix-it-first strategy. It includes funding for transit and paratransit operations, bus enhancements, BART's core system, capital improvements, local streets and roads pass-through programs, non-capacity expanding projects on primary corridors, non-capacity expanding interchange improvements, bicycle and pedestrian pass-through programs and sustainable transportation investments.
- **Sustainable communities and climate change.** The TEP strengthens transportation and land-use linkages and focuses on development that brings together mobility choices, housing and jobs. It proposes funding for infrastructure development that supports existing or proposed land uses in and around transit hubs. It also promotes alternatives to single-occupant vehicle trips by expanding transportation options to reduce greenhouse gas emissions.
- **Accountability.** As a public agency, Alameda CTC is committed to transparency and accountability and has built many safeguards into the new tax measure to ensure accountability to the voters and proper expenditures of funds through:
  - ***Annual audits and Independent Watchdog Committee (IWC) review:*** The IWC reports directly to the public on this review annually.
  - ***Strict project deadlines:*** Each project must have environmental clearance and a funding plan seven years from first revenue collection.
  - ***Timely use of funds:*** Jurisdictions and transit agencies must spend funds in a timely manner and report on these expenditures each year.
  - ***Annual budget and strategic plan:*** Each year, Alameda CTC adopts an annual budget and strategic plan to guide investments.
  - ***Performance and accountability measures:*** These will be included in every contract with fund recipients.
  - ***Capital Improvement Program updates:*** The Capital Improvement Program requires updates every two years through a public process that provides for geographic equity.
- **Geographic equity.** The sales tax revenues will benefit every city, transit operator and Alameda County, providing equitable investments throughout the county.