




# 2011 ANNUAL REPORT



INVESTING IN  
OUR FUTURE  
Transportation  
for the 21st  
Century



jobs. mobility. community.





Efficient transportation networks are crucial to Alameda County's vitality and economic well being. Alameda CTC supports all transportation modes: cars and trucks, transit, bicycling, and walking. Our overall mission is to plan, fund and deliver transportation programs and projects and expand access and improve mobility to foster a vibrant and livable Alameda County."

— Mark Green, Union City Mayor and Alameda CTC Chair

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City of Union City

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##### Alameda County

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##### City of Pleasanton

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## Letter to the Public: Jobs, Mobility and Community



Mark Green,  
*Union City Mayor and  
Alameda CTC Chair*



Arthur L. Dao,  
*Alameda CTC  
Executive Director*

Much of Alameda County's major transportation infrastructure—including highways, roads, bridges, and tunnels—was built in the 1950s and 1960s after World War II. Major improvements made since 1986 have been possible because of Alameda County taxpayers' commitment to transportation.

In 1986, Alameda County voters approved Measure B, a half-cent sales tax for local transportation. Revenue derived from the tax was used to invest in major highway improvement projects to reduce highway congestion and to fund major transit investments including extending BART to Dublin/Pleasanton and funding AC Transit operations. The measure also provided local streets and roads maintenance funding as well as funds for transport for seniors and people with disabilities.

In 2000, Alameda County voters re-approved Measure B to continue the half-cent transportation sales tax until 2022. Through careful management, leveraging of other funding opportunities, and consensus-based planning, the vast majority of the promises of the voter-approved measures have been fulfilled ahead of schedule.

Alameda County Transportation Commission (Alameda CTC) has been able to deliver 95 percent of its 27 capital improvement projects in 50 percent of the time. Essential operations and maintenance programs will continue until 2022.

However, the work is far from over. Alameda County now has an opportunity to set a new course to support our economy, communities, and mobility well into the 21st century.

What does the future hold? Our vision is a transportation system in Alameda County that will be:

- ✓ Multimodal, meaning that all forms of transportation (cars, transit, bikes, and walking) are supported
- ✓ 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 with a network of streets, highways, transit, bicycle, and pedestrian routes
- ✓ Reliable, efficient, and cost effective
- ✓ Well maintained, safe, and supportive of a healthy and clean environment.



The benefits to Alameda County are many if this vision is realized. We'll see continued economic and job growth, greater mobility and connectivity, and improved quality of life in our communities.

But additional funding will be needed to make this happen. Alameda County voters will have the opportunity in November 2012 to re-affirm their commitment to our county's transportation network – and the resulting jobs, mobility, and improved quality of life for all Alameda County residents and businesses.

In this Alameda CTC annual report, you'll read about major accomplishments over

the past year and about the improvements to come. The financial reporting in these pages covers our 2010-2011 fiscal year (July 1, 2010 through June 30, 2011), while the major accomplishments highlighted in this report are for the 2011 calendar year (January 1 through December 31, 2011). We are proud of our work over the past 25 years, and look forward to continuing to support Alameda County with an even more vibrant transportation network.



Mark Green      Art Dao

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## Distinguished Service to Alameda County

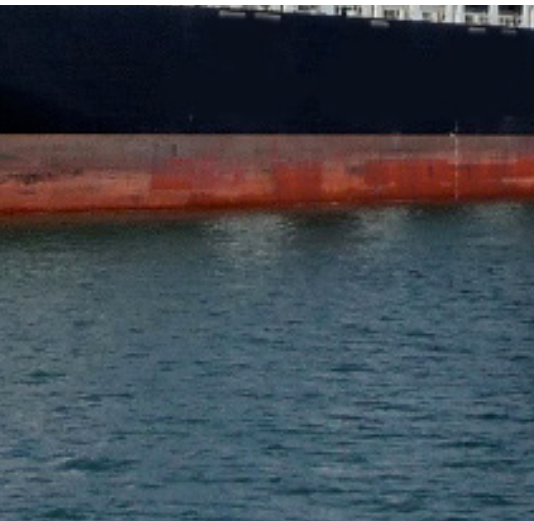
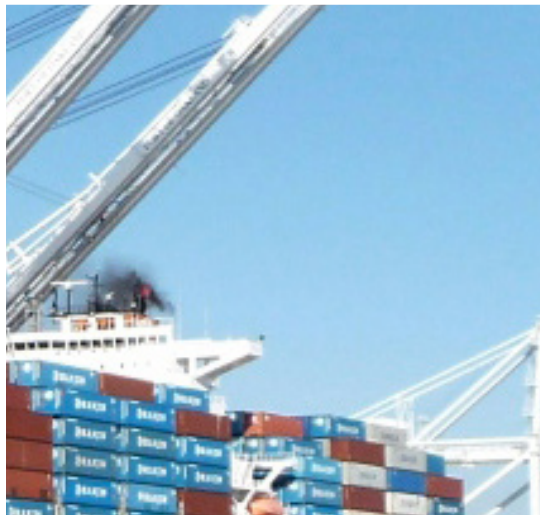
Mark Green, Mayor of Union City and Chair of the Alameda County Transportation Commission, received the “Elected Official of the Year” award from the California Transportation Foundation in recognition of his role in delivering excellence in California transportation during 2011.

In 2010, under Mayor Green's leadership, the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency merged to form the Alameda CTC. This merger resulted in a net savings to taxpayers of over \$3 million in the first year alone. These savings go directly into transportation projects and operations.

For the past 19 years, Mayor Green has championed transportation projects and their funding in both Alameda County and the San Francisco Bay region. Through the major accomplishments achieved during his tenure, his good work will be enjoyed by the millions of people who travel in Alameda County now and well into the future.

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# 1 Alameda County

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## Crossroads of the Pacific Rim

AS A CENTRAL HUB BETWEEN THE San Francisco Bay area, the Central Valley, Northern California, the United States, and Asia, Alameda County holds a special role in regional, statewide, and international transportation. Six interstate freeways transect the county, along with hundreds of local streets and roads. Six transit systems operate in Alameda County.

Every day, Alameda County's transportation network carries millions of people to jobs, education, shopping, and recreation. These people are the economic engine of Alameda County.

Alameda County is home to the Port of Oakland, the nation's fifth busiest container port and the freight hub for much of Northern California. Two-thirds of truck trips and nearly all freight rail trips in Northern California traverse Alameda County's freeways and rail lines. More than one-third of products imported through the Port of Oakland are consumed by American families and businesses outside of California.



Alameda County's transportation networks are vital to the efficient movement of people and goods. In 2010, \$39 billion worth of cargo passed into and out of the Port of Oakland and through Alameda County.



Along with serving as the region's transportation hub, Alameda County has the burden of having the worst traffic congestion in Northern California. While 20 percent of Bay Area residents live in Alameda County, nearly 40 percent of the region's freeway congestion occurs here.

Over the next 25 years, Alameda County is projected to experience economic growth in industries that require increased transport of people and goods. Alameda County's population is expected to grow by 24 percent to 1.9 million people by 2035.

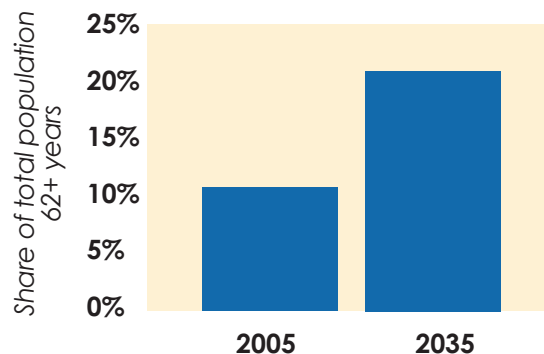
The most population growth is expected to occur in Dublin, Emeryville, Livermore, Oakland, and Union City.



Alameda County has many different areas ranging from densely built to rural communities. The Fruitvale Transit Village project was funded in part by the 2000 Measure B.

The population will also grow older. In 2010, about one in ten people in Alameda County was 65 or older; by 2035, nearly one in five people will be a senior.

**Seniors as Share of Total Population in Alameda County**



*Source: Alameda County Travel Model*

Alameda CTC is working hard to making sure our transportation systems can accommodate the changing demographics of Alameda County, so that the economy, our communities, and our environment will continue to thrive.



# 2 Jobs

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## Economic Vitality for the Coming Decades

ALAMEDA CTC IS COMMITTED TO supporting the economic vitality of Alameda County and helping businesses remain competitive in the regional and world market. We do this in many ways.

Much of the revenue from the county's half-cent sales tax is funneled back into the county's economy through contracts to plan, design, and construct transportation improvements – and through transportation-related programs. From there, the money spreads out to other Alameda County businesses – and their employees – that supply goods and services on those contracts. The jobs and income created by these companies and workers is used, in turn, to buy goods and services like food, health care, and supplies from local companies.

Alameda CTC is working to reduce congestion and make it easier for people to get to and from their jobs, and make it less costly to ship goods and freight. We take a two-pronged approach to reducing congestion. First is to support and expand safe, convenient, and healthy

The \$756 million investment from Alameda County's sales tax has been leveraged to over \$3.5 billion in major transportation project construction, supporting local businesses and creating jobs.



Projects like the \$98 million Route 238/Mission-Foothill-Jackson Corridor are providing jobs to hundreds of local workers. An Alameda County contractor was hired to build this project, revolving local dollars into local firms.

alternatives to car-based travel, such as transit, walking, or biking. Second is to make highway and road improvements that increase roadway capacity and reduce traffic bottlenecks.

The best transportation systems seamlessly move people and goods and allow businesses to deliver services efficiently. Investments in transportation mean money is pumped back into the local economy, not only improving the county's mobility, but supporting local businesses and creating local jobs.



Construction of the \$890 million BART Warm Springs Extension project will improve the county's mobility at the same time it creates local jobs.



The Route 84/I-580 Interchange project is one of several highway/roadway projects in Livermore to improve traffic along Isabel Avenue and allow Livermore's town center to flourish. If approved by the voters in November 2012, additional funding will enable completion of the Route 84 Expressway between I-580 in Livermore and I-680.



# 3

## Mobility

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### Serving Diverse Transportation Needs

ALAMEDA COUNTY RESIDENTS HAVE A wide range of transportation needs and preferences. Over 80 percent of the personal trips people make in Alameda County are by private vehicle and about 20 percent are by transit, walking, or bike riding. Alameda CTC is committed to offering a range of choices, enabling more people to use transit, walk, and bike safely as alternatives to car-based transportation.

Alameda CTC allocates approximately half of the county's half-cent transportation sales tax toward public transit projects and programs. In fiscal year 2010-2011 (FY10-11) alone, Alameda CTC provided \$21.4 million to five transit agencies that serve Alameda County. These funds helped to support the operations of the Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express (ACE), Livermore Amador Valley Transit Authority (Wheels), ferry services, and Union City Transit.

Alameda CTC allocated approximately 10 percent of the sales tax revenue toward



Alameda CTC investments in transit include rail, bus and ferry services.



The BikeMobile delivers no-cost bicycle repair and safety training to promote riding bikes to school.



transportation services for seniors and people with disabilities (a total of \$9.1 million in FY10-11 for paratransit, in addition to many other programs), and 5 percent toward bicycle and pedestrian safety (\$3.8 million in FY10-11). Taken together, these programs make the county's transportation network more versatile and usable for a greater number of people.

Over the last 10 years, the half-cent transportation sales tax has funded over \$40 million to improve safe walking and bicycling in Alameda County, through 134 miles of improved sidewalks, 158 new crosswalks, 25 miles of bike lanes, 602 bike racks, and many more projects

and programs—all of which help to improve transportation safety. As a result, Alameda County has seen an enormous increase in people walking (47 percent) and bicycling (75 percent) in the past decade. Safe walking and biking facilities also help to support access to and use of transit.

Young people (under 18 years of age) make up about 23 percent of the population. The county's Safe Routes to Schools program is encouraging more students to walk or bike to school and learn important safety information. Today, 86 schools throughout Alameda County are participating in Safe Routes to Schools.

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## Keeping Seniors Mobile

Senior citizens make up about 10 percent of Alameda County's population – and often have different transportation needs than the rest of the population. About 37 percent of Americans 65 and older have some form of disability, which adds significant challenges to maintaining their mobility and independence.

Alameda CTC is helping to keep seniors healthy and strong through support of walking programs and travel training provided by many partners throughout the county.

This and other “active transportation” programs help reduce health care costs.



Frances Hilliard has been a long-time member of Alameda CTC Citizens Advisory Committee and has dramatically changed her lifestyle and health by choosing walking to be a significant part of her transportation.

# 4

## Connections

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### Bringing People, Transportation, and Destinations Together

ALAMEDA CTC IS MAKING TRANSPORTATION more convenient by improving our transportation network, facilitating public input, closing gaps, removing bottlenecks, and providing connections between various modes of travel.

For example, construction began in FY10-11 on the Oakland Airport Connector Project, a 3.2-mile Automated Guideway Transit system that will connect the BART Coliseum Station to the Oakland International Airport. Passenger service is expected to begin during 2014. This project will allow people to more conveniently take BART to the Oakland Airport, reducing the need to drive.

Construction continues on the 5.4-mile BART extension from the Fremont BART Station south to the Warm Springs District of Fremont. Alameda County's half-cent transportation sales tax is funding about one-fourth (or \$224 million) of the total project cost. Passenger service along the extension is scheduled to begin in late 2014, and will provide a vital transportation alternative in the I-880 corridor.



The Oakland Airport Connector will replace the AirBART shuttle. With a travel time of less than 10 minutes and vehicles departing every four minutes, the connector is expected to carry as many as 10,000 daily passengers by 2020.

Alameda CTC and its predecessor agencies have made major improvements to reduce congestion, accidents, and pollution on the county's highways and roads. Wherever possible, we make improvements so that more cars can travel smoothly within our existing highways and roads.

Along I-680, for example, the HOV (high-occupancy vehicle, or carpool) southbound lane along a 14-mile corridor from Pleasanton to Milpitas was converted to an HOT (high-occupancy toll) express lane to give drivers more reliability in their travel time and to improve highway efficiency. The express lane opened in September 2010. In the first year of operation, speeds averaged 10 miles per hour faster in the express lane during the morning commute.

Along I-80 — the most congested highway in the Bay Area — Alameda CTC is using high-tech transportation management solutions to improve traffic flow. The Integrated Corridor Mobility Project uses Intelligent Transportation System (ITS) tools – like closed-circuit television cameras, ramp metering stations, and dynamic changeable message signs – to improve safety, mobility, and trip reliability for all users. Construction began in September 2011 and is anticipated to be complete by spring 2015.



Improved roadways and highways can reduce congestion, accidents, and pollution. The I-680 express lanes are the first in Northern California to give solo drivers a choice to pay a toll to travel in the carpool lane.



Alameda CTC is at the forefront of transportation technology, enabling Alameda County to get the most capacity from its existing infrastructure.



# 5 Community and the Environment

## Improving Our Quality of Life

QUALITY OF LIFE IS CRITICAL TO THE success of any community. Places with walkable destinations, extensive and frequent transit, and access to jobs and services have lower household transportation costs and higher quality of life. Alameda CTC's transportation improvements and programs have fostered vibrant and livable communities in Alameda County.

Funding from the half-cent transportation sales tax is one stable revenue source that Alameda County cities count on to maintain neighborhood streets and roads, despite the difficult economy of the past several years. About 22 percent of Alameda County's half-cent transportation sales tax is distributed to Alameda County cities (and agencies that serve unincorporated Alameda County) for road maintenance, repair, and improvements.



The City of Fremont recently completed its Bay Street Streetscape Project, partially funded by Alameda County's half-cent sales tax.

Transportation improvements also have positive effects on the environment by improving air quality and reducing greenhouse gas emissions. Forty percent of the Bay Area's greenhouse gas emissions — nearly 42 million metric tons a year — come from our cars, trucks, buses, trains, ships, and planes.

The Alameda CTC is helping Alameda County comply with California Assembly Bill 32 and California Senate Bill 375, which mandate reductions in greenhouse gas emissions for many sectors, by expanding transportation choices and improving access to jobs and housing.



Local transportation improvements like this one along Foothill and Mission Boulevards in Hayward create more attractive, inviting, and walkable places. Not only will major improvements improve traffic flow, but the project is also putting local businesses to work.



The north and south concourse and platforms of Union City Intermodal Station opened December 2010. Pedestrians, buses, and cars have greatly improved access to the BART station and surrounding businesses and services.



The Alameda County Safe Routes to Schools Program enhances safety, health and community connections.

# 6 Shaping the Future of Transportation

MAJOR PROGRESS WAS MADE DURING 2011 in developing the Alameda Countywide Transportation Plan update and the new 2012 Transportation Expenditure Plan (TEP). The Countywide Transportation Plan will guide sustainable transportation planning and future land use development across the county for the next 28 years. The TEP provides a funding opportunity for projects and programs that are included in the Countywide Transportation Plan through an augmentation and extension of the existing sales tax measure which will be on the November 6, 2012 ballot.

The \$7.8 billion TEP addresses all aspects of the county's complex transportation system. It includes major funding increases to public transit (paratransit, buses, rails, and ferries), local streets and roads maintenance, freight and highway improvements, bicycle and pedestrian safety projects, and investments to connect transportation, housing and jobs.

Transportation funding for many important projects and programs will be made possible if voters approve the November 2012 ballot measure.

## **Alameda County's Transportation Vision**

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.



Alameda County works closely with businesses, community members and the public to plan the county's future projects and programs.



## Transportation Expenditure Plan: Summary of Investments

A sales tax measure in support of the new Transportation Expenditure Plan will be on the November 6, 2012 ballot to infuse an additional \$7.8 billion of transportation funding to support jobs, expand mobility, and foster safe and healthy communities in Alameda County over the next 30 years. If approved by the voters, the tax measure will fund:

- **Public Transit & Specialized Transit (48% - \$3.7 billion)**
  - Restore and expand bus, BART, ferry, and rail service
  - Increase operating funds for AC Transit, ACE, BART, WETA, WHEELS, and Union City Transit
  - Create new student transit pass programs
  - Expand senior and disabled transportation services (paratransit)
- **Local Streets & Roads (30% - \$2.3 billion)**
  - Improve major commute corridors and streets in all cities in Alameda County, including paving, resurfacing, and safety enhancements
  - Seismically retrofit local bridges
- **Highway Efficiency & Freight (9% - \$677 million)**
  - Fix aging infrastructure, close gaps, and improve efficiency on every highway corridor in Alameda County
  - Support economic development through transportation investments
  - Improve efficiency and safety on truck routes
- **Bicycle and Pedestrian Infrastructure & Safety (8% - \$651 million)**
  - Complete major bike/pedestrian trails (Iron Horse Trail, Bay Trail and East Bay Greenway)
  - Improve bicycle and pedestrian safety and access in every city
  - Support Safe Routes to Schools programs
- **Sustainable Land Use & Transportation Linkages (4% - \$300 million)**
  - Modernize and improve BART Stations
  - Improve connections between transit, housing, and jobs
- **Technology, Innovation & Development (1% - \$77 million)**
  - Reduce congestion and greenhouse gas emissions
  - Implement new technology to increase transportation efficiency



# 7

## Financials

July 1, 2010 – June 30, 2011

ALAMEDA CTC SPENDS TAX DOLLARS AND delivers programs and projects wisely and efficiently. Our primary goal is to ensure the best value for the public funds we are entrusted to manage.

A rigorous system of checks and balances are in place to ensure that the county's sales tax dollars are spent efficiently and as promised. Annual independent audits are performed to ensure accountability and transparency. These audits help demonstrate that financial statements are accurate, and that they conform to generally accepted accounting principles.

Effective July 22, 2010, the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA) merged to form the Alameda CTC. The first full financial report for the Alameda CTC will be produced for the 2011-2012 fiscal year. Audited financial information for ACTIA and ACCMA for FY10-11 are presented in this chapter.

### Alameda County Transportation Improvement Authority

ACTIA received its funding from the half-cent transportation sales tax approved by voters in 2000. Since April 2002, Alameda County has received over \$1 billion in revenue to make vital improvements to our transportation network.

In general, about 60 percent of the half-cent sales tax revenue is distributed ("passed-through") on a monthly basis to cities, the County, and transit agencies. The remaining 40 percent of tax revenue funds voter-approved capital infrastructure improvement projects. A summary of ACTIA's revenue and expenditures is presented in Table 1. Additional detail about the types of programs the funding supports is presented in Table 2.

**Table 1:**  
**ACTIA COMBINED STATEMENT OF REVENUES, EXPENDITURES,**  
**AND CHANGES** (in \$ thousands)

<b>REVENUES</b>	<b>FY10-11</b>	<b>To-Date</b>
Sales Tax	105,394	965,635
Investment Income	682	28,579
Other Income	10,015	26,009
<b>Total Revenues</b>	<b>\$116,091</b>	<b>\$1,020,222</b>
<b>EXPENDITURES</b>		
Administration	3,566	40,689
Ballot Measure cost		1,278
Capital Projects Fund	75,121	350,080
Local (Pass-Through) Programs		
A. C. E.	2,133	19,332
AC Transit	21,567	195,502
BART	1,500	13,613
LAVTA	824	7,507
Alameda County	2,554	23,612
City of Alameda	2,487	22,814
City of Albany	377	3,459
City of Berkeley	2,658	24,136
City of Dublin	443	3,714
City of Emeryville	251	2,100
City of Fremont	2,974	26,989
City of Hayward	2,795	24,756
City of Livermore	1,003	9,078
City of Newark	618	5,668
City of Oakland	10,395	94,099
City of Piedmont	364	3,315
City of Pleasanton	867	7,898
City of San Leandro	1,518	14,031
City of Union City	1,367	12,347
Interest Expenses		12
Sub-total Local Pass Through Programs	56,694	513,982
Program Reserved funds expenses	5,360	25,258
Total Program Expenditures	62,054	539,240
<b>Total Expenditures</b>	<b>\$140,741</b>	<b>\$931,287</b>
Change in Net Assets	(24,650)	88,936
BEGINNING FUND BALANCES	113,566	
<b>ENDING FUND BALANCES</b>	<b>\$88,917</b>	<b>\$88,936</b>



**Table 2:**  
**ACTIA FY10/11 Distributions:**  
**How Local Pass-Through Funds are Used** (in \$ thousands)

	Local Streets and Roads	Bridges	Bicycle and Pedestrian	Para- transit	Mass Transit	Total
ACE					2,133	2,133
AC Transit				4,167	17,400	21,567
BART				1,500		1,500
LAVTA				130	694	824
Alameda County	1,586	622	345			2,554
City of Alameda	1,370		181	148	788	2,487
City of Albany	310		41	26		377
City of Berkeley	2,227		260	172		2,658
City of Dublin	327		116			443
City of Emeryville	204		24	23		251
City of Fremont	1,790		523	661		2,974
City of Hayward	1,789		366	639		2,795
City of Livermore	798		205			1,003
City of Newark	368		107	144		618
City of Oakland	8,484		1,031	880		10,395
City of Piedmont	337		27			364
City of Pleasanton	616		170	81		867
City of San Leandro	1,072		200	246		1,518
City of Union City	585		179	262	341	1,367
<b>Total</b>	<b>\$21,863</b>	<b>\$622</b>	<b>\$3,774</b>	<b>\$9,079</b>	<b>\$21,355</b>	<b>\$56,694</b>

### Alameda County Congestion Management Agency

ACCMA received its funding from a variety of federal, state, and local grant sources and fees, with the intent of those grants to make transportation investments to reduce congestion in Alameda County. Under the Exchange Program, the ACCMA entered into agreements with several local agencies to exchange the ACCMA's state or federal funds with other governments' local funding for various transportation

projects. This program is used to expedite projects by giving project sponsors the flexibility of using local funds rather than more restrictive state or federal funds.

ACCMA, in turn, used those funds to prepare and implement the county's Congestion Management Plan and programming. A summary of ACCMA's revenue and expenditures is presented in Table 3.

### Strong History of Support for Transportation in Alameda County

In 1986, 56.5 percent of Alameda County voters said “yes” to authorize Measure B, a half-cent sales tax for transportation projects in Alameda County. In 2000, local voters reconfirmed their support — by a resounding 81.5 percent — for a modern set of essential transportation improvements and services, authorizing the continuation of the half-cent transportation sales tax.

In 2010, 62.8 percent of Alameda County voters said “yes” again to a \$10 vehicle registration fee that generates roughly \$11 million per year for local streets and roads (60 percent), transit (25 percent), local transportation technology (10 percent), and bicycle and pedestrian



(5 percent) projects. This and other “active transportation” programs help reduce health care costs. The half-cent transportation sales tax also funds paratransit programs that provide mobility for seniors and persons with disabilities who are unable to drive or use BART or any of the county's bus systems.

**Table 3:**  
**ACCMA Statement of Revenues and Expenditures and Changes**  
**in Fund Balance** (in \$ thousands)

	General Funds	Capital Projects Fund	Exchange Fund	Special Revenue Funds	Inter-Fund Eliminations	Total Governmental Funds
<b>Revenues</b>						
Grants:						
Metropolitan Transportation Commission	1,499	4,813				6,313
CalTrans	1,476	11,182				12,658
Transportation Fund for Clear Air (TFCA)	238	369		1,830	(607)	1,830
AC Transit		200				200
Alameda County Transportation Imp Auth	199	9,924				10,123
Other Grants		3,016	7,033			10,049
Member Agency Fees	1,095					1,095
Exchange Program Funds	583	4,645			(5,228)	
Vehicle Registration Fees				1,739		1,739
Interest	2	55	14	18		119
Other Income	26					26
	<b>\$5,149</b>	<b>\$34,205</b>	<b>\$7,047</b>	<b>\$3,587</b>	<b>\$(5,835)</b>	<b>\$44,152</b>
<b>Expenditures</b>						
Administration	4,543	972		893		6,408
Consultants and Contractors	1,476	32,215	7,033		(5,835)	34,889
TFCA Grant Program				2,031		2,031
Capital Outlay	36					36
	<b>\$6,056</b>	<b>\$33,187</b>	<b>\$7,033</b>	<b>\$2,924</b>	<b>\$(5,835)</b>	<b>\$43,365</b>
Excess of Revenues Over (Under) Expenditures	(908)	1,018	14	663		787
Operating Transfer in (out)	1,018	(1,018)				
Net Change in Fund Balance	110		14	663		787
Fund Balance, July 1, 2010	139		4,619	4,181		8,939
Fund Balance, June 30, 2011	<b>\$250</b>	<b>\$0</b>	<b>\$4,633</b>	<b>\$4,844</b>	<b>\$0</b>	<b>\$9,727</b>





We cannot lose sight of the critical importance of improving, maintaining, and supporting our vital transportation networks. Alameda CTC has been able to deliver 95 percent of the capital improvement projects promised to voters in 2000 in 50 percent of the time. The transportation network has seen major improvements, but there's much more to be done.

# 8 A Look Ahead

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ALAMEDA CTC HAS MADE HUGE STRIDES in improving the transportation networks in Alameda County. However, more transportation investments are needed to continue this good work, support Alameda County's growing population, and address legislative mandates to reduce greenhouse gas emissions.

Historically, the amount of transportation funding received from federal, state, and other sources has been erratic and unpredictable. In the past several years, funding has been sharply reduced because of the nation's economic downturn. When compared to other funding sources, Alameda County's half-cent sales tax is a reliable and consistent way that the county can maintain and

improve its transportation network.

We cannot lose sight of the critical importance of improving, maintaining, and supporting our vital transportation networks. Alameda CTC has demonstrated that transportation improvements benefit everyone, and that they can be done efficiently, transparently, and accountably.

If approved by voters in November 2012, the renewed half-cent sales tax measure will support projects over the next 30 years dedicated to a vibrant and diverse transportation system. In improving transportation, we improve mobility. In improving mobility, we expand access to jobs, housing, education and services that improve our quality of life.

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## Planning for the Future

Alameda CTC is planning now to accommodate future needs of Alameda County residents and businesses, by developing several important policies that will guide its administrative, planning, and programming efforts.

In addition to completing the Countywide Transportation Plan and associated

Transportation Expenditure Plan, the Alameda CTC will be preparing several planning studies that will identify needs and priorities to guide a future direction for the county's transportation networks. This work will be done in partnership with local agencies and the public. And Alameda CTC will continue work on programming efforts for the various fund sources managed by the agency.

## ALAMEDA COUNTY TRANSPORTATION COMMISSION PROGRAMS AND PROJECTS

Local transportation funding has made the majority of these programs and projects possible.

### Bicycle and Pedestrian Safety

- Bicycle Safety Education, Safe Routes to Schools, Senior Walk Clubs and Many Other Programs
- Countywide Bicycle and Pedestrian Facility and Streetscape Improvements
- Trails: Alamo Canal Regional Trail, Bay Trail, East Bay Greenway, Iron Horse Trail

### Highway Infrastructure

#### I-80 Integrated Corridor Mobility Project

##### I-238 Corridor Widening

##### I-580 Corridor

- I-580 Castro Valley Interchange Improvements
- I-580 Corridor Environmental Mitigation
- I-580 Corridor Right of Way Preservation
- I-580 Eastbound and Westbound HOV/HOT Lane Projects
- I-580 Eastbound Auxiliary Lane
- I-580 Route 84/Isabel Interchange
- I-580 Soundwalls – San Leandro and Oakland
- I-580 Traffic Management Plan Project
- I-580 Tri-Valley Rapid Transit Corridor Improvements

##### I-680 Corridor

- I-680 Sunol Express Lanes
- I-680/I-880 Cross Connector Studies

##### I-880 Corridor

- I-880 North Safety and Operational Improvements
- I-880 Southbound (HOV) Lane Extension Hegenberger Road – Marina Boulevard
- I-880/Broadway Jackson Interchange Improvement
- I-880/Washington Avenue Interchange Improvement

### Other Highway/Streets Capital and Management Projects

- Downtown Oakland Streetscape Improvements
- East 14th Street/Hesperian Boulevard/150th Street Intersection Improvements

- Hesperian Boulevard/Lewelling Boulevard Intersection Improvement
- Iron Horse Transit Route
- Lewelling/East Lewelling Boulevard Widening
- Regional Measure 2 Projects: Express Bus Improvements and Bay Bridges
- Route 84 Expressway
- Route 92/Clawiter-Whitesell Interchange and Reliever Route
- Smart Corridors Operation and Management
- Telegraph Avenue Corridor Bus Rapid Transit
- Webster Street SMART Corridors Management
- Westgate Parkway Extension

### Local Streets and Roads

- Direct Allocations for All Cities and the County
- Capital Improvements for Surface Streets and Arterial Roads

### Mass Transit and Transit Oriented Development

#### BART

- BART Warm Springs Extension
- BART Oakland Airport Connector
- I-580 Corridor/BART to Livermore Studies
- Union City Intermodal Transit Station

#### Bus Services

(Express Bus, Local, Countywide)

- AC Transit Services
- Livermore Amador Valley Transit Authority Wheels
- Union City Transit

#### Ferry

- Alameda/Oakland Transbay Ferry Service/WETA
- Rail
- Altamont Commuter Express Rail
- Dumbarton Rail Corridor Improvements

### Special Transit for Seniors and People with Disabilities

- Countywide Coordination and Mobility Management Planning
- Paratransit, Shuttle, and Taxi Services

- Special Transportation Services for People with Disabilities, Youth and Seniors

### Transit Oriented Development

- Bay Street Streetscape Project
- Transportation Enhancements at Ashby BART Station/Ed Roberts Campus
- West Oakland Seventh Street Transit Village Streetscape
- Transit-Oriented Development Assistance Program

### Planning

- Annual Performance Report/Mobility Monitoring
- Biennial Level of Service Monitoring Study
- Central Alameda County Freeway System Study
- Central I-80 Rail Corridor Study
- Climate Action Initiatives (SB 375 and AB 32)
- Community-based Transportation Plans (Alameda, Oakland, Berkeley, Central County)
- Congestion Management Plan
- Countywide Bicycle Plan and Pedestrian Plan Updates
- Countywide Transportation Model
- Countywide Transportation Plan Update and Transportation Expenditure Plan
- Land Use Analysis Program
- Truck Parking Facility Feasibility and Location Study

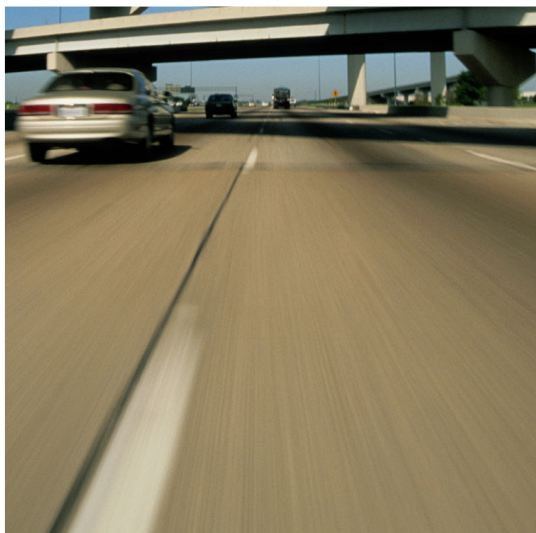
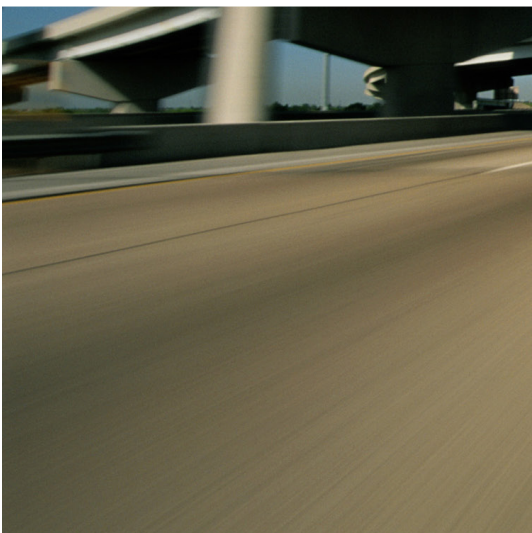
### Programming

- Federal Surface Transportation Program/Congestion Mitigation and Air Quality Program
- Guaranteed Ride Home Program
- MTC's Lifeline Transportation Program
- State Transportation Improvement Project
- Transportation and Land Use Work Program/Transit Oriented Development
- Transportation Fund for Clean Air





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