

# Alameda County Transportation



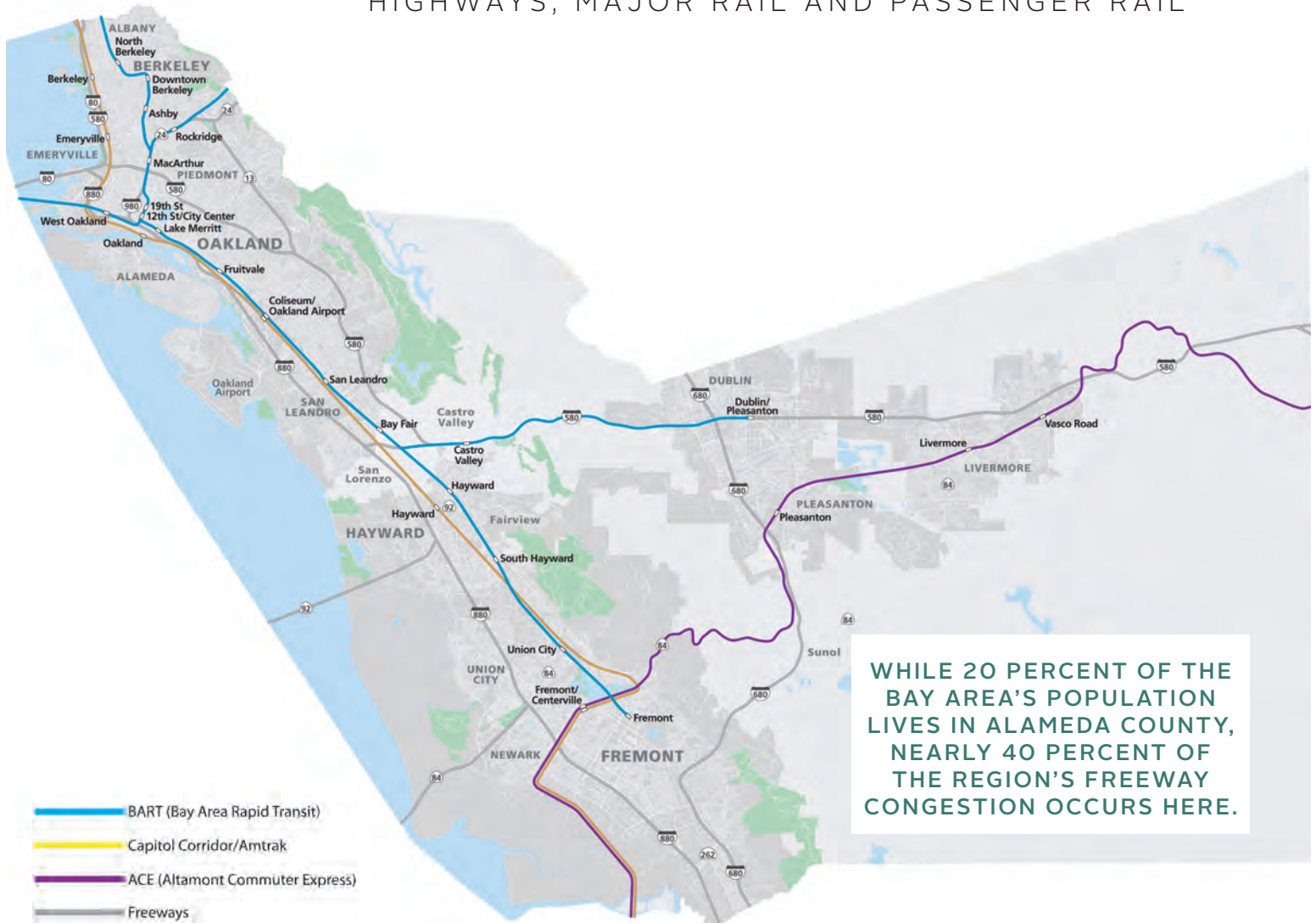
## 2011 LEGISLATIVE PROGRAM

PLAN • FUND • DELIVER

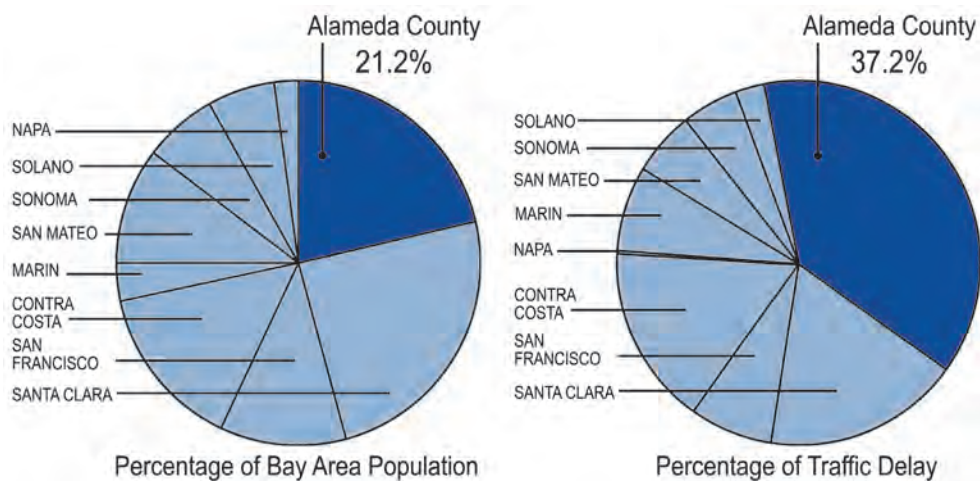


# Alameda County Transportation System

HIGHWAYS, MAJOR RAIL AND PASSENGER RAIL



ALAMEDA COUNTY BEARS THE LARGEST SHARE OF NORTHERN CALIFORNIA'S CONGESTION.



Source: 2008 State of the System Report, MTC and Caltrans

# To Our Legislators

**Alameda County sits at the heart of the Bay Area.** The extensive network of roads, rails, buses, trails and pathways carry millions of people each day to jobs, education, services and recreation, supporting the economic engine of California, the U.S. and beyond. As the geographic and demographic core of the Bay Area and the transportation hub of Northern California, more than half of all San Francisco Bay Region through-county commuters traverse Alameda County each workday.

**Mobility in Alameda County reaches far beyond our borders, affecting the economic well being of millions of Americans from San Francisco to Chicago and beyond.** Alameda County is also home to the Port of Oakland, the nation's fourth largest container port, the number one port for exporting U.S. fresh produce, and the freight hub for much of Northern California and beyond.

Two-thirds of truck trips and nearly all freight rail trips in Northern California traverse the freeways and rail lines of Alameda County. More than one-third of products imported through the Port of Oakland are consumed by American families and businesses outside of California.

**Alameda County bears the largest share of Northern California's congestion.** 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, due to our position as the region's transportation hub.

**We are investing record levels in our Alameda County transportation systems.** Alameda County voters have voted to raise \$3 billion in local sales taxes through 2022, supported bridge toll increases, and approved extensions to transit parcel taxes to combat congestion and expand mobility. California voters supported \$20 billion in transportation bond funds in 2006, with congestion reduction as its centerpiece, and they approved the Measure F Alameda County Vehicle Registration Fee Program in 2010, which will generate about \$11 million per year to reduce traffic congestion and vehicle-related pollution through a \$10 annual vehicle registration fee.

**WE ARE  
INVESTING  
RECORD  
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TRANSPORTATION  
SYSTEMS.**

**WE NEED TO  
CONTINUE AND  
STRENGTHEN  
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PARTNERSHIP  
WITH THE  
FEDERAL  
GOVERNMENT.**

**Mobility partnerships result in delivery.** In Alameda County, we have forged strong local, regional and statewide partnerships to develop strategic funding packages, established legislation to pilot innovative delivery mechanisms, and prioritized transportation investments, resulting in advanced project delivery. We need to continue and strengthen our partnership with the federal government as part of the reauthorization of the federal transportation program to complete these historic investments.

In the following pages, you will find Alameda County's legislative programs, including a unique set of "Principles Plus" supporting essential transportation investments, to improve access, mobility and the flow of people and goods through Alameda County that complement a set of statewide principles crafted by partners across California. Our partnership aims to improve the lives and livelihoods of millions of Americans living in communities throughout the United States, including those closest to home.

Sincerely,

Union City Mayor, **Mark Green**

Alameda County Transportation Commission Chair



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# Alameda County Overview

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**LOCATION:** San Francisco Bay Area, East Bay  
**POPULATION:** 1.5 Million (7.4 Million in Bay Area)  
**SQUARE MILES:** 738  
**COUNTY SEAT:** Oakland

**CITIES:**

Alameda	Emeryville	Oakland	San Leandro
Albany	Fremont	Newark	Union City
Berkeley	Hayward	Piedmont	
Dublin	Livermore	Pleasanton	

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From its beginnings over 150 years ago as a collection of booming agricultural communities, Alameda County was shaped by transportation. It was one of the first “trolley car” suburbs where trolleys replaced horse cars and mixed residential and commercial areas were built along the trolley lines, allowing people more choices for where to live and work. Located in the heart of the East Bay, the county has grown into the economic cultural and education center it is today with a distinct character and lifestyle. Alameda County is home to more than 1.5 million residents, drawing people everyday from across the region—and much of the world—to live, work and recreate. The County is ideally situated within easy access of some of Northern California’s most striking natural environments and open spaces, making it one of the State’s most desirable places.

The County’s major universities, scientific, industrial and commercial industries, thriving multimedia and technology sectors, strong manufacturing and food service industries and internationally recognized laboratories and hospitals support its socially and ethnically diverse communities. These industries and services are advanced by a network of roadways, transit and pathways supporting local commuters and those that enter, leave or pass through the County. As a central hub between San Francisco, San Jose and the Central Valley, **Alameda County fulfills a special role in regional, statewide and international transportation** with the six interstate freeways that transect the County, seven distinct transit operators,

hundreds of local lane miles and an international gateway with the Port of Oakland and the Oakland International Airport.

As a result, **Alameda County bears a disproportionately large share of traffic congestion in Northern California.** While 20 percent of the Bay Area’s population lives in Alameda County, nearly 40 percent of the region’s freeway congestion occurs here. And five of the top 10 congestion hot spots in the nine-county Bay Area are located in Alameda County.

**Traffic congestion in Alameda County significantly affects the lives and economic well being of millions of Americans living in communities from San Francisco to Walnut Creek, Stockton to Fresno, Chicago to New Orleans.** Congestion in Alameda County affects American workers and families in Minneapolis, Chicago and Detroit as manufactured goods from the Midwest and East destined for markets in California and Asia are delayed due to overcrowding on both rails and highways. This congestion increases costs and reduces the reliability of imports and exports through the Port of Oakland.

The following pages describe Alameda County’s legislative program that supports essential investments in our transportation infrastructure. Promoting innovative mobility solutions offers effective economic growth balanced by transportation options that support a clean environment, accessible services and safety for the traveling public.

# Transportation Funding Priorities

In November 2010, five out of seven counties in the Bay Area approved increasing vehicle registration fees to fund transportation improvements, and voters have supported statewide bond measures to fund transportation infrastructure. However, Alameda County, the state and country continue to face profound transportation funding challenges, and the purchasing power of the gas tax, which has not been increased since the early 1990s, has not kept pace with current and projected growth. Environmental review times are also often long, causing implementation delays. Consequently, Alameda County supports the following funding priorities.

## GENERAL TRANSPORTATION FUNDING PRIORITIES:

- Support legislation that **increases the gas tax** and/or requires adjusting it regularly to support its “buying power.”
- **Protect and increase funding** for Alameda CTC projects in the State Transportation Improvement Program (STIP), the federal transportation bill and other funding sources.
- Support legislation that protects and provides increased **funding for all modes of transportation** including safety improvements, and that supports the delivery of Alameda CTC projects and programs, and those of its partner agencies.
- Support efforts that give **priority funding to voter-approved measures**, and oppose those that negatively affect implementation of the measures.
- Support seeking, acquiring and implementing grants that advance Alameda CTC planning, funding and delivery of projects and programs, with Alameda CTC as a recipient.
- Support legislation that **encourages regional cooperation and coordination** to develop, promote and fund solutions to regional problems.

## MAJOR FUNDING PRIORITIES FOR ALAMEDA CTC PROJECTS AND PROGRAMS:

- **Support advancement of major transit projects.** Fund projects such as AC Transit’s Bus Rapid Transit Project and the Dumbarton Rail and BART to Livermore projects.
- **Increase funding and flexibility for transit.** Champion funding to address climate change, senior population increases, transit security and transit operations, and ensure transit operators receive anticipated transit funds.
- **Increase funding and resources for non-motorized transportation.** Support “Active Transportation” (walking, biking and access to transit) to increase non-motorized transportation funding in the upcoming federal transportation bill; sponsor the East Bay Greenway project and all related project development and implementation efforts.



## MOBILITY PARTNERSHIPS

Local investments from voter-approved sales tax measures, transit parcel and property taxes and bridge tolls provide almost a billion dollars each year into the local, state and interstate systems. Statewide approval of transportation bonds in 2006 for almost \$20 billion carried these investments further. Mobility partnerships with the state and federal governments are essential in completing the funding packages to transform our plans into project delivery and jobs.



## WORLD-CLASS INTERMODAL STATION IN UNION CITY

Under construction since 2007, the Union City Intermodal Station project is transforming the existing Union City BART Station into a spectacular, world class, solar-powered, intermodal transit hub. Union City Mayor Mark Green says, “The enhancements will provide an inviting access to mass transit for the thousands of residents living within a short distance of the Intermodal Station who can easily walk or cycle to the station.”



Years in the planning, the station is the centerpiece of a major redevelopment project that will transform 100 acres of industrial and underutilized land into an exciting and vibrant community with new housing, and commercial and office space. The station will become a key connection point for commuters and other travelers—They will be able to board and transfer between BART, passenger rail (Altamont Commuter Express, Capitol Corridor, Dumbarton Rail) and bus (AC Transit and Union City Transit) services. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) have designated the area around the Union City BART Station as a planned Priority Development Area. As part of the redevelopment effort, up to 1,800 new residential units, up to 100,000 square feet of neighborhood-serving retail space and up to one million square feet of office space will be built near the BART station. Hundreds of housing units have been completed, and more are in process. The office space will be constructed gradually over the next several years.



## PORT OF OAKLAND'S ECONOMIC VITALITY

The Port of Oakland lies at the convergence of the interstate trucking, rail and international shipping routes of the Northern California Trade Corridor. Shipments through the Port of Oakland have grown steadily over the past decade, and international trade is expected to double by 2020.

To ensure that California and the U.S. remain competitive in the global economy, Alameda County and the State of California are investing more than \$1 billion in the highways and rail lines that link our nation's agricultural and manufacturing heartland to international markets through the Port of Oakland.

Centered in Alameda County, the California Trade Corridor contains some of America's most vital trade routes—ocean shipping, truck and rail lines that connect California to the rest of the nation and create a gateway for trade with Asia. The Northern California Trade Corridor program will improve the region's transportation infrastructure and integrate road and rail systems to allow people and goods to move throughout the state and across the nation quickly, reliably and safely, with less highway congestion and pollution.

# Project Delivery

Delivery of new transportation infrastructure expeditiously is key to ensure mobility of people and goods while protecting air and environmental quality, jobs and quality of life. Alameda CTC supports innovative ways to deliver projects quickly, which reduces costs to taxpayers and provides essential transportation mobility options:

- **Legislation that improves environmental streamlining.** Support legislation that require specific time frames for state and federal reviews and approvals, to expedite project delivery and ensure appropriate environmental protection and mitigation.
- **Legislation that improves delivery ability.** Support legislation that improve Alameda CTC's ability to deliver projects and programs in a timely, cost-effective manner, making the best use of contracting flexibility.
- **Innovative project delivery methods.** Design-build and design-sequencing methods of contracting for transportation projects and public/private partnerships can speed delivery.
- **High-occupancy toll (HOT) lane implementation.** Alameda CTC is implementing and supports expansion of HOT lanes in Alameda County and the Bay Area.



## HIGH OCCUPANCY TOLL AND VEHICLE LANES

Voter-approved funding demonstrates the public's will to fund essential, innovative infrastructure and operations, underscoring the need for improving our transportation systems.

In Alameda County's half-cent transportation measure approved in 2000, voters supported funding express lanes on I-680. Also known as High Occupancy Toll lanes, special legislation was passed

allowing the use of HOT lanes in two corridors in Alameda County.

The first of its kind in Northern California, implementation of the I-680 HOV/HOT lanes as well as I-580 HOV/HOT lanes is underway. The promise of these investments has led to regional policies supporting an HOV/HOT network throughout the Bay Area.





### CONNECTING CORRIDORS: THE ROUTE 84 EXPRESSWAY

To improve the corridor between I-680 and I-580, Alameda CTC, with the City of Livermore is managing the design phase of the Route 84 Expressway project, which involves widening a 4.6-mile section of State Route 84 (Isabel Avenue) from Ruby Hill Drive to Jack London Boulevard from two lanes to four lanes and six lanes.

Voters stood behind this project and the sales tax measure, and with the addition of Proposition 1B Corridor Mobility Improvement Account funds, the project will be split into two construction packages; the northern segment begins mid-2011, and the southern segment will follow in 2012.

### EXPEDITING DELIVERY

The cost of project delays for large infrastructure projects can add millions to the final project cost. Expediting project delivery increases the effectiveness of hard-earned transportation dollars and delivers transportation solutions and congestion relief.



# Multi-Modal and Transit-Oriented Development

Bay Area transportation must serve the multiple needs of its diverse population. One type of transportation does not serve all people nor deliver all goods. Voters supported multimodal options for Alameda County when they approved the 2000 Measure B half-cent sales tax and the Measure F vehicle registration fee in November 2010. To increase transportation options and choices throughout the region, Alameda County supports legislation that:

- **Encourage, fund and provide incentives for transit oriented developments.** Encourage developing around transit centers by reducing barriers and enhancing public transportation and non-motorized modes.
- **Expedite transit-oriented development delivery.** For example, work to improve the California Environmental Quality Act (CEQA) guidelines adopted by the Bay Area Air Quality District to more effectively support transit-oriented development.
- **Provide multiple transportation system choices for consumers.** Provide multiple transportation system choices for consumers. Champion multi-modal transportation systems.
- **Develop transportation projects/programs that support seniors and people with disabilities.** The goal is to increase the number and flexibility of projects/programs that improve access to transit for seniors and people with disabilities.



## MULTIMODAL SOLUTIONS

Major metropolitan areas such as the Bay Area have multimodal needs. A projected 40 percent increase in Alameda County population by 2050 requires transportation solutions that accommodate more people on transit, walking, biking, efficient freeways and living in places that offer more mode choices. Alameda County voters have already supported dramatic investments in transit, smart growth, walking and biking facilities.

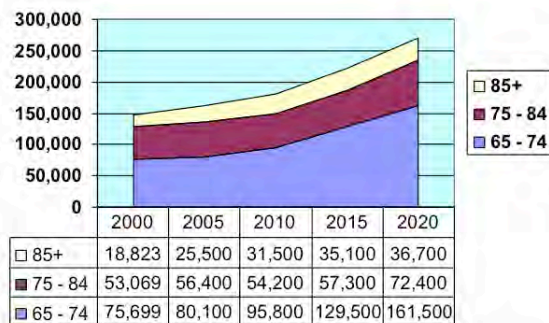


## GRANT PROGRAMS FOR SENIORS AND PEOPLE WITH DISABILITIES



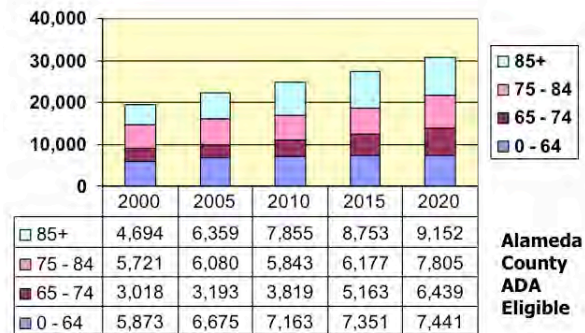
The population of people ages 65 on up in Alameda County is growing rapidly. To close transportation gaps for seniors and people with disabilities, Alameda CTC has allocated over \$9.8 million over five funding cycles to 52 transportation projects and programs. These programs give seniors and people with disabilities the freedom to use accessible transportation to get to important destinations in Alameda County. The Countywide Mobility Management and Planning initiative is also helping transit agencies and operators better coordinate to provide seamless travel throughout the county.

Senior Population Growth 2000-2020



Source: ABAG, San Francisco Bay Area Older Adults Transportation Study

Alameda County ADA Population Growth 2000-2020



**Alameda  
County  
ADA  
Eligible**

Source: ABAG, San Francisco Bay Area Older Adults Transportation Study

## TRANSIT-ORIENTED DEVELOPMENT

The 2000 Expenditure Plan includes funding for transit-oriented development (TOD), to create vibrant, livable communities. To date, Alameda CTC has allocated funds to eight projects throughout Alameda County that help to reduce greenhouse gas emissions and dependence on autos. These funds supplement federal and state funds for developing walkable communities near a variety of transit modes. One program with great success, the TOD-Technical Assistance Program, has been instrumental in bringing innovative concepts to fruition, such as shared parking facilities tied to retail space and housing units with convenient access to mass transit.



*Before and after photos showing the Bay Street Streetscape Project in Fremont*



# Transportation and Social Equity

Transportation must meet basic needs: delivery of people, food and goods. Transportation systems must serve youth, seniors, people with disabilities, working people and people at all income levels. Creating a balanced system with multiple transportation options ensures access for all users and builds communities. Ways to improve social equity:

- **Provide additional funding to increase transportation services flexibility.** Through senior shuttles, travel training, volunteer transportation support services and low-income scholarship programs, we can meet the need of seniors, people with disabilities and low-income communities.
- **Maintain and expand state and local contracting procedures.** Encourage greater participation by women, minorities and small businesses.
- **Support public transportation incentives for employees/employers.** Encourage them to use and offer public transportation or commute alternatives other than the auto to commute to work.
- **Support investments in transportation to serve transit-dependent communities.** This will provide enhanced access to goods, services, jobs and education.

## SAFE ROUTES TO SCHOOLS

Under the Regional Transportation Plan's Climate Initiatives category, the SR2S program strives to reduce greenhouse gases by promoting walking, biking, transit and carpooling to school. MTC is allocating \$3.22 million to Alameda CTC, based on student population, to expand the Alameda County SR2S program. A \$420,000 match in Measure B Bicycle and Pedestrian Safety Funds brings the total program budget to \$3.64 million—for a K-8 program in 90 schools; new high school program in six schools; commute alternatives program to reduce faculty and staff drive-alone trips in one to two school districts; and capital technical assistance for capital project development and funding.



## LOCAL BUSINESS CONTRACT EQUITY PROGRAM

In addition to providing funding to regional and local jurisdictions for their transportation needs, the Alameda CTC also offers contracting opportunities to Alameda County businesses under the Local Business Contract Equity (LBCE) Program. These contracts are funded solely by Measure B funds or Measure B funds plus local funds. The LBCE program goals for Local Business Enterprises (LBEs) are 70 percent of all contracts, including 30 percent for Small Local Business Enterprises (SLBEs), for professional and administrative services and 60 percent of all construction dollars. SLBE goals are contract specific and apply to projects valued at more than \$50,000. Opportunities under \$50,000 are reserved for Very Small Local Business Enterprises (VSLBEs). Contracts are exempt from these goals if they are partially funded by the state or federal government.

In 2010, the Authority exceeded these goals with total payments to LBEs exceeding \$13 million (92 percent) for active contracts. For exempt contracts, total payments to LBEs exceeded \$8.8 million (29 percent) for active contracts. Contracting dollars awarded to LBEs under the LBCE Program benefit the economies of local communities by providing jobs and helping local and small businesses in Alameda County to grow.

## PLEASANTON SENIOR SHUTTLE

The City of Pleasanton's Senior Shuttle is an invaluable one, serving hundreds of seniors, 61% of whom are 80 years or older. The City recently reviewed client evaluations and updated routes of the shuttle to reflect riders' interest and needs. Riders indicated a need for new stops and more flexibility for transfers, so effective July 2010, the city added eight new locations to the downtown route, including stores and shopping centers. They also added five flex stops that allow direct transfer opportunities to Wheels fixed-route buses.



# Addressing Climate Change

Alameda CTC is doing its part to respond to climate change by helping to shape transportation systems that are better for the environment. Assembly Bill 32, The California Global Solutions Warming Act and Senate Bill 375, The Redesigning Communities to Reduce Greenhouse Gases Act focus on climate change. SB 375 aligns transportation and housing planning and funding and requires adherence with mandates that support the regions' Sustainable Communities Strategy and will enable Alameda County to incorporate projects into the Regional Transportation Plan. Alameda CTC supports legislation to:

- **Provide funding for innovative infrastructure:** For example, hydrogen fuel cell vehicles, hydrogen fueling stations and electric charging stations and other operations/programs that relieve congestion, improve air quality reduce GHG emissions, support economic development and the associated planning and implementation efforts.
- **Expand transit services and support safe, efficient and clear connections.** This includes walking and biking infrastructure and programs..
- **Increase public transit ridership to reduce GHG emissions from other sources.** Legislation should support funding that augments transit funding, does not replace it, does not create unfunded mandates yet thoroughly prepares for planning and implementation.



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## COUNTYWIDE TRANSPORTATION PLAN AND TRANSPORTATION EXPENDITURE PLAN

A well-crafted transportation plan is essential to keep Alameda County moving safely and efficiently. In May 2010, the Alameda CTC initiated the update of the Countywide Transportation Plan (CWTP) and development of a Transportation Expenditure Plan (TEP) that will generate new funding for essential projects and programs. The 25-year CWTP will form the basis of projects and programs that will go into the TEP and go to voters for approval in 2012. Public participation is helping to identify the needs of those who live, work and travel throughout Alameda County, and these plans will be integrated into the Regional Transportation Plan and Sustainable Communities Strategy and will shape the future of transportation throughout the region.

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# California Consensus Principles on Federal Transportation Authorization

California is a major contributor to the nation's economic engine through innovation and advancement in science, technology and trade. A statewide effort to share common ground and provide a uniform statewide position on surface transportation policies to congress and the president on transportation reauthorization led to a set of principles — California Consensus Principles\* adopted by cities, counties and Metropolitan Planning Organizations across the state. Alameda CTC endorses these principles, in addition to a set of “Principles Plus” that focus on additional key transportation areas of importance in Alameda County.

- 1. Ensure the financial integrity of the Highway and Transit Trust Funds.** The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding the nation's transportation infrastructure.
- 2. Rebuild and maintain transportation infrastructure in a good state of repair.** Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of the State's key transportation assets, hindering mobility, commerce, quality of life, and the environment.
- 3. Establish goods movement as a national economic priority.** Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.
- 4. Enhance mobility through congestion relief within and between metropolitan areas.** California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.
- 5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.** California recognizes that traffic safety involves saving lives, reducing injuries, and optimizing the uninterrupted flow of traffic on the State's roadways. California has completed a comprehensive Strategic Highway Safety Plan.
- 6. Strengthen comprehensive environmental stewardship.** Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to the environment.
- 7. Streamline project delivery.** Extended processing time for environmental clearances, federal permits, and reviews adds to the cost of projects. Given constrained resources, it is critical that these clearances and reviews be kept to the minimum possible, consistent with good stewardship of natural resources.

## CALIFORNIA CONSENSUS PRINCIPLES

California Consensus Principles were developed over the summer of 2008 with a broad array of transportation stakeholders throughout California, which included many transportation agencies, Caltrans, the Business Transportation and Housing Agency, and the Governor, to provide a uniform approach to the Surface Transportation Bill Authorization.

\* [www.dot.ca.gov/fedliaison/documents/others/California\\_Consensus\\_Principles.pdf](http://www.dot.ca.gov/fedliaison/documents/others/California_Consensus_Principles.pdf)



# Technology Facilitates Change



Since the mid-1990s, the I-80 Corridor has been ranked the most congested highway in the Bay Area. The demand exceeds capacity, and the most congested segment of this corridor is located in Alameda County. The I-80 Integrated Corridor Mobility (ICM) project uses new technologies such as closed-circuit television cameras, changeable message signs and ramp metering stations to allow sharing of real-time traveler information among public agencies and the public. The project also incorporates strategies to encourage commuters to switch to public transit and to keep traffic flowing more smoothly. This project was ranked as one of the most important in California for voter-approved statewide bond funds, in terms of benefits and costs.



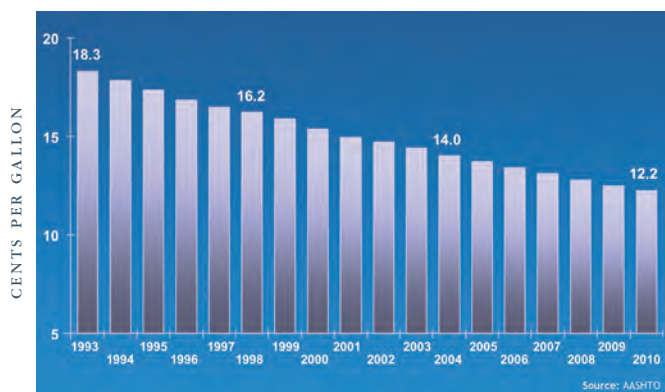
The Highway Trust Fund cannot keep up with current authorized funding levels and is not poised to meet the needs of keeping our infrastructure in good repair or to make modern improvements. California has continued investments and seeks greater partnership and support with the federal government.

# Alameda County's "Principles PLUS"

In addition to the California Consensus Principles, the Alameda CTC supports Alameda County's unique set of "Principles Plus" that support essential transportation investments to improve access, mobility and the flow of people and goods through Alameda County.

## 1. Support methods to increase the gas tax and alternative methods of financing.

As the primary source of funding for surface transportation, the gas tax needs to be modified to allow for increases over time. Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline. Alternative methods of financing such as high-occupancy toll lanes, public-private partnerships, and other user-based-type fees are important elements to continue critical investments in our core transportation infrastructure and should be allowed, provided they protect the public investment.



Source: Metropolitan Transportation Commission

Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline.

## 2. Support rewarding states that provide significant funding into the transportation systems.

California is considered a "Self-help" state, one that raises funds both locally and statewide to fund local, state and federal transportation projects. Over time, federal funds have provided a smaller share of the overall funding need in California. Each year, Bay Area taxpayers alone provide almost \$1 billion in local funds to support the transportation system, and California as a whole provides billions of dollars into transportation to support one of the top 10 highest producing economies in the world. The infusion of \$20 billion for transportation bonds approved by voters in 2006 is on top of this amount. This effort must be acknowledged and rewarded by providing priority funding for California's projects, bonus federal matching funds or simple increases in overall funding commensurate with the state's investment.

## 3. Increase funding for and flexibility of transit investments.

This effort directly addresses the need to shift a portion of trips away from auto use to address climate change and to reduce congestion. With increasing population projections and future improvements in the economy, it becomes ever more important to protect, enhance and make our transportation systems more efficient, providing effective choices for commuters.

## 4. Increase funding for non-motorized transportation.

This effort recognizes the importance of walking and biking particularly for access to transit, reducing both vehicle miles traveled and emissions, and improving the health of our communities.

## Support Rewarding Self-Help States

Nineteen counties in the State of California have passed sales tax measures since 2000 that will collectively contribute over \$95 billion to the interstate system, mass transit operations, and streets and roads through 2040. The Bay Area alone contributes about a billion dollars each year in local funds to support transportation, and statewide over \$4 billion in local sales tax funds for transportation each year.

California is the world's eighth largest economy with a GDP of \$1.89 trillion\*, and is larger than any other state's economy in the United States.

\* U.S. Dept. of Commerce, 2/2011



*Half-Cent Sales Tax Measures:*

(Estimated FY 09/10)\* ..... (in Millions)

Alameda .....	\$95.6
Contra Costa .....	\$61.5
Marin .....	\$19.2
San Francisco.....	\$68.2
San Mateo .....	\$58.5
Santa Clara .....	\$279.3
Sonoma .....	\$15.3

**TOTAL BAY AREA SALES TAX MEASURES:** \$597.6

*Other Local Sources:*

Bridge Tolls (voter-approved) .....	\$466.1
AC Transit and BART Property Taxes.....	\$113.2
AC Transit Parcel Tax.....	\$13.5
BART Seismic Tax .....	\$31.3

**TOTAL OTHER LOCAL SOURCES: \$624.1**

**TOTAL LOCAL BAY AREA FUNDING: \$1,221.7**

### HALF-CENT SALES TAX MEASURES STATEWIDE:

(Estimated FY 09/10) \$4,000.0

(in Millions)

California's investment should be rewarded through priority funding, bonus federal matching funds, or increases in funding to California commensurate with its investment.



# About Alameda CTC

The Alameda County Transportation Commission (Alameda CTC) is a joint powers authority, a result of the merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Members include the 14 cities in Alameda County, the County of Alameda, AC Transit and BART. Our mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

## FUNDING

**Measure B:** Sales tax collections began in 2002 and will expire in 2022. Approximately 60 percent of the 2000 Measure B fund programs: bicycle and pedestrian safety improvements; local streets and roads improvements; mass transit including express buses; special transportation for seniors and people with disabilities (paratransit) and transit-oriented development. Approximately 40 percent of Measure B funds support capital project investments.

**Measure F:** In 2010, Alameda County passed the Measure F Alameda County Vehicle Registration Fee Program that will generate about \$11 million per year through a \$10 annual vehicle registration fee. The goal of the program is to sustain the County's transportation network and reduce traffic congestion and vehicle-related pollution. Four categories of projects will achieve this: the Local Road Improvement and Repair Program, Transit for Congestion Relief, Local Transportation Technology and the Pedestrian and Bicyclist Access and Safety Program.

**Proposition 111:** Voters approved this proposition in 1990, which adds nine cents per gallon to the state fuel tax to fund local, regional and state transportation projects and services. It also required urban counties to designate a congestion management agency with the primary responsibility to coordinate transportation planning, funding and other activities in a congestion management program (CMP). Alameda CTC is making the CMP an effective tool in managing our transportation system, identifying impacted corridors and solutions and finding ways to better integrate land use with transportation investment.

**Regional Measure 2 (RM2):** Bay Area voters approved RM2 in March 2004 to increase the tolls on state-owned bridges to \$3. The legislation is expected to generate \$3 billion over 35 years. These revenues are dedicated to specific transportation capital projects and operating funds for selected transit operators. The Alameda CTC is the sponsor or co-sponsor of several elements within RM2 for Alameda County.

## KEY STAFF

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## ALAMEDA COUNTY TRANSPORTATION COMMISSION

**Commission Chair**  
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City of Union City

**Commission Vice Chair**  
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Jennifer Hosterman, Mayor

**City of San Leandro**  
Joyce R. Starosciak,  
Councilmember

# Programs and Projects

## 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

- Programmatic Discretionary Transportation Funds for All Cities and the County
- Capital Improvements for Surface Streets and Arterial Roads

## MASS TRANSIT

### 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

## 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

## 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



P L A N • F U N D • D E L I V E R

*Our mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.*