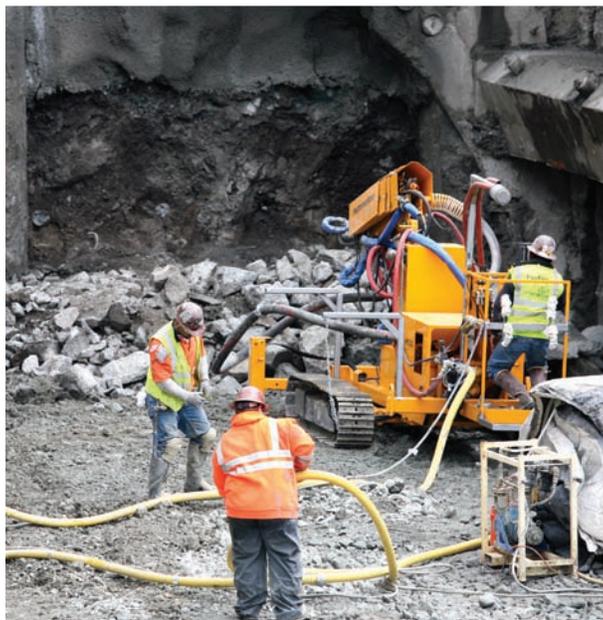


PLAN  
FUND  
DELIVER



# ALAMEDA COUNTY TRANSPORTATION COMMISSION 2012 Legislative Program



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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.

**TO OUR LEGISLATORS**

Alameda County is the geographic core of the Bay Area and the transportation hub of Northern California. More than half of all San Francisco Bay Region commuters traverse Alameda County each workday. Two-thirds of truck trips and nearly all freight rail trips in Northern California traverse the freeways and rail lines of Alameda County. The Port of Oakland in Alameda County is the nation’s fifth largest container port and the freight hub for much of Northern California. American families and businesses outside of California consume more than one-third of products imported through the Port of Oakland. The port is connected to more than 800,000 jobs across the country, and generates more than 73,000 jobs in the region.

Yet Alameda County is at a crossroads. According to the California Department of Finance, the population is expected to increase 24 percent by 2050. Critical transportation infrastructure needs repair or upgrades, and the county has the worst traffic congestion in Northern California.

To ensure this transportation system can meet future demands, the Alameda County Transportation Commission (Alameda CTC) has developed a New Mobility Plan for the 21st Century, a Transportation Expenditure Plan that will create jobs, improve mobility and develop vibrant communities. Alameda County voters know the importance of transportation

and have voted multiple times to support transportation infrastructure investments:

- **1986** – Voters approve 15-year local half-cent sales tax in Alameda County that raised over \$1 billion for transportation investments.
- **2000** – Voters approve extension of sales tax for another 20 years for \$3 billion for infrastructure, operations and maintenance.
- **2004** – Voters approve regional bridge toll increases for over \$3 billion over a 35-year period.
- **2006** – Voters approve \$20 billion in statewide bonds for transportation infrastructure, safety and maintenance and congestion relief
- **2010** – Voters approve a \$10 increase on their annual vehicle registration fee to support road maintenance, transit operations, bike and pedestrian safety and innovative technology solutions to transportation, garnering over \$11 million every year.
- **2012** – Alameda CTC plans to seek voter support again in November 2012, for \$7.7 billion in transportation investments that will keep people and goods moving throughout the area, region and beyond through 2042, and in perpetuity thereafter with voter approvals every 20 years on the transportation investments.

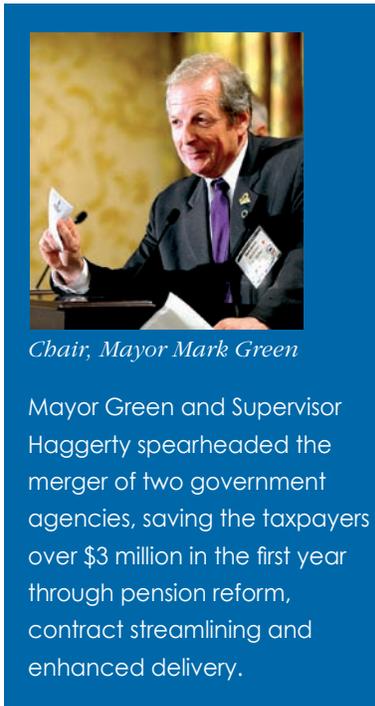


*While 20 percent of the Bay Area's population lives in Alameda County, nearly 40 percent of the region's freeway congestion occurs here.*

Forging strong, local, regional and statewide partnerships is critical to protect Alameda County's transportation system. We aim to strengthen our partnerships with the state and federal governments to ensure strong continued support of transportation.

Alameda County's legislative program includes a unique set of legislative principles that support essential transportation investments to improve access, mobility and the flow of people and goods through Alameda County. These principles complement statewide principles crafted by partners across California. By working together, we can improve the lives and livelihoods of millions of Americans living in communities throughout the U.S., including those closest to home.

*Sincerely,*  
 Union City Mayor **Mark Green**  
 Alameda County Transportation  
 Commission Chair



*Chair, Mayor Mark Green*

Mayor Green and Supervisor Haggerty spearheaded the merger of two government agencies, saving the taxpayers over \$3 million in the first year through pension reform, contract streamlining and enhanced delivery.

*“The new Alameda CTC is good for the cities, good for the county and transit operators, and over the long run will provide greater efficiencies in delivering transportation improvements and services to the residents and businesses of Alameda County.”*

— Mayor Mark Green  
 Alameda CTC Chair

**Support for Federal Transportation Bill Reauthorization**

To focus resources on key national goals and reduce duplicative programs, Alameda County strongly supports a surface transportation authorization that expands overall funding amounts, increases flexibility and rewards those that are bringing local dollars to solve transportation issues.

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

**ALAMEDA COUNTY LEGISLATIVE PRINCIPLES**

The Alameda CTC supports Alameda County’s unique set of Legislative Principles 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.

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

California is considered a “Self-help” state, one that raises local and state funds 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 for 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.

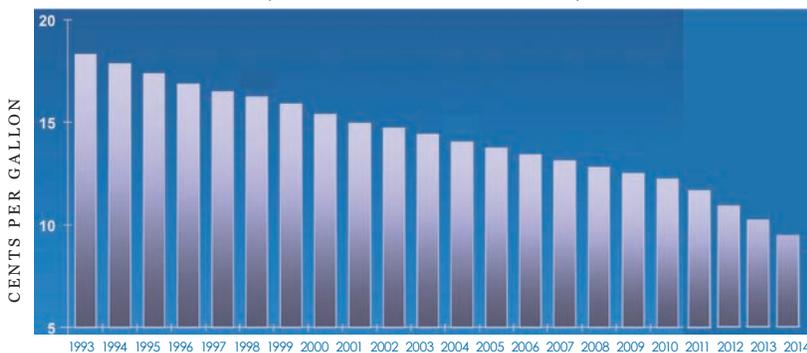
**3. Increase funding for and flexibility of transit investments.**

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.

**Decline in Purchasing Power of Motor Fuel Taxes**  
(based on inflation since 1993)



Source: Metropolitan Transportation Commission

## CALIFORNIA HELPS ITSELF

Alameda County is one of 19 “Self-Help Counties” that sustain their transportation systems through voter-approved local transportation sales tax measures. Self-Help Counties tax themselves with quarter-cent, half-cent and in some cases a penny on each dollar to deliver results.

CA Self-Help County Funding Through 2049*	
Capital Projects	\$45,891,301,609
Local Streets and Roads	\$23,878,989,378
Mass Transit	\$17,630,156,254
Paratransit	\$3,063,824,557
Express Bus	\$1,787,560,684
Bicycle and Pedestrian	\$1,304,991,739
Program Administration	\$997,559,000
Other	\$908,050,302
Transit-oriented Development	\$264,394,211
<b>TOTAL: Over \$95 billion</b>	

\* Figures are based on projections from the individual Self-Help Counties; each has a different basis for projecting dollars and calculates projections in different years, using the dollar value for the given year.

These counties represent over 80 percent of California’s 37.3 million people. California is the eighth largest economy in the world, and the largest economy in the U.S. Without these local funding sources, we would not be able to support the movement of people and goods — the drivers of this economic engine.

Further, these local dollars significantly expand the buying power of state and federal funds. For these reasons, states such as California that contribute so significantly should be acknowledged and rewarded for their contributions. Local dollars are a stable funding source to maintain critical transportation infrastructure, expedite project delivery due to local control, grow the economy and increase jobs by pumping these local tax dollars back into local communities through contracts for transportation projects and programs.

## 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 endorsed by Alameda CTC, in addition to the set of Legislative Principles that focus on additional key transportation areas of importance in Alameda County.

1. *Ensure the financial integrity of the Highway and Transit Trust Funds.*
2. *Rebuild and maintain transportation infrastructure in a good state of repair.*
3. *Establish goods movement as a national economic priority. Interstate commerce is the historic cornerstone defining the federal role in transportation.*
4. *Enhance mobility through congestion relief within and between metropolitan areas.*
5. *Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.*
6. *Strengthen comprehensive environmental stewardship.*
7. *Streamline project delivery.*

“We need to pass this transportation bill and put people to work rebuilding America. We need to put our differences aside and do the right thing for our economy. And now is the time to act.”

— President Barack Obama



### State-Local Partnership Program

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes \$1 billion for deposit in the State-Local Partnership Program Account. The California Transportation Commission allocates these funds to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds is required and paid to transportation agencies that receive state funds under this program.



“This plan provides a tremendous opportunity to move the county forward on broad-based transportation needs. The plan is heavily supportive of transit, and there is something in it for everyone: walkers, cyclists, transit riders, drivers, seniors and youth. I think we have a plan that will achieve two-thirds of voter support in November 2012.”

— Mayor Mark Green  
Alameda CTC Chair

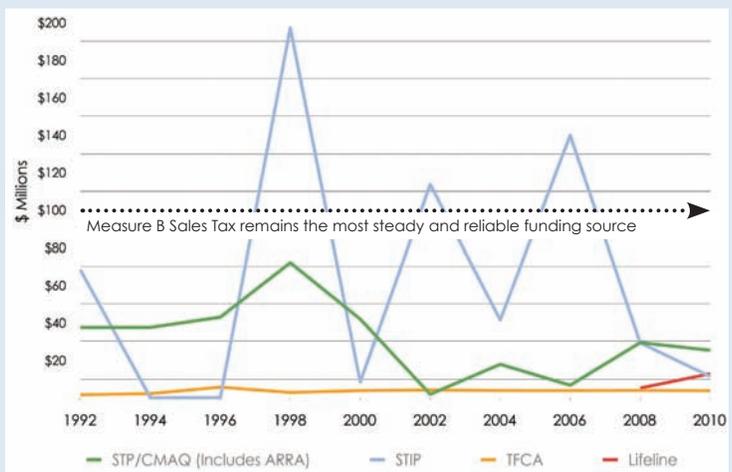
### TRANSPORTATION INVESTMENTS FOR THE FUTURE

According to the Congressional Budget Office, the federal Highway Trust Fund will be empty by year 2014, due to declines in gas tax revenues. State funding has also declined. The Statewide Transportation Needs Assessment released by the California Transportation Commission shows an estimated statewide funding need over the next 10 years for system preservation, management and expansion at \$538 billion, with the system preservation portion estimated at \$341 billion (for state of good repair). Projections of funding availability over the same 10-year period are \$242 billion from all sources, representing about 45 percent of the overall estimated needs. Alameda County currently receives only \$15 million per year from the State Transportation Improvement Program.

Meanwhile, the demand is great for an efficient transportation system to move our growing population and the goods they need, and to support access to jobs, education and services.

#### Historical Alameda County Federal/State Programming Levels

*The local sales tax is the most reliable funding available.*



### NEW MOBILITY PLAN FOR THE 21ST CENTURY: JOBS, MOBILITY, COMMUNITY

Alameda CTC has spearheaded the effort to develop a bold, new multimodal transportation plan that will create jobs, expand mobility and provide critical transportation services to support every community in Alameda County.

The 2012 Transportation Expenditure Plan (TEP) is the New Mobility Plan for the 21st Century in Alameda County in response to critical transportation needs. The vision is to develop a premier transportation system that supports a vibrant and livable Alameda County through a connected, integrated, 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 and technical advisory committees and elected officials, incorporating key findings from polling and extensive outreach, including over 40 public meetings. The new 2012 Transportation Expenditure Plan will keep needed services in place and restore previously cut services for many providers.

A recent Alameda County telephone survey of over 800 likely voters revealed that 79 percent would support extending and augmenting the county's existing half-cent transportation sales tax ("Measure B") on a November 2012 ballot to fund the county's current and future transportation needs.



Alameda County has a one-time opportunity to bring a multi-modal plan to the voters in November 2012, to allow them to choose transportation infrastructure investments that will shape the County's future

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 six interstate freeways that transect the county, seven distinct transit operators, hundreds of local lane miles, major universities, labs and industries, and an international gateway with the Port of Oakland and the Oakland International Airport.

**Alameda County Transportation Expenditure Plan Funding by Mode**

	Funds Allocated <sup>1</sup>
<b>Transit &amp; Specialized Transit (48%)</b>	<b>\$3,732</b>
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
<b>Local Streets &amp; Roads (30%)</b>	<b>\$2,348</b>
Major Commute Corridors, Local Bridge Seismic Safety	\$639
Freight Corridors of Countywide Significance	\$161
Local Streets and Roads Program	\$1,548
<b>Highway Efficiency &amp; Freight (9%)</b>	<b>\$677</b>
Highway/Efficiency and Gap Closure Projects	\$600
Freight & Economic Development Program	\$77
<b>Bicycle and Pedestrian Infrastructure and Safety (8%)</b>	<b>\$651</b>
<b>Sustainable Land Use &amp; Transportation Linkages (4%)</b>	<b>\$300</b>
Priority Development Area (PDA) / Transit-Oriented Development (TOD) Infrastructure Investments	\$300
<b>Technology, Innovation, and Development (1%)</b>	<b>\$77</b>
<b>TOTAL NEW NET FUNDING (2013-42)</b>	<b>\$7,786</b>

*“This is a huge opportunity for communities throughout Alameda County that will go far to address their transportation needs in the coming years. This measure significantly increases funding for all aspects of transportation and reaches into all corners of Alameda County.”*

— Supervisor Scott Haggerty  
Vice-Chair of Alameda CTC

<sup>1</sup> 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 30 years of the TEP in escalated dollars.

“The TEP gives Alameda County voters an opportunity to create for themselves the kind of sustainable communities they would like to see. This plan provides billions of dollars for important transportation projects, supports job growth and restores and maintains critical transit service.”

— Nate Miley, President, Alameda County Board of Supervisors and Board Member, Alameda CTC

## 2012 TRANSPORTATION EXPENDITURE PLAN

- Fix-it-first strategy:** Approximately 70 percent of the TEP funding supports a fix-it-first strategy with funding for transit and paratransit operations, bus enhancements, train operations, 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.
- Job creation:** A large portion of the sales tax revenues goes right back into the Alameda County economy through administration, construction and engineering contracts with county-based companies. This has a “ripple effect” that spreads out to other local businesses — and their employees — that supply goods and services like concrete and asphalt, pipes, traffic signals and landscape plantings. In the last fiscal year, 175 local firms received contracts that provided work for hundreds of employees.
- Reducing greenhouse gases:** The new plan addresses greenhouse gas reduction targets by providing highway and public transit solutions that decrease congestion and pollution. The TEP also promotes alternative transportation options to single-occupant vehicle trips including bicycling, walking and taking public transit. The TEP is derived from Alameda County’s long-range transportation plan, which shows a 25 percent reduction in GHG emissions per capita through 2042.
- Sustainable communities:** 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.
- Healthier transportation choices:** With easy access to bicycle lanes, pedestrian pathways and public transit, people are more likely to make healthy choices, which is critical: According to the 2010 California Obesity Prevention Plan, one in every nine California children, one in three teens, and over half of adults are already overweight.
- Increasing access:** The TEP was developed to provide access for all people traveling in and through Alameda County including youth, people on a limited income, seniors and people with disabilities. This plan defines a transportation system that provides easy access to important destinations such as medical centers, community centers, schools and shops.

A large portion of the sales tax revenues goes right back into the Alameda County economy. This has a “ripple effect” that spreads out to other local businesses and their employees.

- Leveraging funds:** The Measure B sales tax measure passed by voters in 2000 has already leveraged \$1.2 billion allocated for a wide variety of transportation programs and capital projects, for \$3.6 billion in additional funding toward total costs of over \$4.8 billion. Many of these projects and programs receive federal and state matching funds.

## LOCAL FUNDING SURPASSES ALL OTHER SOURCES

The Alameda County TEP will provide the largest transportation revenue stream in the county to address current and future demands.

In Alameda County, 79 percent of the anticipated funds over the next 30 years will come from the local sales tax and vehicle registration fees approved by local voters.



At the regional level, 51 percent of the anticipated funds are from Self-Help Counties in the Bay Area.

## SUPPORT REWARDING SELF-HELP STATES

California is the world's eighth largest economy and larger than any other state's economy in the U.S.. The Bay Area alone contributes about a billion dollars each year in local funds to support transportation, and statewide over \$4.5 billion in local sales tax funds for transportation each year.

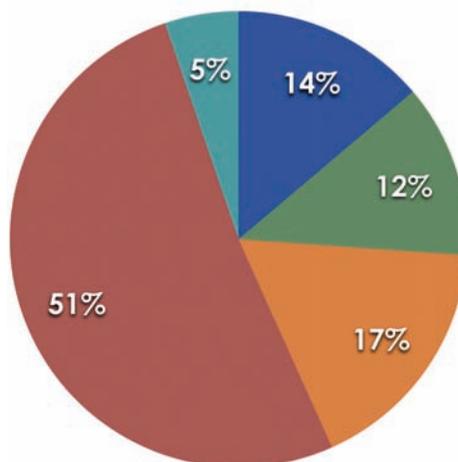


“California’s investment should be rewarded through priority funding, bonus federal matching funds or increases in funding to California commensurate with its investment.”

— Mayor Mark Green  
Alameda CTC Chair

### Anticipated Bay Area Transportation Funds through 2040

<b>Local</b>	<b>\$138 billion</b>	<b>51%</b>
<b>Anticipated</b>	<b>\$14 billion</b>	<b>5%</b>
<b>Regional</b>	<b>\$37 billion</b>	<b>14%</b>
<b>Federal</b>	<b>\$33 billion</b>	<b>12%</b>
<b>State</b>	<b>\$46 billion</b>	<b>17%</b>





The Alameda CTC funded the I-238 widening project, a critical freight corridor between the Port of Oakland and the Central Valley.

“The integrity of our country and the stability of our government mainly depend . . . on the loyalty, virtue, patriotism, and intelligence of the American people.”

— President Abraham Lincoln

### TEP ACCOUNTABILITY MEASURES

- **Agency commitments (performance and accountability measures):** To ensure the long-term success of the TEP, all fund recipients will be required to enter into agreements with the Alameda CTC that include performance and accountability measures.
  - **Strict project deadlines:** To ensure that the projects promised in this plan can be completed in a timely manner, each project have a seven-year period 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 Board of Directors for one-year time extensions.
  - **Timely use of funds:** Jurisdictions receiving funds for transit operations, ongoing road maintenance, services for seniors and people with disabilities, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditures, the benefits of the projects/programs and future planned expenditures. Alameda CTC will make these reports available to the public at the beginning of each calendar year.
  - **No expenditures outside of Alameda County:** Fund recipients cannot spend funds outside Alameda County, except in cases where funds have been matched by funding from the county in which the expenditure is proposed, or from state and federal funds as applicable, and specific quantifiable and measureable benefits are derived in Alameda County and are reported to the public.
- **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, publish and distribute throughout Alameda County an annual report on spending and progress in implementing the TEP.
  - **Comprehensive plan update schedule:** The TEP will undergo a comprehensive update at least one time no later than the last general election prior to June 2042 and then at least once every 20 years thereafter, and voters will vote on a new expenditure plan.
  - **Funding formula updates:** The plan includes a provision that will allow all funding formulas to be revisited within the first five years to ensure that the overall goal of maintaining equity among planning areas and individual jurisdictions is achieved.
  - **Capital Improvement Program updates:** Projects will be included 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.

## TRANSPORTATION FUNDING PRIORITIES

Over the past several years, voters have passed additional local sales tax measures, supported statewide bond measures to fund transportation infrastructure throughout the state, and in November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. Voters also passed Proposition 22, which prohibits the state from taking funds used for transportation or local government projects and services, and in early 2011, Governor Brown signed Assembly Bill 105 to ratify a gas tax swap made in March 2010, further protecting both transit and other transportation funding.

The public strongly supports essential infrastructure and transportation programs. Alameda County also supports legislation that:

- Increases and/or requires the gas tax to be adjusted regularly to support its “buying power.”
- Protects and provides increased funding for operating, maintaining, rehabilitating and improving transportation infrastructure, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, seismic safety upgrades and goods movement, including making the use of these funds more flexible from different fund sources.



- Protects and increases funding for Alameda CTC projects in the State Transportation Improvement Program (STIP), the federal transportation bill and other funding sources.
- Gives priority funding to voter-approved measures and lowers the two-thirds voter requirement for voter-approved transportation measures.
- Improves the ability of the Commission and its partners to deliver, enhance or augment Alameda CTC projects and programs.
- Supports Alameda County as a recipient of funds to implement pilot programs that support innovative project implementation or transportation funding mechanisms.
- Encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems.
- Promotes governmental efficiencies and cost savings.

*“Every great age is marked by innovation and daring — by the ability to meet unprecedented problems with intelligent solutions.”*

— President John F. Kennedy

*The merger of two countywide transportation agencies in Alameda County saved taxpayers \$3 million in the first year due to contract consolidation, pension reform and streamlined delivery.*

**TRANSPORTATION INVESTMENTS SUPPORT JOBS, MOBILITY AND COMMUNITY**

Local transportation funding creates jobs, expands mobility and develops vibrant communities throughout Alameda County.

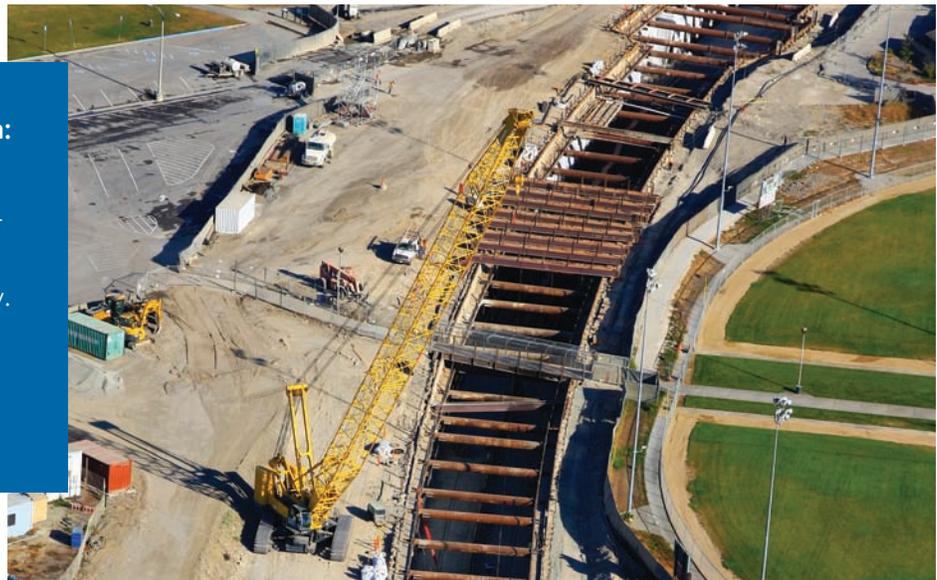
**Job creation:** Through its Local Business Contract Equity (LBCE) Program, the Alameda CTC offers contracting opportunities to Alameda County businesses with strong local business preference goals. The LBCE program goals for Local Business Enterprises (LBEs) are 70 percent of all contracts, including 30 percent for Small Local Business Enterprises (SLBEs), for professional and administrative services and 60 percent of all construction dollars. These contracts are funded

solely by Measure B funds or Measure B funds plus local funds. Contracts are exempt from these goals if they are partially funded by the state or federal government.

In fiscal year 2010-2011, the Commission exceeded these goals. Of the \$43 million awarded for contracts, 83 percent of these contracts went to LBEs, giving work to 175 local firms that employ hundreds of workers. 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.

**BART Warm Springs Extension:**

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. Funded in part by Measure B, this capital project has employed hundreds of workers.



BART Warm Springs Extension	Funding (\$ x million)							
	State	Federal	Regional	Local	Other	1986 Measure B (ACTA)	2000 Measure B (ACTIA)	Total Funding (all sources)
	\$295.4	\$0.0	\$321.0	\$49.2	\$0.0	\$0.0	\$224.4	\$890.0

**Community:** Alameda County voters have already supported dramatic investments in transit, smart growth, walking and biking facilities. These investments accommodate more people, encourage healthy choices and will help address the projected 40 percent increase in Alameda County population by 2050.

**Mobility:** Alameda County is in the midst of an unprecedented demographic shift. The 65 and older population is expected to increase 170 percent within a 25-year period to 390,000 in 2030, according to the MTC Coordinated Public Transit/Human Services Transportation Plan and Association of Bay Area Government projections.



**Safe Routes to School (SR2S):**

The Alameda County SR2S program began in 2007, and has focused on educating and encouraging children to walk and bike to school, which can have a big impact on children's health and the livability of the community. Alameda County has coordinated with 150 schools and achieved an overall mode shift of 10 percent of students away from cars, including walking, biking and carpooling increases.



**Pleasanton Senior Shuttle:**

The City of Pleasanton's Senior Shuttle, funded by the local sales tax, provides accessible transportation to important destinations for hundreds of seniors, 61 percent of whom are 80 years or older.



Enhancing Highway Efficiencies:  
I-580

*“The first of its kind in Northern California, implementation of the I-680 HOV/HOT lanes offers choices and generates revenues. We are now building the I-580 HOV/HOT lanes, and the promise of these investments has led to regional policies supporting an HOV/HOT network throughout the Bay Area.”*

— Art Dao, Alameda CTC  
Executive Director

### EXPEDITED PROJECT DELIVERY

Delivery of new transportation infrastructure expeditiously is a key element in ensuring mobility of people and goods while protecting air and environmental quality. However, project delivery is often bogged down by multiple stages and lengthy time processes, including environmental clearance and mitigation, design, right of way and project financing.

To that end, Alameda County supports innovative ways to deliver projects quickly, which reduce costs to taxpayers and provide essential transportation mobility options. Innovative project delivery methods include the design-build and design-sequencing methods of contracting for transportation projects, and public/private partnerships as well as expansion of high-occupancy toll (HOT) lane implementation opportunities in Alameda County and the Bay Area. The county also supports legislation to:

- Improve environmental streamlining, including requiring specific time frames for state and federal reviews and approvals, to expedite project delivery while ensuring appropriate environmental protection and mitigation.
- Improve the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner and that makes the best use of contracting flexibility.
- Accelerate funding for transportation infrastructure projects that create additional jobs and economic activity in Alameda County.

**Innovative technology:** Ranked the most congested highway in the Bay Area, the Interstate 80 (I-80) Integrated Corridor Mobility project was also ranked one of the most important statewide bond projects. It uses new, real-time technologies such as closed-circuit television cameras, changeable message signs and ramp metering stations to decrease congestion and improve traffic flow.

**Enhancing highways:** Alameda County is leading the effort in Northern California to implement innovative auxiliary, high-occupancy vehicle and high-occupancy toll lanes, which will reduce congestion and pollution on several major highways including I-580, I-680, I-880.

**Moving people and goods:** The I-238 freight corridor project opened up the corridor for more efficient people and freight movement by adding auxiliary lanes, widening or replacing 15 bridges,

constructing one new structure from northbound I-880 to southbound I-238, as well as adding retaining walls and sound walls.

**Connecting corridors:** Voters have stood behind the Route 84 Expressway project and the sales tax measure, with additional Proposition 1B Corridor Mobility Improvement Account funds. The project will widen the expressway from two to six lanes between I-580 and I-680; the northern segment began in February 2012, and the southern segment will follow in 2013.

**Safe local streets and roads:** Measure B has already funded over \$198 million for street maintenance and upgrades throughout Alameda County, including street striping and resurfacing, installing traffic signals, improving pedestrian crossings at intersections, installing crosswalks, repairing and installing sidewalks and adding curb ramps.



Safe streets: Pedestrian crossing in Livermore

*“Our real problem, then, is not our strength today, it is rather the vital necessity of action today to ensure our strength tomorrow.”*

— President Dwight D. Eisenhower



Innovative technology: Message signs on the I-680 HOT lane



Connecting corridors: Route 84 and I-580

“Let us never forget that government is ourselves and not an alien power over us. The ultimate rulers of our democracy are not a president and senators and congressmen and government officials, but the voters of this country.”

— President Franklin D. Roosevelt

## INCREASING MOBILITY THROUGH CHOICES

Transportation systems must serve all of society to meet the mobility needs of youth, seniors, people with disabilities, people in the workforce and people at all income levels in our communities. Creating a balanced system with multiple transportation options ensures access for all transportation users. Alameda County strives for social equity and supports legislative efforts to:

- Provide additional funding and increased flexibility for transportation services for seniors, disabled and low-income people, such as senior shuttles, travel training, volunteer transportation support services, low-income scholarship programs and transit pass programs.
- Maintain and expand women, minority and small-business participation in state and local contracting procedures.
- Provide incentives for employees/employers to use/offer public transportation or alternatives to the auto to commute to work.

- Invest in transportation to serve transit-dependent communities that provide enhanced access to goods, services, jobs and education.

### Multimodal transportation and transit oriented development:

Transportation in the Bay Area must serve multiple needs for movement of people and goods. Measure B has already funded eight transit oriented development projects throughout the county that help to reduce GHG emissions and dependence on autos. Alameda County supports legislation that furthers transportation options and choices to:

- Encourage, fund and provide incentives or reduce barriers for developing around transportation centers and for encouraging the use of transit, walking and biking.
- Expedite delivery of transit oriented development and other efforts that enhance the effectiveness of public transit and non-motorized modes of transportation and that local communities support.

### Guaranteed Ride Home Program:

A commuter benefit available to all Alameda County employers and employees free of charge, this program guarantees a ride home from work when unexpected circumstances arise, such as illness, family crisis, unscheduled overtime or a missed rideshare trip.

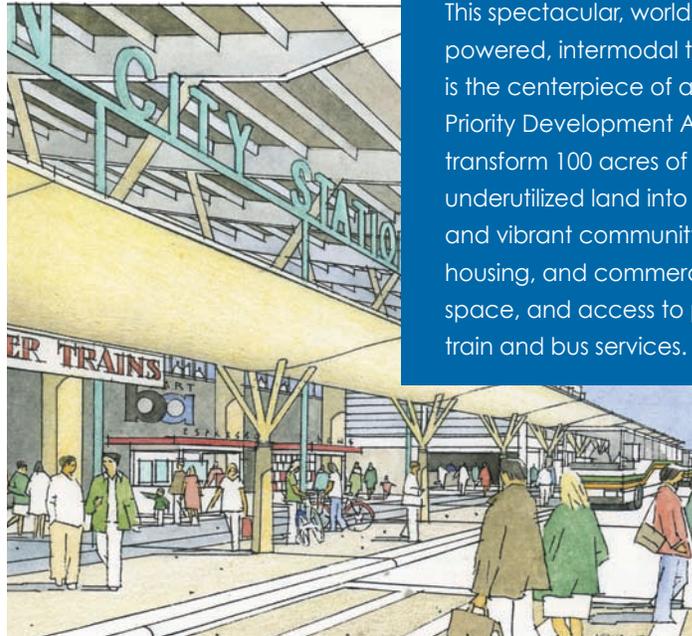


- Ensure multimodal transportation systems that provide multiple choices for transportation consumers.
- Increase the amount and flexibility of transportation projects and programs that support mobility and access to transit for seniors and people with disabilities.



**Ed Roberts Campus:**

A universally designed, transit-oriented campus located at the Ashby BART Station in South Berkeley, the Ed Roberts Campus is a national and international model dedicated to disability rights and universal access.

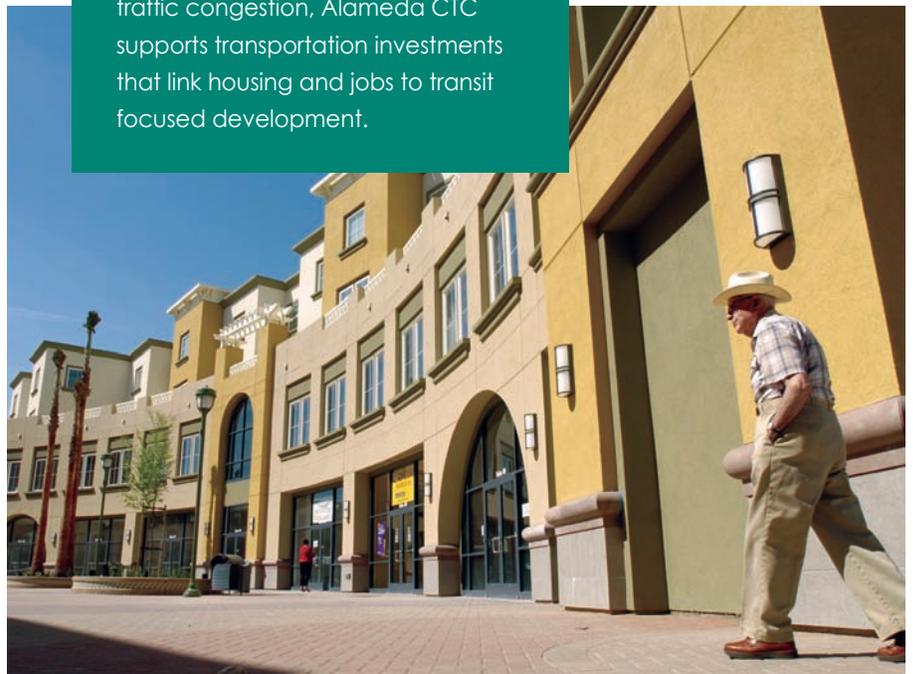


**Union City Intermodal Station:**

This spectacular, world class, solar-powered, intermodal transit hub is the centerpiece of a planned Priority Development Area that will transform 100 acres of industrial and underutilized land into an exciting and vibrant community with new housing, and commercial and office space, and access to passenger rail, train and bus services.

**Transportation and Land Use Program:**

To help minimize the effects of future traffic congestion, Alameda CTC supports transportation investments that link housing and jobs to transit focused development.



## ALAMEDA COUNTY TRANSPORTATION 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 Lan
- 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

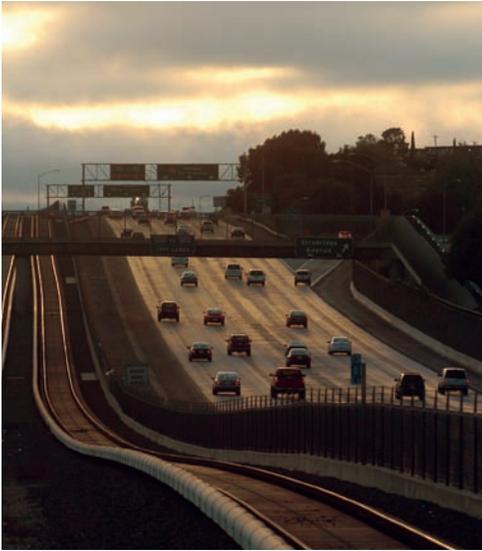
#### Planning

- 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

## ALAMEDA COUNTY TRANSPORTATION COMMISSION



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.

### Local and Regional Funding

**Measure B:** Sales tax collections began in 2002 and will expire in 2022. Approximately 60 percent of these funds support 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. In November 2012, a ballot is expected to go before

voters to extend and augment this half-cent transportation sales tax.

**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. 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.

### Alameda CTC

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**AC Transit**  
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**Alameda County**  
Nadia Lockyer, Supervisor, District 2  
Wilma Chan, Supervisor, District 3  
Nate Miley, Supervisor, District 4  
Keith Carson, Supervisor, District 5

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Thomas Blalock, Director

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Rob Bonta, Vice Mayor

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Farid Javandel, Mayor

**City of Berkeley**  
Laurie Capitelli, Councilmember

**City of Dublin**  
Tim Sbranti, Mayor

**City of Emeryville**  
Ruth Atkin, Councilmember

**City of Fremont**  
Suzanne Chan, Vice Mayor

**City of Hayward**  
Olden Henson, Councilmember

**City of Livermore**  
John Marchand, Mayor

**City of Newark**  
Luis Freitas, Vice Mayor

**City of Oakland**  
Rebecca Kaplan, Councilmember  
Larry Reid, Councilmember

**City of Piedmont**  
John Chiang, Vice Mayor

**City of Pleasanton**  
Jennifer Hosterman, Mayor

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

*Alameda CTC's 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.*



**Alameda County Transportation Commission**  
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