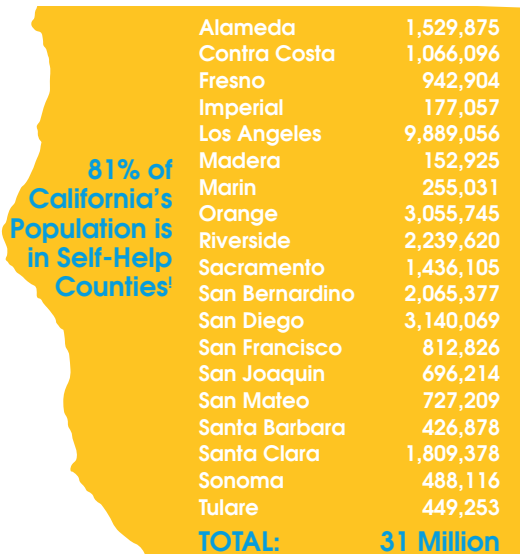


PLAN • FUND • DELIVER



ALAMEDA COUNTY TRANSPORTATION COMMISSION
2013 Legislative Program

Transportation Helps Fuel Our Economy



California represents the largest economy in the U.S., and according to the Center for Continuing Study of the California Economy, California was ranked the ninth largest economy in the world in 2011, based on gross domestic product of slightly less than \$2 trillion.¹ Its diverse industries range from agriculture to mining to biotechnology to the Internet — all of which serve as a source of the state's economic strength — and rely on a backbone of transportation to move people, goods and services.

Alameda County is one of 19 Self-Help Counties in California that deliver voter-approved transportation sales tax measures to fund transit, highway, freight, bicycle, pedestrian and other mobility programs. Together, these counties pump **\$3-4 billion each year into California's transportation system.**²

Alameda County:

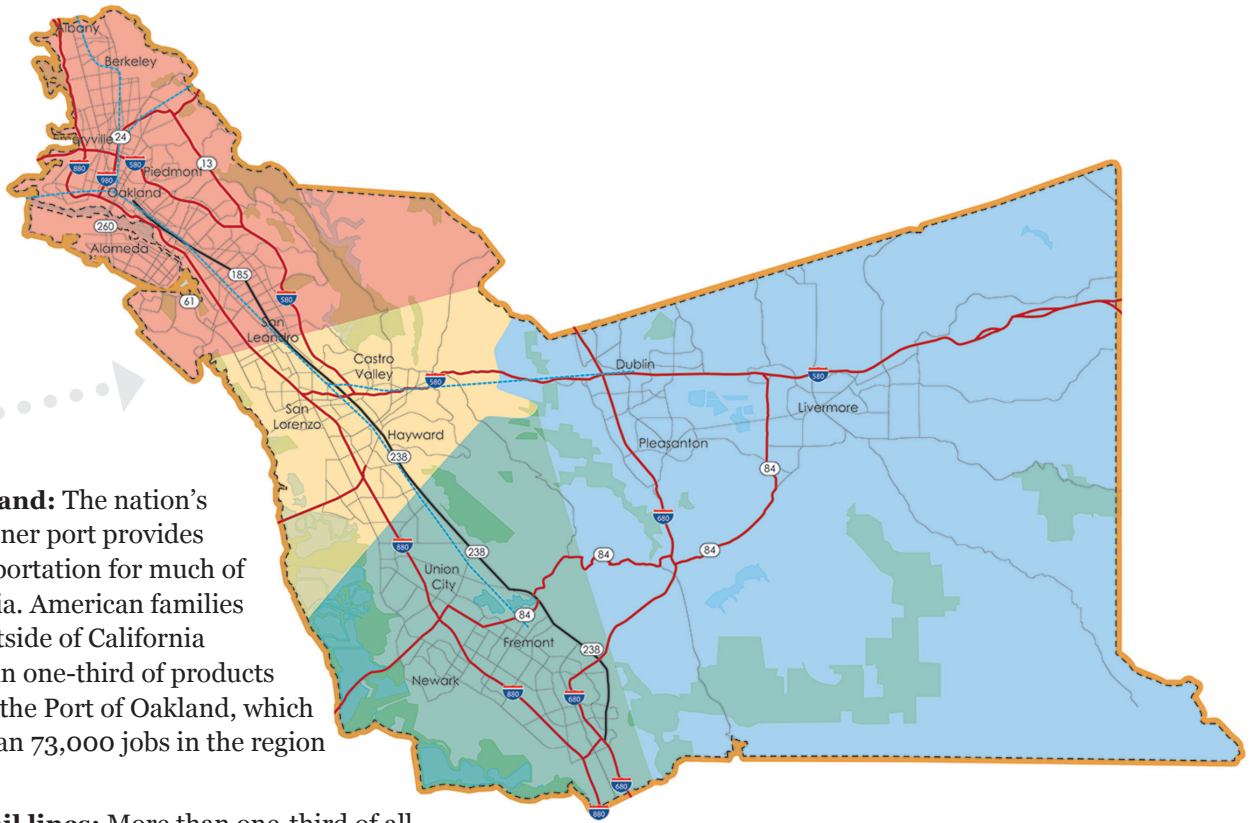
- One of nine congestion management agencies in the Bay Area.
- The second largest county in the Bay Area.
- **The seventh largest county in the state.**

The Alameda County Transportation Commission (Alameda CTC) allocates on average **more than \$160 million per year** (\$1.6 billion over 10 years), including approximately \$30 million per year in state and federal funds.

Alameda County **moves people and goods** through the Port of Oakland, highways and rail lines, mass transit and bicycle and pedestrian routes and trails.

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Sources:

^{5,6} East Bay Economic Development Alliance Website, January 2013.

Alameda CTC Plans, Funds and Delivers



The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Governed by a 22-member Commission, the Alameda CTC manages the county's half-cent transportation sales tax and serves as the county's congestion management agency. The agency delivers on average \$160 million each year in transportation improvements that create jobs, enhance mobility and enrich communities.

Since 1986, Alameda County's transportation system has been supported by a local half-cent sales tax for transportation investments managed by a local transportation authority that administers and distributes tax revenues. In 1991, the county's congestion management agency was created by a joint-powers agreement among Alameda County and all its cities, and in 2010, the transportation authority and the congestion management agency merged.

Throughout that time period, these agencies have had a major impact on transportation in Alameda County:

- **Major projects:** Alameda CTC funds and oversees numerous transportation capital projects worth more than \$4.4 billion in Alameda County. These projects improve highway corridors, provide accessible public transit, maintain and improve local streets and roads, and ensure safe travel for pedestrians and bicyclists.
- **Major jobs:** Recent studies have shown that in California, every \$1 billion invested in highway infrastructure creates about 38,000 direct jobs, and every \$1 billion invested in transit capital projects creates 9,600 jobs.⁷ The \$756 million investment of local sales tax dollars for Alameda County's capital projects creates an estimated 5,100 jobs per year.
- **Connecting the region:** Alameda County sits in the heart of the Bay Area. The extensive network of roads, rails, buses, trails and pathways carries millions of people each day to jobs, education, services and recreation, supporting the economic engine of California, the U.S. and beyond.



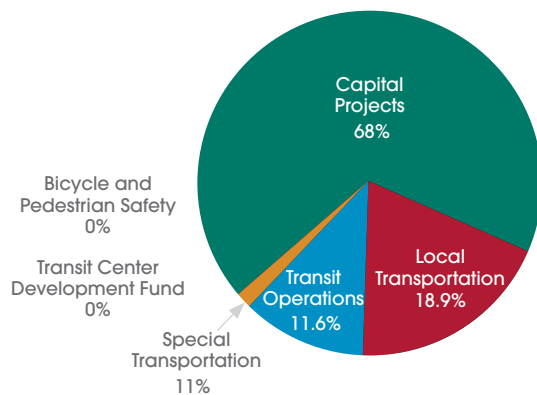
Source:

⁷ "More Projects and Paychecks: Transportation's Summer of Recovery," American Association of State Highway Officials, September 2010.

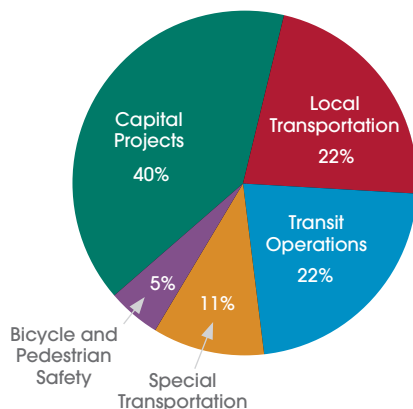
Major Voter-approved Investments

In 1986 and 2000, Alameda County voters approved local sales tax measures to fund transportation projects and programs. In 2010, Alameda County voters approved a \$10 vehicle registration fee to support the county's transportation network and reduce traffic congestion and vehicle-related pollution.

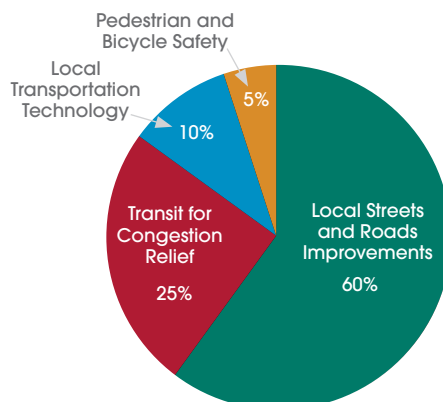
1986 Measure B Funds: More Than \$1 Billion



2000 Measure B Funds: More Than \$3 Billion



2010 Vehicle Registration Fee Funds: \$10 Million/Year



Alameda County Transportation Timeline

1986

Voters approve 15-year local half-cent sales tax in Alameda County that raised more than \$1 billion for transportation investments, and the Alameda County Transportation Authority is created.

1991

Alameda County Congestion Management Agency (ACCMA) is created by a joint-powers agreement among Alameda County and all its cities.

2000

Voters approve extension of the sales tax for another 20 years for \$3 billion for infrastructure, operations and maintenance, and the Alameda County Transportation Improvement Authority (ACTIA) is created.

2004

Voters approve regional bridge toll increases for more than \$3 billion over a 35-year period.

2006

Voters approve almost \$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 for transportation, garnering about \$11 million every year.

Merging the ACCMA and ACTIA into the Alameda CTC reduces redundancies and saves taxpayers \$3 million in the first year.

2012

A \$7.8 billion Transportation Expenditure Plan, which required a two-thirds majority to pass, falls short by 0.14 percent of the vote (721 votes).

Alameda County Moves!



Sources:

⁸ "California world's 9th-largest economy," Press Democrat News Service, September 12, 2012.

⁹ "California Public Roads Data," California Department of Transportation, 2011.

¹⁰ BART Monthly Ridership Reports, July 2011 – June 2012.

¹¹ "AC Transit 2012 Annual Ridership Memorandum," Memo 12-028, December 2012.

¹² "Port of Oakland, Your Port, Your Partner," Port of Oakland Website, January 2013.

Alameda County sits right in the heart of the San Francisco Bay Area (ranked the 20th economy in the world⁸), the transportation hub of Northern California.

Roads and highways connect regions, move people and goods.

Nearly 25 percent of all vehicle miles traveled in the Bay Area are on Alameda County roadways.⁹ Eight major highways connect Alameda County to neighboring counties and Silicon Valley. More than 3,800 miles of roadway network carry freight, autos, transit, bicyclists and pedestrians.

Transit provides vital regional and local mobility and accessibility.

- **BART:** As the fifth-busiest heavy-rail rapid transit provider in the U.S., the San Francisco Bay Area Rapid Transit District (BART) serves 118 million riders annually, and 20 of its 44 stations (45 percent) are in Alameda County.¹⁰
- **AC Transit:** The third-largest public bus system in California serves 53 million riders annually in 13 cities and adjacent unincorporated areas in Alameda and Contra Costa counties.¹¹
- **Additional transit providers:** Union City Transit and the Livermore Amador Valley Transit Authority (WHEELS) also provide bus service. Additional trains serving Alameda County include Altamont Commuter Express (ACE) and Amtrak in the capitol corridor. Ferries and shuttles for seniors and people with disabilities are also available to people traveling in and out of Alameda County.

Bicycle and pedestrian routes and trails provide access and healthy options.

Major urban trails and networks — the Bay Trail, East Bay Greenway, Iron Horse Trail, Ohlone Greenway — provide healthy alternatives to automobiles and critical first/last-mile transit access. Bicyclists enjoy 394 miles of a countywide network on local roads, and pedestrians have access to pathways and facilities. Alameda CTC initiatives include the Countywide Bicycle and Pedestrian Plans, the BikeMobile and the Safe Routes to Schools Program for students, and walking programs for seniors.

The Port of Oakland creates jobs and moves goods.

The San Francisco East Bay is home to two-thirds of Port-related jobs. The proximity to the Port of Oakland is one reason why job-creating businesses locate in the region. In 2011, the Port imported and exported cargo valued at \$41 billion through its seaport, and 9.2 million passengers used Oakland International Airport operated by the Port.¹²

Legislative Agenda

Working together, federal, state and local governments can improve the lives of millions of Americans in communities throughout California and the U.S.

by meeting the mobility needs of youth, seniors, people with disabilities, working people and low-income families. Providing critical highway, transit, rail and multimodal programs is key to a balanced transportation system that meets growing demand.

On a local level, Alameda CTC adopted a clear vision for Alameda County to guide future transportation improvements for the next 25 years. To help make this vision a reality, Alameda CTC's legislative program provides direction for its legislative and policy activities for the year, including establishing funding, regulatory and administrative principles through the following priorities:

- **Transportation funding:** Federal and state transportation funding has declined considerably over the past 20 years, while demand for infrastructure, maintenance and operations funds are increasing.
- **Project delivery:** Long timeframes for environmental clearance and mitigation and the need for multiple funding sources with many requirements often delay delivery of critical transportation infrastructure. Increased efficiencies in project development and delivery can save money, spur economic growth and enhance environmental protection.
- **Multimodal transportation and land use:** Technical and funding barriers often prevent investments that link transportation, housing and jobs. Yet as the population increases, better access to multimodal transportation and strategic land use decisions are paramount.
- **Climate change:** The year 2012 – the hottest year on record – reinforced an urgent call to action amid natural disasters such as Superstorm Sandy to address climate change with emerging technologies that will reduce greenhouse gas emissions.
- **Partnerships:** Strong partnerships can advance political alliances, support project delivery and community. Finding new ways to innovate and partner will help protect transportation infrastructure and support project and program delivery that meets the needs of local businesses and communities.

Our vision of Alameda County recognizes the need to maintain and operate existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Transparent decision-making and measurable performance indicators will guide mobility in Alameda County and support these goals.



Alameda County's 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.

Mobility in Alameda County will be guided by transparent decision making and measurable performance indicators and will be supported by the following goals.

Our transportation system will be:

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

2013 Alameda County Transportation Commission Legislative Priorities

ISSUE

PRIORITY

STRATEGY



Transportation
Funding

1. Increase transportation funding

- Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.
- Support legislation that increases the buying power of the gas tax.
- Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.
- Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.

2. Protect and enhance voter-approved funding

- Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.
- Support legislation that protects against transportation funding diversions to the General Fund.
- Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.
- Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.
- Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.
- Seek, acquire and implement grants to advance project and program delivery.
- Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.



Project Delivery

3. Advance innovative project delivery

- Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.
- Support legislation that improves the ability to deliver projects and programs in a timely, cost-effective manner using contracting flexibility.
- Support innovative project delivery methods.
- Support HOT lane expansion in Alameda County and the Bay Area.
- Support policies that allow local agencies to advertise, award and administer state highway system contracts funded locally.

4. Ensure cost-effective project delivery

- Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.
- Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.



Multimodal Transportation and Land Use

5. Reduce barriers to implementing transportation and land use investments

- Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.
- Support local flexibility and decision-making on land use for transit oriented development and priority development areas.
- Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHG emissions.

6. Expand multimodal systems and flexibility

- Support policies that provide multimodal transportation systems with multiple choices and better access for all transportation users.
- Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people.
- Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.



Climate Change

7. Support climate change legislation

- Support climate change legislation that provides funding for innovative infrastructure, operations and programs that relieve congestion, improve air quality, reduce emissions and support economic development.
- Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bicycle/pedestrian infrastructure.
- To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates.

8. Support cap-and-trade expenditure plan

- Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.

9. Support legislation and policies that support emerging technologies

- Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.



Partnerships

10. Expand partnerships at the local, regional, state and federal levels

- Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems.
- Support legislation and policies that promote governmental efficiencies and cost savings in transportation.
- Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks.
- Support efforts to maintain and expand the participation of local and small businesses as well as women- and minority-owned firms in competing for state and local contracts.

Transportation Funding

Despite the willingness of voters to support local measures to increase funding, Alameda County, the state and country continue to face acute transportation funding challenges, which exacerbate over time as the demand for transportation increases.

Steady, reliable fund sources that grow over time are essential to keep pace with growing demand.



Bond-funded Projects

Alameda CTC has attracted significant Proposition 1B funding from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$4.5 billion available for Corridor Mobility Improvement, Alameda CTC has leveraged local funds to secure \$350.6 million and is overseeing six projects with a total cost of \$735.5 million.



Self-Help Counties Coalition

The 19 counties in the SHCC represent 81 percent of California's population and deliver transportation that Californians depend on every day. The SHCC member agencies are accountable to voters and fund \$3-4 billion per year in critical transportation investments.

To help address this issue, Alameda CTC's legislative priorities include:

Increase transportation funding

- Support efforts to lower the two-thirds majority required for voter-approved transportation measures.
- Support legislation that increases the buying power of the gas tax.
- Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.
- Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.

Protect and enhance voter-approved funding

- Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.
- Support legislation that protects against transportation funding diversions to the General Fund.
- Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.
- Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.
- Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.
- Seek, acquire and implement grants to advance project and program delivery.
- Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.

Projected Revenues Will Only Meet About 45 Percent of California's Need



According to the 2011 Statewide Transportation System Needs Assessment, total transportation system costs will be \$538.1 billion (from 2011 to 2020), and the estimated revenues from all sources is \$242.4 billion, only 45 percent of what's needed. This includes an estimated \$158.4 billion in local revenues.

Two-thirds Majority Special Tax Threshold Obstructs Transportation Process

Two measures failed passage in November 2012 – depriving counties of much-needed funding for transportation infrastructure, maintenance and operations.

- Alameda County: Measure B1, an \$7.8 billion extension and half-cent augmentation of a half-cent sales tax for transportation did not pass:

Votes required: 66.67 percent

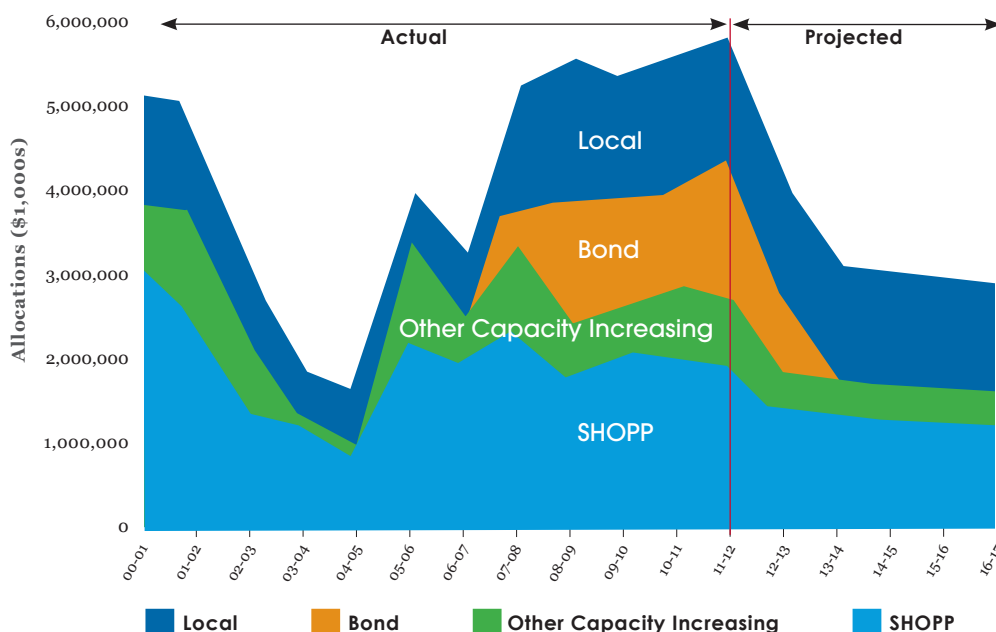
Votes received: 66.53 percent

- Los Angeles County: Measure J, a \$90 billion, 30-year extension of a half-cent sales tax for transportation did not pass:

Votes required: 66.67 percent

Votes received: 66.11 percent

Actual and Estimated Transportation Expenditures Dramatically Decline in California



Source:

California Association of Councils of Governments (<http://www.calcog.org/DocumentCenter/Home/View/13>).

(Projected transportation allocations adjusted for construction cost index, in fiscal year 2011-12 dollars.)

Innovative Project Delivery

Expeditious delivery of transportation infrastructure is critical to ensure cost-effective mobility of people and goods while protecting air and environmental quality, job access and quality of life.



Express Lanes

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

Alameda CTC supports innovative ways to deliver projects quickly that reduce costs to taxpayers and provide essential transportation mobility options. Priorities include:

Advance innovative project delivery

- Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.
- Support legislation that improves the ability to deliver projects and programs in a timely, cost-effective manner using contracting flexibility.
- Support innovative project delivery methods.
- Support high-occupancy toll (HOT) lane expansion in Alameda County and the Bay Area.
- Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by local jurisdictions.

Ensure effective project delivery

- Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.
- Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.



I-80 Integrated Corridor Mobility Project

The Interstate 80 Integrated Corridor Mobility Project was ranked one of the most important statewide bond projects. It uses state-of-the-art, real-time technologies such as closed-circuit television cameras, changeable message signs and ramp metering stations to decrease congestion and improve traffic flow.



BART to Warm Springs Extension

A new Warm Springs BART station will open in 2015 in the southern part of the county as the beginning of a new connection to Silicon Valley. Local funds provide 25 percent of total funding and have helped leverage additional funding for this capital project that has employed hundreds of workers.

Multimodal Transportation and Land Use

Alameda CTC supports efforts that encourage, fund and provide incentives and/or reduce barriers to integrating transportation, housing and jobs development around transportation centers or corridors.

Current priorities:

Reduce barriers to implementing transportation and land use investments

- Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.
- Support local flexibility and decision-making on land use for transit oriented development and priority development areas.
- Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce greenhouse gases.

Expand multimodal systems and flexibility

- Support policies that provide multimodal transportation systems with multiple choices and better access for all transportation users.
- Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people.
- Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.



Fruitvale Transit Village Project

Alameda CTC supports transit oriented development (TOD) that links housing and jobs to transit. Alameda CTC's TOD grant program has provided \$2.1 million in funding, which recipients leveraged to fund \$46.0 million in total project costs.

Meeting the Transportation Needs of Youth and Seniors

Alameda CTC funds public transit projects and programs that provide safe, accessible transportation for youth, seniors and people with disabilities.



Senior and Commuter Shuttles: Alameda CTC funds local shuttles in Albany, Emeryville, Hayward, Livermore, Oakland and Pleasanton that provide transportation services to seniors and people with disabilities. Alameda CTC also funds commuter shuttles to downtown offices and fast, free connections for commuters to other transit providers.



Safe Routes to Schools:

The Safe Routes to Schools Alameda County Partnership works with students, parents and schools to encourage more students to safely walk and bike to school, which improves children's health and decreases driving. Safe Routes to Schools partnerships include participation from cities, school districts and companies and organizations across Alameda County.

Addressing Climate Change

Alameda CTC is making investments to reduce greenhouse gas (GHG) emissions.

Assembly Bill 32 and Senate Bill 375 aim to reduce GHG emissions by linking transportation and housing and creating a funding stream that will reduce GHG emissions (the state's cap-and-trade program).



Investments That Link Transportation, Housing and Jobs

Alameda CTC is making investments with local, regional, state and federal funds and has created a strategic plan for these investments that links transportation, housing and jobs to reduce greenhouse gas emissions.

Alameda CTC's priorities to address climate change:

Support climate change legislation

- Support climate change legislation that provides funding for innovative infrastructure, operations and programs to relieve congestion, improve air quality, reduce emissions and support economic development.
- Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bicycle/pedestrian infrastructure.
- To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates.

Support cap-and-trade expenditure plan

- Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.

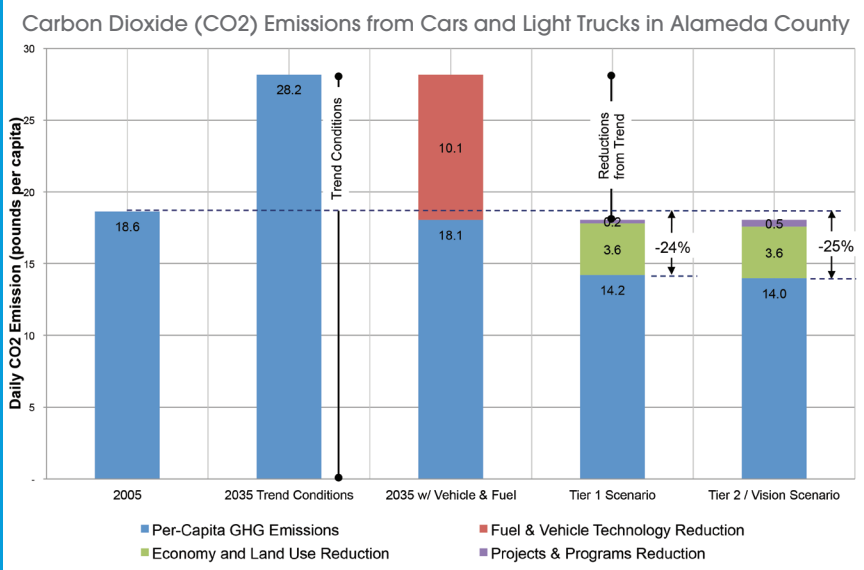
Support legislation and policies that support emerging technologies

- Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.

Countywide Transportation Plan

Alameda CTC's long-range Countywide Transportation Plan supports reducing greenhouse gas emissions. The countywide plan shows an estimated 24 to 25 percent reduction of GHG emissions and will continue to guide future transportation improvements for the next 25 years.¹¹

¹¹ Alameda Countywide Transportation Plan, Alameda County Transportation Commission, June 2012.



Expanding Partnerships

Alameda CTC is expanding partnerships at the local, regional, state and federal levels for policy development, planning, funding and project and program delivery opportunities.

Alameda CTC is partnering on many multi-county transportation efforts, such as transit planning, freight corridor planning, express lane implementation and other types of transportation projects or programs that cross counties to provide a system of transportation infrastructure or services for the traveling public, and that can be developed so that the region is ready to receive federal, state or other grants as they become available. Top priorities:

Support efforts that encourage regional cooperation and coordination

- Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems.
- Support legislation and policies that promote governmental efficiencies and cost savings in transportation.
- Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks.
- Support efforts to maintain and expand the participation of local and small businesses as well as women- and minority-owned firms in competing for state and local contracts.

Additional strategies to expand partnerships

- **Goods movement planning and mobility:** Regional growth forecasts indicate increasing demand for goods movement services and a reduction in the availability of affordable and close sites for land uses related to goods movement. Working together, local, regional, state and federal partners can develop solutions to ensure a strong, efficient goods movement system.
- **Regional coordination on HOT/express lanes:** Investments that enhance efficiencies on existing systems such as express lanes provide improved commutes, reduce congestion and result in more efficient freight movement. Regional coordination enhances project delivery by coordinating policy, funding and public education efforts.
- **Job creation through Local Business Contract Equity Program (LBCE):** Alameda CTC creates local jobs and invests in transportation systems to attract and retain businesses. Its LBCE Program encourages businesses to locate and remain in Alameda County and to spend local funds for goods and services within the county.
- **Quarterly legislative program meetings:** Alameda CTC hosts quarterly legislative forums to enhance our local partnerships in the county and is participating in regional partnerships with Bay Area congestion management agencies and the Metropolitan Transportation Commission, as well as at the state level with the Self-Help Counties Coalition.



Working Together to Improve Transportation

Since 2000, Alameda CTC has partnered with local agencies and businesses on 58 infrastructure projects valued at \$4.4 billion. Just under \$1 billion of these funds have gone to businesses in Alameda County.

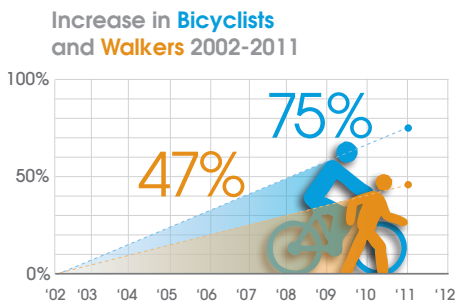


Challenges to Goods Movement:

- Increased demand but fewer supportive land uses.
- Increased competition for roadway space.
- Increased competition for passenger vehicle, freight and rail infrastructure needs.
- Climate change and sea-level rise.
- Minimizing impacts on neighborhoods.

Planning for the Future

Alameda County's transportation system must safely and efficiently move people and goods and ensure community members have access to valuable jobs and services such as education, health care, recreation and entertainment.



The demand for transportation systems is rising as the population increases and economy grows. According to the California Department of Finance, the population in Alameda County is expected to increase to 1.7 million by 2050.¹³ Critical transportation infrastructure needs repair or upgrades, and the county has the worst traffic congestion in Northern California.

Alameda CTC works together with community members to plan for the future in a way that accommodates changes in population demographics and will meet the future needs of Alameda County residents and businesses.



Safe Transit Access for Seniors and People with Disabilities

As the population increases and people live longer, the number of people aged 62 and older will increase significantly, and more seniors and people with disabilities will need safe transportation access and options to live healthy, fulfilling lives.

Source:

¹³ California Department of Finance Website (<http://www.dof.ca.gov/research/demographic/reports/projections/interim/view.php>), January 24, 2013.

Coordinated Programs That Provide Choices

Alameda CTC funds public transit projects and programs that provide safe, accessible transportation for youth, seniors and people with disabilities.



Mass transit operations:

- Monthly fund distributions to six transportation agencies for operations and maintenance.
- Monthly fund distributions to 13 local paratransit programs for operations and maintenance.
- Express Bus Service Grant Program dedicated to projects that create, expand and enhance express bus services in Alameda County has funded seven projects with countywide significance, totaling \$7.4 million.
- Paratransit Gap Grant Program has funded 60 paratransit projects and programs totaling more than \$12.4 million, in an effort to increase mobility for seniors and people with disabilities.

BikeMobile: A pilot program managed under Alameda CTC's Safe Routes to Schools program, the BikeMobile van and its bicycle mechanic staff will visit over 200 schools and community organizations per year to educate students and the public about bicycle repair and bicycle safety and to promote riding bikes to school.

Alameda County Mobility Management: Alameda CTC initiated the Countywide Mobility Management Program to develop a comprehensive mobility management approach for senior and disabled transport. Information gathered from research and countywide travel training outreach will be combined into a "one-stop" comprehensive mobility management resource.



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

Protecting and improving on our transportation infrastructure is critical to ensure safe transportation and to meet current and future demands.

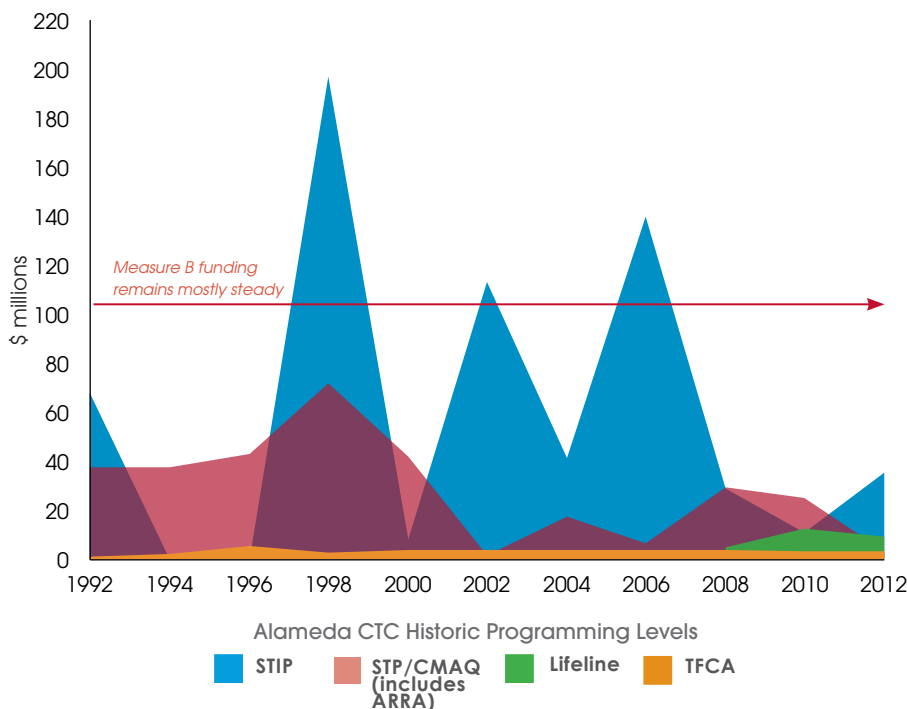
Local streets and roads improvements

A dependable resource: Local voter-approved transportation funding has provided \$338 million to build infrastructure and more than \$222 million in new revenues since 2000 to meet local transportation needs throughout Alameda County. Local agencies use these funds broadly for street and road improvements, transit, bicycle and pedestrian improvements as well as for encouraging transit use.

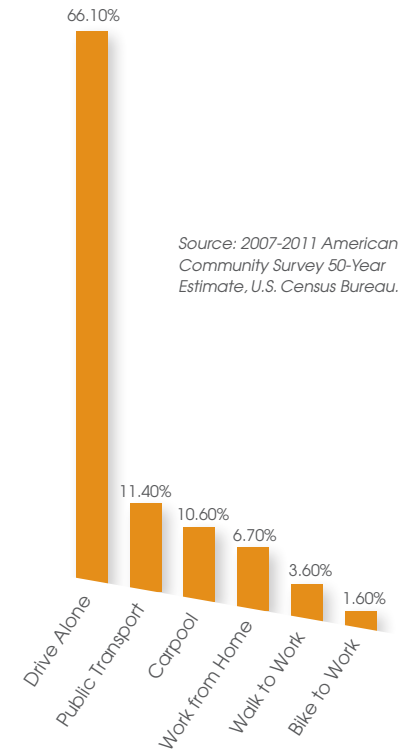
Highway investments to improve efficiencies

Approximately \$1.2 billion in voter-approved funding since 2000 has been programmed for capital transportation projects that improve efficiencies, including highway widening and new or improved highway connection routes/interchanges, local streets and roads enhancements, rail extensions, intermodal projects (meaning they involve more than one form of transportation such as bus and rail) and other local projects.

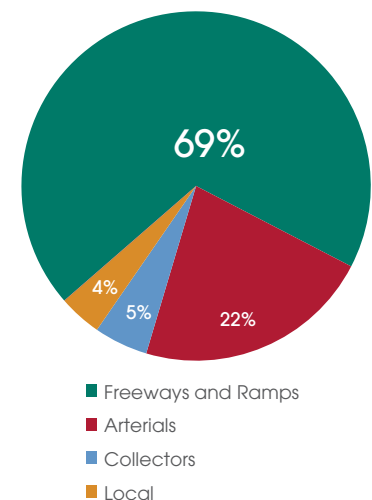
Funding Volatility Creates Major Challenges



Most People in Alameda County Drive Alone to Work



Most Alameda County Travel Occurs on Freeways



Source: Alameda Countywide Travel Demand Model, Percent of Miles Traveled in Alameda County 2005.

Alameda County Transportation Investments

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-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 Interchange/Route 84
- I-580 Soundwalls Landscaping – San Leandro

I-680 Corridor

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

I-880 Corridor

- I-880/Broadway Jackson Interchange Improvement
- I-880/Mission Boulevard Interchange Reconstruction
- I-880 North Safety and Operational Improvements
- I-880 Southbound (HOV) Lane

Other Highway/Streets Capital and Management Projects

- Castro Valley Local Area Traffic Circulation Improvement
- Central Alameda County Freeway System Operational Analysis
- 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
- Route 238/Mission-Foothill-Jackson Corridor Improvements
- SMART Corridors Operation and Management
- Telegraph Avenue Corridor Bus Rapid Transit
- Union City Intermodal Station
- Westgate Parkway Extension

Local Streets and Roads

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

Mass Transit and Transit Oriented Development

BART

- BART Oakland Airport Connector
- BART Warm Springs Extension
- 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/San Francisco Bay Area Water Emergency Transportation Authority

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 Program
- Countywide Bicycle Plan and Countywide Pedestrian Plan
- Countywide Transportation Model
- Countywide Transportation 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
- Measure B Local Transportation Sales Tax
- One Bay Area Grant Program
- State Transportation Improvement Project
- Transportation and Land Use Work Program/Transit Oriented Development
- Transportation Fund for Clean Air
- Vehicle Registration Fee

Alameda County Transportation Commission

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.

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For information on countywide transportation plans, reports and other publications, visit www.AlamedaCTC.org.

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AC Transit

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Alameda County

Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

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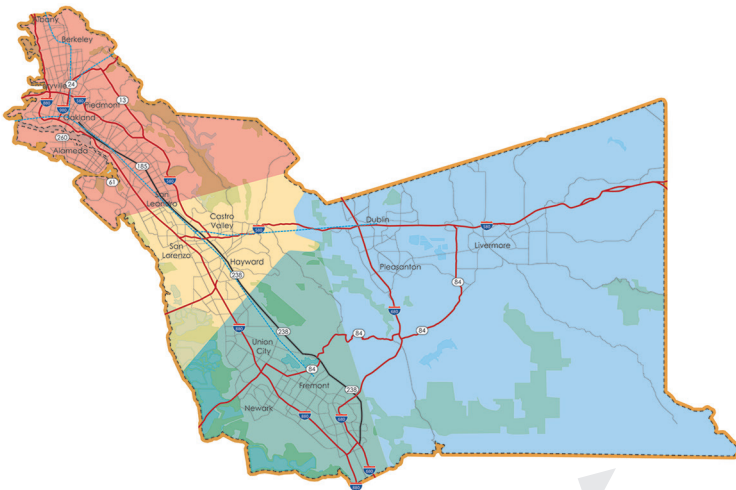
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