

**FOR IMMEDIATE RELEASE**

October 31, 2012

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## **Alameda County Roads in Need of Funding**

*Local transportation measure includes \$2.3 billion for roadway improvements on November ballot*

*Alameda County - California.* Roads are the backbone of the economy and mobility in Alameda County. According to the Metropolitan Transportation Commission's (MTC) [Pavement Condition Report](#) released on Monday, almost 50% of Alameda County roads are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration, and some are at-risk of moving toward costly reconstruction. MTC evaluates the condition of Bay Area roads on an annual basis to assess the average pavement condition index (PCI), which ranges from 0-100. PCI scores of 60-69 are considered fair, and indicate that a street needs rehabilitation to prevent significant deterioration. Four cities in Alameda County, however, have a three-year average PCI score below 60 - Albany, Berkeley, Oakland and San Leandro - which puts them in the "at-risk" category. Only one city in the entire county - Dublin - received a score of "very good" (PCI score 80-89). Significant investments in local streets and roads in Alameda County will be needed to keep the County's streets in a state of good repair. According to MTC's report, those cities that have supported streets and roads investments through local funding options tend to have higher quality roads. The Alameda County Transportation Commission (Alameda CTC) recognizes the importance of streets and roads and has placed a measure on the November ballot, Measure B1, to help close the funding shortfall (estimated to be \$3.5 Billion over the next 25 years) for Alameda County roads.

If approved by voters next week, the 2012 Transportation Expenditure Plan (TEP), which guides Measure B1 expenditures, includes 30%, or \$2.3 billion over 30 years, for road safety and maintenance for the almost 8,000 lane miles of roadway throughout the county.

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Three of Alameda County streets with PCI scores are in the “fair” (60-69) range - Alameda, Hayward and Fremont - they are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Because major repairs cost five to 10 times more than routine maintenance, these streets are at an especially critical stage and are in need of new streets and roads funding.

“Improving our roadways in Alameda County is critical, and not just for auto trips,” said Alameda CTC Chair Mayor Mark Green. “Roads are the backbone for freight, transit, bike and pedestrian trips as well, and if Measure B1 is approved we can help close this funding gap.”

If Measure B1 is approved by voters, local streets and roads funding for each city in the county will nearly double over current amounts. The City of Oakland, for example, would receive an increase of 88% for more than \$655 million over the next thirty years. Funding for all Alameda County cities would also increase by 88% beginning next year, which will help to bring roads into good conditions and stave off higher costs of rehabilitation, thereby saving costs over the long term.

“Timing is critical,” said Alameda CTC Vice Chair Supervisor Scott Haggerty, “We need to prevent our roads from getting any worse now, since major road repairs cost five to ten times more than routine maintenance. Measure B1 will provide a steady stream of local funding to repair and rehabilitate our streets and roads - fixing potholes and improving safety, while creating and maintaining local jobs.”

Alameda County’s half-cent sales tax for transportation, Measure B, originally approved by voters in 1986, and reauthorized in 2000, is currently funding streets and roads maintenance, which has helped to maintain many roads in Alameda County. In addition to streets and roads, the current measure is bringing transportation solutions and creating local jobs with more than [\\$2.5 billion in construction projects underway right now](#). Measure B1 would extend and augment Measure B.

This month Alameda CTC has celebrated a number of projects that have been funded in part by Measure B, including the groundbreaking of the high-tech [I-80 Integrated Corridor Mobility Project](#), which is at the forefront of technology applied to transportation, enabling Alameda County to get the most capacity from our existing infrastructure. Last week, along with BART

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and other partners, we commemorated the completion of the subway portion of the [BART to Warm Springs/South Fremont Extension](#), for which the Alameda County sales tax funded a quarter of the total cost, and the completion of the [Alamo Trail Undercrossing](#) in Dublin.

Today we are celebrating the completion of the [Lewelling Boulevard Intersection Improvement Project](#) in unincorporated Alameda County, and are poised to start construction on the extension of the [southbound HOV lane on I-880](#) from San Leandro to Oakland, and a new [westbound HOV lane on I-580](#) in Dublin/Pleasanton.

These projects provide more efficient travel for people and freight, and attract and retain businesses and jobs in Alameda County. Alameda CTC's efforts, through a strong local contracting program, to keep our local dollars local, has created more than 5000 jobs each year over the past decade. Construction projects are only one way that the [Alameda CTC supports jobs](#) and the local economy. Over the past 10 years, the half-cent sales tax - Measure B - has also funded more than \$250 million to the 14 cities in Alameda County to perform much-needed local transportation improvements. Much of this work has been done by local businesses employing local workers. In addition, the half-cent sales tax has funded more than \$240 million over the past 10 years to five transit agencies that serve Alameda County, providing jobs to drivers, mechanics, and others.

If voters pass Measure B1 and its corresponding Transportation Expenditure Plan on November 6<sup>th</sup>, Alameda County would see an infusion of over \$2.3 billion in road maintenance as well as investments in all modes of transportation, including gap closures on major bike and pedestrian trails and improvements and modernization of BART stations. It would also create a new student transit pass program restore and expand bus, BART, ferry and rail services in Alameda County.

For more information:

[Alameda County Transportation Expenditure Plan](#)

**The Alameda County Transportation Commission**

The mission of the Alameda County Transportation Commission (Alameda CTC) 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 CTC coordinates countywide transportation planning and delivers the expenditure plan for the half-cent sales tax approved by 81.5% of county voters in 2000. For more information, visit [www.alamedactc.org](http://www.alamedactc.org).  
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