



Citizens Advisory Committee Meeting Agenda

Thursday, January 19, 2012, 5:30 to 8:30 p.m.

Hayward City Hall, 777 B Street, Hayward, CA 94541

Meeting Outcomes:

- Receive updates on Alameda CTC and CAC outreach efforts
- Discuss CAC outreach goals and objectives
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) development
- Actively participate in the Central County Transportation Forum

5:30 – 5:35 p.m. **1. Welcome and Introductions**

Cynthia Dorsey

5:35 – 5:40 p.m. **2. Public Comment**

Public

5:40 – 5:45 p.m. **3. Approval of October 20, 2011 Minutes**

Cynthia Dorsey [03 CAC Meeting Minutes 102011.pdf](#) – Page 1

5:45 – 5:50 p.m. **4. Staff Overview of Outreach Materials and Website Report**

Staff and MIG [04 Memo Website and ConstantContact Analytics.pdf](#) – Page 5

[04A Glossary.pdf](#) – Page 17

5:50 – 6:10 p.m. **5. CAC Outreach Goals and Objectives**

Cynthia Dorsey *CAC members will have a general discussion on achieving CAC goals and objectives and on draft outreach materials.*

[05 Memo from Chair Outreach.pdf](#) – Page 19

[05A Draft Outreach Materials.pdf](#) – Sent under separate cover

6:10 – 6:20 p.m. **6. CAC Member/Outreach Reports**

CAC Members [06 CAC Calendar FY11-12.pdf](#) – Page 21

[06A CAC Roster.pdf](#) – Page 23

[06B CAC Supervisorial Districts Map.pdf](#) – Page 25

6:20 – 6:30 p.m. **7. Staff Reports** |

Staff

A. Countywide Transportation Plan and Transportation Expenditure Plan

A presentation of these materials will occur at the Transportation Forum.

07A CWTP-TEP Overview.pdf – **Page 27**

07A1 Regional SCS-RTP CWTP-TEP Process.pdf – **Page 29**

07A2 Draft Transportation Expenditure Plan.pdf – **Page 41**

6:30 – 8:30 p.m. **8. Central County Transportation Forum & Open House**CAC Members,
Staff, and Public

08 Central County Transportation Forum Flyer.pdf – **Page 87**

8:30 p.m. **9. Adjournment** |

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting:

Date: April 19, 2012 – East County Transportation Forum

Time: 5:30 to 8:30 p.m.

Location: Dublin City Hall, 100 Civic Plaza, Dublin, CA 94541

Staff Liaisons:

Tess Lengyel, Deputy Director of
Policy, Public Affairs and Legislation
(510) 208-7428
tlengyel@alamedactc.org

Liz Brazil, Contract Compliance and
Outreach Analyst
510-208-7419
lbrazil@alamedactc.org

Location Information: Hayward City Hall is located in downtown Hayward at 777 B Street, just one-fifth of a mile (approximately a three-minute walk) from the Hayward BART station. Visit the BART website (<http://www.bart.gov>) or (transit.511.org/) to plan your trip. For more information about Hayward City Hall, visit the City of Hayward website (<http://user.govoutreach.com/hayward/faq.php?cid=10773>).

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

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Alameda CTC Citizens Advisory Committee Meeting Minutes
Thursday, October 20, 2011, 5:30 p.m., 1333 Broadway, Suite 200, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Cynthia Dorsey, Chair	<u>A</u> Brad Hottle	<u>P</u> Clara Sample
<u>P</u> Barry Ferrier, Vice Chair	<u>P</u> Alton Jefferson	<u>A</u> Nicholas Sebastian
<u>A</u> Meredith Brown	<u>P</u> Roop Jindal	<u>A</u> Gerarda Stocking
<u>A</u> Norbert Castro	<u>A</u> Dimitris Kastriotis	<u>A</u> Brenda Walker
<u>P</u> Val Chinn	<u>P</u> Audrey LePell	<u>A</u> Ronald Washington
<u>P</u> Joseph Collier	<u>A</u> Pilar Lorenzana-Campo	<u>A</u> Darren White
<u>P</u> Frances Hilliard	<u>P</u> Harpal Mann	
<u>A</u> Joseph Hilson	<u>P</u> John Repar	

Staff:

<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Liz Brazil, Contract Compliance and Outreach Analyst	

1. Welcome and Introductions

Chair Cynthia Dorsey called the meeting to order at 5:35 p.m. The meeting began with introductions.

Guest(s) present: Betty Mulholland, PAPCO

2. Public Comment

There were no public comments.

3. Approval of June 16, 2011 and July 21, 2011 Minutes

A CAC member requested a revision to the June 16, 2011 minutes to correct the spelling of Frances Hilliard's name.

Audrey LePell moved to approve the June 16, 2011 minutes with the above correction. Frances Hilliard seconded the motion. The motion carried unanimously (11-0).

Joseph Collier moved to approve the July 21, 2011 minutes as written. Harpal Mann seconded the motion. The motion carried unanimously (11-0).

4. Approval of CAC Bylaws and Calendar

Bylaws:

A member requested to change Article 1.6 “feedback to” to “feedback from.”

Barry Ferrier moved to approve the CAC Bylaws with the above correction. Audrey LePell seconded the motion. The motion carried unanimously (11-0).

Calendar:

A member suggested using the entire June 2012 meeting to discuss the roles/responsibilities of the CAC members and the Alameda CTC website. Cynthia Dorsey requested that members consider the meeting outcomes for the June organizational meeting.

A member inquired if Alameda CTC can schedule the July CAC meeting closer to a BART station. Staff stated that Alameda CTC staff has attempted to locate places near transit to no avail. The goal is always to have the meeting sites close to public transportation.

Barry Ferrier moved to approve the fiscal year 2011-2012 CAC Calendar. John Repar second the motion. The motion carried unanimously (11-0).

5. Staff Overview of Outreach Materials and Website Report

Tess Lengyel reviewed the Strategic Communications Plan for fiscal year 2011-2012 with the CAC. She stated that Alameda CTC created the plan to guide the communication efforts for the coming year for the agency and the community advisory committees. The document:

- Outlines the overall goals of the communications program
- Lists the target audience groups that Alameda CTC and the community advisory committees will communicate with regarding the projects and programs
- Describes the key messages to communicate
- Describes the communications tools
- Provides communications strategies
- Provides performance measures to benchmark the success of the outreach targets

The key messages that Alameda CTC wants to share with the public are:

- Economic vitality (jobs, quality lifestyle, economy)
- Community benefit (safety, health, choices)
- Best value for public funds (accountability and involvement)
- Environmental sustainability
- Forward-thinking solutions (innovation)

Questions/feedback from the members:

- A member suggested that Alameda CTC videotape clips that relate to the fact sheets to help make the website more exciting. Staff said that Alameda CTC will video the transportation forum and is moving into the realm of social media.

- A member queried whether Alameda CTC is working with TransForm as a partner. Staff stated that TransForm is an organization that Alameda CTC works with on some grants. It has partnered with the Alameda CTC for the Safe Routes to School Program. Staff also stated that a TransForm representative is a member of the CWTP-TEP Community Advisory Working Group (CAWG).
- A member requested staff discuss the Transportation Expenditure Plan that may be on the 2012 ballot. Tess gave a brief update since members would hear a presentation on the topic at the Transportation Forum.
- A member suggested that given the state of the economy, as a public relations measure, Alameda CTC could calculate the number of jobs open with local contractors and take that information back to the community and inform the public that the \$43 million allocated to the local businesses will provide jobs. To help pass the measure on the 2012 ballot, Alameda CTC should make the public aware that it provides local opportunities.

Website update

Liz Brazil informed CAC members that the newly updated Alameda CTC website is easier to navigate through the pages and sections. Areas previously under construction are now active. As she walked through the website with the committee, Liz explained that the factsheets are now linked to each project, and the Local Business Contract Equity Program is listed under the opportunities section. The meetings calendar on the website has been updated with a calendar for each Alameda CTC committee. She encouraged members to review the website and send comments to her. Liz also reviewed the Alameda CTC website analytics and e-news database report with the committee. She stated that since the update of the website, the new visits have increased by 40 percent.

Questions/feedback from the members:

A few of the members stated that it's preferable to have information in the newspaper versus on the website. Specifically, Alameda CTC should place small business contracting and opportunities in the newspapers. Staff informed the committee that it would be very expensive to place advertisements in the newspaper. Alameda CTC does place ads in the newspapers for requests for proposal interviews. Staff stated that possibly Alameda CTC can emphasize more information on local business contracts with press releases.

6. CAC Outreach Goals and Objective

Staff waived this agenda item due to time constraints and requested members read the information in the agenda packet.

7. CAC Member/Outreach Reports

Dr. Jindal informed the committee that the Steering Committee held a joint meeting with CAWG to discuss the development of the Transportation Expenditure Plan. He stated that to get two-thirds of the votes on the 2012 ballot will require a lot of outreach from all parties affiliated with the Alameda CTC. He also mentioned that the signs are not clear on I-880 and Route 92.

Audrey LePell stated that the signage is very unsafe going north on Tennyson Road up to Winton Avenue on the I-880/92 Interchange. She made a plea for clear, readable signs.

Barry Ferrier informed the committee that the Dumbarton Rail Corridor Project is holding community meetings in November to discuss the environmental review. In addition, the public will have the opportunity to discuss the Dumbarton Express and upcoming changes at a public meeting on November 16, 2011.

Cynthia Dorsey stated that AC Transit is discussing redistricting via a series of community meetings. She directed the committee to the website for more information and mentioned that flyers are also on the buses.

8. Staff Reports

A. Countywide Transportation Plan and Transportation Expenditure Plan

Tess informed the committee that staff will give a presentation on the Countywide Transportation Plan and Transportation Expenditure Plan at the Transportation Forum.

9. North County Transportation Forum and Open House

The members adjourned to the North County Transportation Forum and open house at 6:50 p.m.

10. Adjournment

The forum adjourned at 9 p.m.

9 January 2012

Memorandum

TO: Cynthia Dorsey, Chair, and Members of the Alameda CTC Citizens Advisory Committee

FR: Katie Balk, MIG, Inc.

RE: Alameda CTC Website Analytics and e-News Database Report

Attached for your review are reports on website "hits" for the Alameda CTC website (www.alamedactc.com) and on the e-newsletter database and "hits" (via ConstantContact). Please note that for the website statistics in Section 1 we compare the past three month period (Oct 9, 2011 to Jan 8, 2012), to the prior three month period (Jul 9, 2011 to Oct 8, 2011).

1. Website Report: Current quarter vs. prior quarter

Key Findings:

- ✓ Total visits up almost 27% over previous period
- ✓ Absolute unique visitors up almost 30%
- ✓ Number of pageviews up 22%
- ✓ New visits up 40%
- ✓ Average pageviews down 3.5%
- ✓ Average time on site up almost 13%

The past quarter has shown a substantial increase for almost every metric regarding the website. Outreach activities and press around the CWTP/TEP was likely a major driver in bringing more visitors to the Alameda CTC website over this period. One of the most positive statistics here is that new visits are up 40%, meaning that the website is reaching a new audience and, hopefully, educating more of our community on the work Alameda CTC does to plan, fund and deliver transportation projects throughout the county.

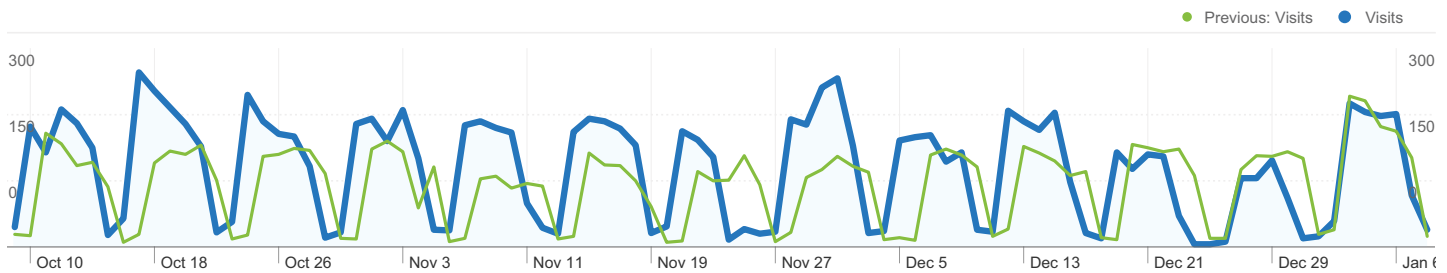
2. Constant Contact Database and Email Tracking – shows data on # new contacts, removed contacts, overall growth and total database; also shows data on opens, click-throughs, bounces, etc., for the most recent emails sent via Constant Contact.

Key Findings:

- ✓ **Database:** Since our last report in early October, our total contact base has grown by 270 contacts. Our current total is 3,126.
- ✓ **Email Tracking:** In the a comparison of the past 3 months we see that there has been an open rate of 34% for all emails sent, this is up from our previous report to the CAC, at which time the open rate was 27%. When comparing the past two editions of the Alameda CTC E-Newsletter, our major email publication, we see that open rate rose slightly from 33% in September to 34% in November.

Our bounce rate has remained at about 15%, similar to what it was at the time of our previous report. This is likely a sign that a “clean-up” to our contact list may be necessary in order to ensure we are sending to valid email addresses only.

We will be happy to address any questions or suggestions that CAC members may have.



Site Usage

11,060 Visits

Previous: 8,741 (26.53%)

37.06% Bounce Rate

Previous: 40.60% (-8.72%)

61,903 Pageviews

Previous: 50,765 (21.94%)

00:04:37 Avg. Time on Site

Previous: 00:04:05 (12.97%)

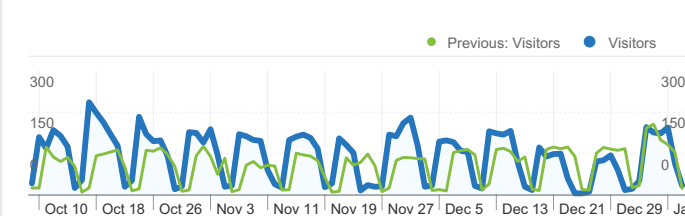
5.60 Pages/Visit

Previous: 5.81 (-3.63%)

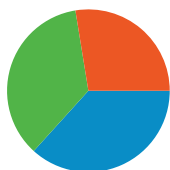
40.42% % New Visits

Previous: 39.60% (2.10%)

Visitors Overview


Visitors
5,202

Traffic Sources Overview



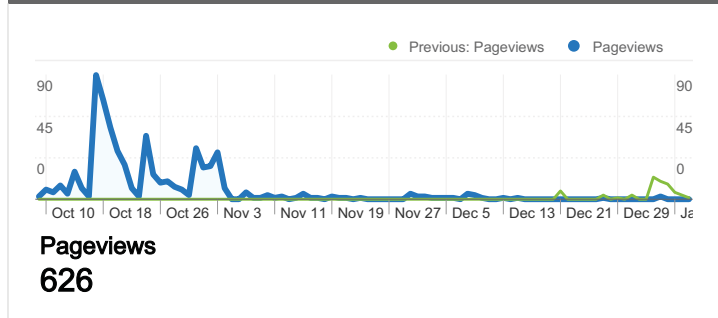
- **Search Engines**
4,062.00 (36.73%)
- **Direct Traffic**
3,950.00 (35.71%)
- **Referring Sites**
3,048.00 (27.56%)

Content Overview

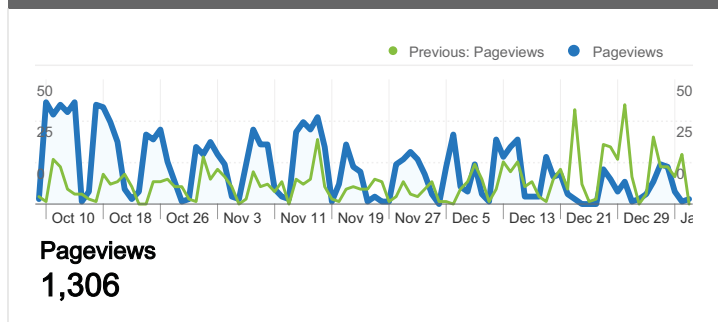
Pages	Pageviews	% Pageviews
/		
Oct 9, 2011 - Jan 8, 2012	9,439	15.25%
Jul 9, 2011 - Oct 8, 2011	8,145	16.04%
% Change	15.89%	-4.96%
/events/month/now		
Oct 9, 2011 - Jan 8, 2012	3,782	6.11%
Jul 9, 2011 - Oct 8, 2011	2,724	5.37%
% Change	38.84%	13.86%
/app_pages/view/4681		
Oct 9, 2011 - Jan 8, 2012	2,131	3.44%
Jul 9, 2011 - Oct 8, 2011	757	1.49%
% Change	181.51%	130.86%
/app_folders/view/		
Oct 9, 2011 - Jan 8, 2012	1,961	3.17%
Jul 9, 2011 - Oct 8, 2011	1,579	3.11%
% Change	24.19%	1.85%
/app_pages/view/7		

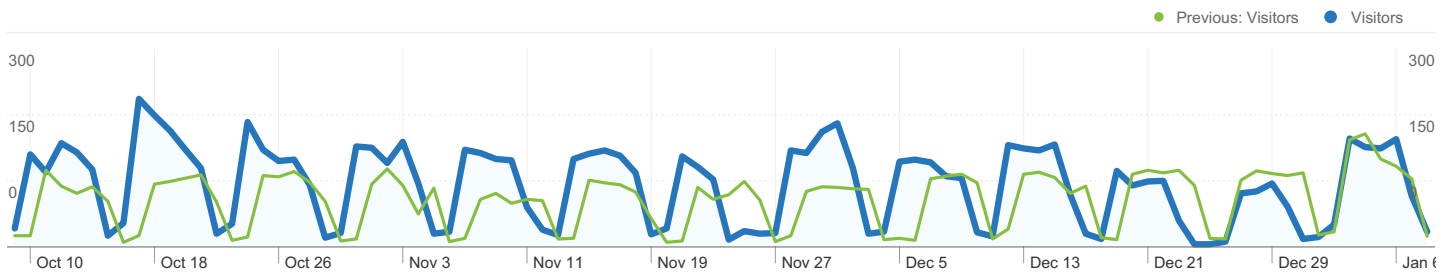
Oct 9, 2011 - Jan 8, 2012	1,469	2.37%
Jul 9, 2011 - Oct 8, 2011	1,174	2.31%
% Change	25.13%	2.61%

Content Detail: /cwtp_tep



Content Detail: /app_pages/view/795





5,202 people visited this site

 **11,060 Visits**

Previous: 8,741 (26.53%)

 **5,202 Absolute Unique Visitors**

Previous: 4,013 (29.63%)

 **61,903 Pageviews**

Previous: 50,765 (21.94%)

 **5.60 Average Pageviews**

Previous: 5.81 (-3.63%)

 **00:04:37 Time on Site**

Previous: 00:04:05 (12.97%)

 **37.06% Bounce Rate**

Previous: 40.60% (-8.72%)

 **40.42% New Visits**

Previous: 39.60% (2.10%)

Technical Profile

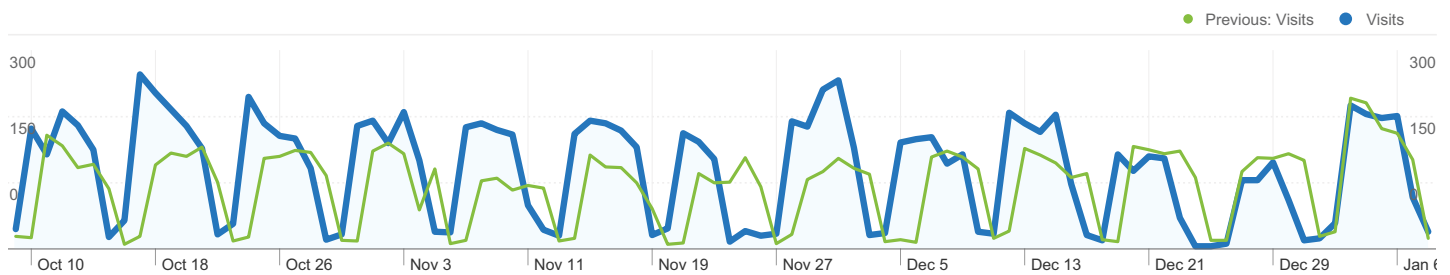
Browser	Visits	% visits
Internet Explorer		
Oct 9, 2011 - Jan 8, 2012	6,407	57.93%
Jul 9, 2011 - Oct 8, 2011	5,613	64.21%
% Change	14.15%	-9.79%
Firefox		
Oct 9, 2011 - Jan 8, 2012	2,468	22.31%
Jul 9, 2011 - Oct 8, 2011	1,831	20.95%
% Change	34.79%	6.53%

Chrome		
Oct 9, 2011 - Jan 8, 2012	1,003	9.07%
Jul 9, 2011 - Oct 8, 2011	671	7.68%
% Change	49.48%	18.14%
Safari		
Oct 9, 2011 - Jan 8, 2012	906	8.19%
Jul 9, 2011 - Oct 8, 2011	493	5.64%
% Change	83.77%	45.24%
RockMelt		
Oct 9, 2011 - Jan 8, 2012	97	0.88%
Jul 9, 2011 - Oct 8, 2011	29	0.33%
% Change	234.48%	164.35%

Traffic Sources Overview

Oct 9, 2011 - Jan 8, 2012

Comparing to: Jul 9, 2011 - Oct 8, 2011




All traffic sources sent a total of 11,060 visits

 **35.71% Direct Traffic**

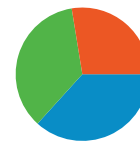
Previous: 42.26% (-15.49%)

 **27.56% Referring Sites**

Previous: 25.79% (6.87%)

 **36.73% Search Engines**

Previous: 31.95% (14.94%)



Search Engines
4,062.00 (36.73%)
Direct Traffic
3,950.00 (35.71%)
Referring Sites
3,048.00 (27.56%)

Top Traffic Sources

Sources	Visits	% visits
(direct) ((none))		
Oct 9, 2011 - Jan 8, 2012	3,950	35.71%
Jul 9, 2011 - Oct 8, 2011	3,694	42.26%
% Change	6.93%	-15.49%
google (organic)		
Oct 9, 2011 - Jan 8, 2012	3,357	30.35%
Jul 9, 2011 - Oct 8, 2011	2,332	26.68%
% Change	43.95%	13.77%
actia2022.com (referral)		
Oct 9, 2011 - Jan 8, 2012	1,135	10.26%
Jul 9, 2011 - Oct 8, 2011	1,172	13.41%
% Change	-3.16%	-23.46%
surveymonkey.com (referral)		
Oct 9, 2011 - Jan 8, 2012	634	5.73%
Jul 9, 2011 - Oct 8, 2011	31	0.35%
% Change	1,945.16%	1,516.34%
bing (organic)		

Keywords	Visits	% visits
alameda county transportation commission		
Oct 9, 2011 - Jan 8, 2012	953	23.46%
Jul 9, 2011 - Oct 8, 2011	760	27.21%
% Change	25.39%	-13.78%
alameda ctc		
Oct 9, 2011 - Jan 8, 2012	867	21.34%
Jul 9, 2011 - Oct 8, 2011	746	26.71%
% Change	16.22%	-20.09%
(not provided)		
Oct 9, 2011 - Jan 8, 2012	676	16.64%
Jul 9, 2011 - Oct 8, 2011	0	0.00%
% Change	100.00%	100.00%
alameda county ctc		
Oct 9, 2011 - Jan 8, 2012	227	5.59%
Jul 9, 2011 - Oct 8, 2011	121	4.33%
% Change	87.60%	28.99%
actc alameda		

Oct 9, 2011 - Jan 8, 2012	453	4.10%
Jul 9, 2011 - Oct 8, 2011	288	3.29%
% Change	57.29%	24.31%

Oct 9, 2011 - Jan 8, 2012	69	1.70%
Jul 9, 2011 - Oct 8, 2011	64	2.29%
% Change	7.81%	-25.87%

[Print Report](#)**Alameda County Transportation Commission**

Contacts Report

1/9/2012

Contact Counts

	Prior	Aug	Sep	Oct	Nov	Dec	Jan	Overall
New Contacts	3844	79	59	409	227	36	1	4655
Removed Contacts	1444	8	0	0	0	0	0	1452
Do Not Mail List	54	0	4	11	0	8	0	77
Growth	2346	71	55	398	227	28	1	3126
Total Contacts	2346	2417	2472	2870	3097	3125	3126	3126

Key For Table

Prior	Total of the months not shown.
Overall	Totals since using Constant Contact.
New Contacts	Contacts added to your mailing list.
Unconfirmed Contacts	Contacts removed because they required confirmation.
Removed Contacts	Contacts removed by yourself.
Do Not Mail List	Contacts moved to your Do Not Mail List.
Growth	Net contact growth.
Total Contacts	Total number of your contacts at the end of that period.


[Print Report](#)

Alameda County Transportation Commission

Email Tracking Report

1/9/2012

Comparative Metrics

	Sent	Bounces	Opens	Clicks	Forwards
Overall	37321	15.0% (5597)	31.9% (10120)	20.1% (2038)	0.2% (16)
Last 3 months	3155	10.9% (344)	34.3% (965)	14.6% (141)	0.2% (2)

Emails

Date Sent	Email Name	Sent	Bounces	Spam Reports	Opt-outs	Opens	Clicks	Forwards
1/5/2012	Press Release:Central Co Transpo Forum	36	19.4% (7)	0	0	31.0% (9)	0	0
12/20/2011	PSA:CentralCoTranspoForum_Jan192012	21	14.3% (3)	0	0	22.2% (4)	0	0
12/1/2011	ACTC e-news November 2011	3098	10.8% (334)	3	0.3% (8)	34.4% (952)	14.8% (141)	0.2% (2)
10/14/2011	Press Release:North Co Transpo Forum	45	4.4% (2)	0	0	20.9% (9)	22.2% (2)	0
10/13/2011	Press Release:CWTP/TEP Workshops for Co Transpo Plan	54	3.7% (2)	0	0	30.8% (16)	0	0
10/3/2011	Kids Int'l Walk & Roll Day Oct. 5	54	1.9% (1)	0	0	20.8% (11)	0	0
10/3/2011	ACTC October eBlast	2465	14.2% (351)	1	0.2% (4)	23.1% (489)	4.1% (20)	0.2% (1)
9/30/2011	ACTC e-news September 2011	2473	10.1% (250)	2	0.4% (11)	33.7% (750)	20.1% (151)	0.1% (1)
8/31/2011	Press Release: ACTC Safe Routes to Schools Clears Hurdle	55	7.3% (4)	0	0	27.5% (14)	7.1% (1)	0
8/25/2011	Press Release: ACTC Watchdog Report on Trans Sales Tax	55	7.3% (4)	0	0	33.3% (17)	11.8% (2)	0

Key For Table

[Print Report](#)

Opened percent	Number of opened emails divided by the number of emails delivered (delivered = emails sent minus emails bounced).
Clicks	Contacts who clicked on a link within your email.
Click-through percent	Number of clicks divided by the number opened.
Forwards	Number of times the email was forwarded using the Forward Email to a Friend link.
Forward Email to a Friend percent	Number of forwarded emails divided by the number opened.
Overall	Totals since using Constant Contact.
Last 3 months	Totals for the last three months.

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Glossary of Acronyms

**CAC Meeting 10/20/11
Attachment 04A**

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCM	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	PSR	Project Study Report
ADA	Americans with Disabilities Act	RM 2	Regional Measure 2 (Bridge toll)
BAAQMD	Bay Area Air Quality Management District	RTIP	Regional Transportation Improvement Program
BART	Bay Area Rapid Transit District	RTP	Regional Transportation Plan (MTC's <i>Transportation 2035</i>)
BRT	Bus Rapid Transit	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	STA	State Transit Assistance
CIP	Capital Investment Program	STIP	State Transportation Improvement Program
CMAQ	Federal Congestion Mitigation and Air Quality	STP	Federal Surface Transportation Program
CMP	Congestion Management Program	TCM	Transportation Control Measures
CTC	California Transportation Commission	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled

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CAC Outreach Planning and Review

Quarterly Committee Assessment

BACKGROUND

The Citizens Advisory Committee (CAC) was created during the first authorization of Measure B in 1986, to serve as a liaison between the Authority and the general public. The CAC, along with Alameda CTC and partners, hosts Quarterly Transportation Forums throughout the County to help fulfill this charge. For each meeting and Transportation Forum, consider the questions below.

Come to each meeting prepared to discuss.

GOALS & OBJECTIVES

WHAT is the Purpose of CAC?

1. Serve as a liaison between Alameda CTC and the public
2. Engage members of the public around the following:
 - How Measure B sales tax dollars are being allocated, invested, and leveraged throughout Alameda County
 - What projects and programs have been provided to date
 - What benefits have been provided by Measure B and its implementation
 - Information about the four community advisory committees and their roles (CAC, CWC, PAPCO, BPAC)
 - Act as a conduit for public input
 - Ideas involving local transportation improvements and needs related to Measure B
 - Concerns around Measure B-funded projects and programs

WHO is it CAC should be trying to reach?

1. Alameda County residents, voters, and commuters

- Parents with kids - especially school age
 - Senior citizens and related groups
 - People with disabilities and related groups
 - Public transportation users
 - Drivers of all ages
 - Walkers and Bicyclists
2. Members of the Business Community and employees
 3. Community Stakeholder Groups and Organizations

WHEN should CAC members perform outreach?

1. Leading up to the Quarterly Transportation Forums, highlighting:
 - direct access to project and program sponsors
 - updates on local projects and programs
 - information for local small businesses about contracting opportunities

HOW should CAC be providing outreach?

1. **Enroll** new subscribers to ALAMEDA CTC's *e-newsletter*
2. **Coordinate** presentations to organizations and groups in your network
3. **Distribute:**
 - Transportation Forum flyers
 - CAC Business Cards
 - Newsletter hard copies
 - Access Alameda Guides (for Paratransit service information)
 - Wheelchair and Scooter Breakdown Transportation Service brochure
 - Annual Reports
4. **Talk** about Measure B to as many individuals and groups as possible; incorporate the CAC Outreach Speaking Points.
5. **Think** outside the box about outlets available to get information out and conversations started.

Considerations for Each Meeting

- How can CAC members improve outreach efforts?
- How much time should be invested in the outreach effort?
- What kind of information should we be gleaning from the community?
- How can members improve outreach effectiveness?

**CAC Calendar of Meetings and Activities
FY 2011/2012**

CAC meets quarterly on the third Thursday from 5:30 to 8:30 p.m.

General Meeting Agenda

- 5:30 – 6:30 p.m. – CAC Meeting
- 6:30 – 7:00 p.m. – Open House
- 7:00 – 8:30 p.m. – Formal Presentations on featured projects and questions & answers

Annual Calendar of Meetings

July 21, 2011 – CAC Meeting and South County Transportation Forum

Ruggieri Senior Center, 33997 Alvarado-Niles Road, Union City, CA 94587 (510) 675-5495

- Regional and Countywide Transportation Planning Activities Update
- Bicycle Safety Education Programs
- Fremont Senior Mobility Programs
- BART Extension to Warm Springs and Irvington Station Update
- Union City Intermodal Station Update
- I-680 High Occupancy Toll (HOT) Express Lanes Update

October 20, 2011 – CAC Meeting and North County Transportation Forum

Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612 (510) 208-7400

- Regional and Countywide Transportation Planning Activities Update
- Countywide Bicycle and Pedestrian Program Update
- Free Shuttle Programs
- I-80 Integrated Mobility Corridor Project Update
- East Bay Rapid Bus Transit Update
- I-880 High Occupancy Vehicle (HOV) Lanes Update
- BART Oakland Airport Connector

January 19, 2012 – CAC Meeting and Central County Transportation Forum

Hayward City Hall, 777 B Street, Hayward, CA 94541

- Regional and Countywide Transportation Planning Activities Update
- East Bay Greenway Project Update
- Senior Travel Training Programs
- I-880 Corridor Improvement Update
- I-238 Project Update
- Lewelling Project Update

April 19, 2012 – CAC Meeting and East County Transportation Forum

Dublin City Hall, 100 Civic Plaza, Dublin, CA 94541

- Regional and Countywide Transportation Planning Activities Update
- Alamo Trail Canal Update
- WHEELS Program
- Route 84 Expressway Update
- I-580 Corridor Update

June 21, 2012 – CAC Organizational Meeting

Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

- Discuss overall year plan for communications and outreach for CAC
 - Develop goals
 - Determine what outreach CAC members can do
- Discuss CAC roles, responsibilities, and organization
- Approve CAC Bylaws
- Review and define CAC Calendar for FY 12/13
- Elect chair and vice-chair for FY 12/13
- Committee training

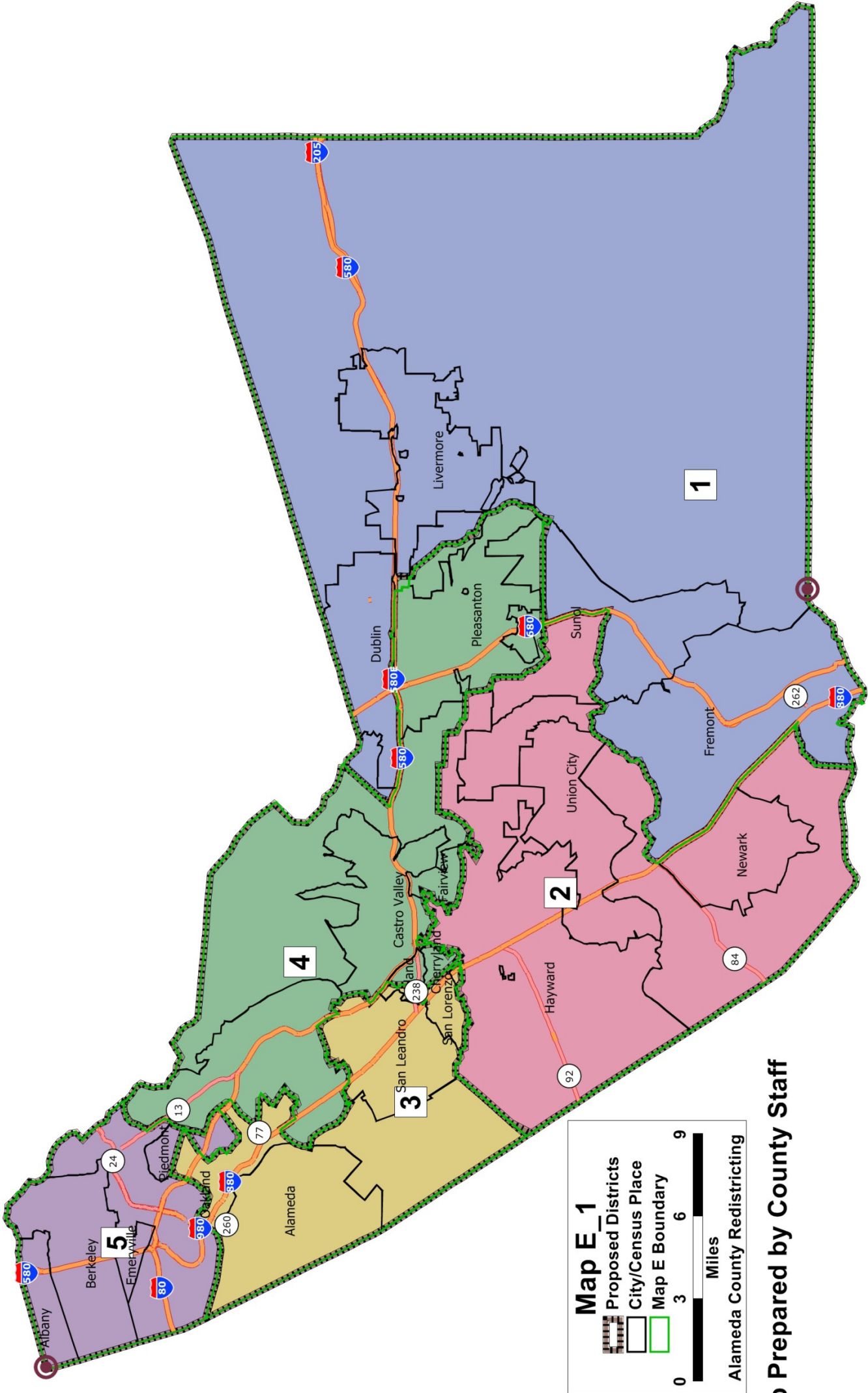
Alameda County Transportation Commission
Citizen Advisory Committee
Roster and Attendance
Fiscal Year 2010/2011

CAC Meeting 01/19/12
Attachment 06A

Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
1 Ms. Dorsey, Chair	Cynthia	Cynthia	Oakland	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
2 Mr. Ferrier, Vice-Chair	Barry	Barry	Union City	Mayor Mark Green, Union City	Jan-04	Jan-10	Jan-12	0
3 Ms. Brown	Meredith	Meredith	Oakland	Supervisor Nate Miley, D-4	Apr-07	Apr-09	Apr-11	2
4 Mr. Castro	Norbert	Norbert	San Leandro	Councilmember Joyce Starosciak, San Leandro	Dec-07	Feb-10	Feb-12	2
5 Ms. Chinn	Val	Val	Hayward	Mayor Marshall Kamena, Livermore	Dec-99	Feb-10	Feb-12	0
6 Mr. Collier	Joseph	Joseph	San Leandro	Councilmember Joyce Starosciak, San Leandro	Dec-09		Dec-11	0
7 Ms. Hilliard	Frances	Frances	Oakland	Supervisor Wilma Chan, D-3	Jun-02	Feb-10	Feb-12	0
8 Mr. Hilson	Joseph	Joseph	Hayward	Mayor Marshall Kamena, Livermore	Dec-06	Feb-11	Feb-13	2
9 Mr. Hottle	Brad	Brad	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-10		Oct-12	2
10 Mr. Jefferson	Alton	Alton	San Leandro	Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
11 Dr. Jindal	Roop	Roop	Hayward	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	0
12 Mr. Kastriotis	Dimitris	Dimitris	Sunol	Supervisor Nadia Lockyer, D-2	Dec-07	Jan-10	Jan-12	2
13 Ms. LePell	Audrey	Audrey	Hayward	Supervisor Nadia Lockyer, D-2	May-04	Mar-11	Mar-13	0
14 Ms. Lorenzana-Campo	Pilar	Pilar	Oakland	Councilmember Rebecca Kaplan	May-10		May-12	2
15 Mr. Mann	Harpal	Harpal	Union City	Supervisor Nadia Lockyer, D-2	Mar-11		Mar-13	0
16 Mr. Repar	John	John	Union City	Mayor Mark Green, Union City	Mar-11		Mar-13	0
17 Mr. Sebastian	Nicholas	Nicholas	Emeryville	Vice Mayor Rob Bonta, Alameda	Sep-07	Sep-09	Sep-11	2
18 Ms. Stocking	Gerarda	Gerarda	Livermore	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	2
19 Ms. Walker	Brenda	Brenda	Oakland	Supervisor Nate Miley, D-4	Oct-09		Oct-11	2

Alameda County Transportation Commission
Citizen Advisory Committee
Roster and Attendance
Fiscal Year 2010/2011

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
20	Mr.	Washington	Ronald	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	2
21	Mr.	White	Darren	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-08	Sep-10	Sep-12	2
22		Vacancy			Vice Mayor Rob Bonta, Alameda				
23		Vacancy			Mayor Mark Green, Union City				
24		Vacancy			Vice Mayor Rob Bonta, Alameda				
25		Vacancy			Mayor Jennifer Hosterman, Pleasanton				
26		Vacancy			Mayor Jennifer Hosterman, Pleasanton				
27		Vacancy			Mayor Marshall Kamena, Livermore				
28		Vacancy			Councilmember Rebecca Kaplan				
29		Vacancy			Councilmember Rebecca Kaplan				
30		Vacancy			Supervisor Keith Carson, D-5				
31		Vacancy			Supervisor Wilma Chan, D-3				
32		Vacancy			Supervisor Scott Haggerty, D-1				
33		Vacancy			Supervisor Nate Miley, D-4				
	The number of CAC members is changing from 33 to 22 members. This roster will reflect the new structure once all appointments are received an approved by the Alameda CTC.								



Map Prepared by County Staff

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Countywide Transportation Plan Update and Transportation Expenditure Plan Development Overview

The Alameda CTC is in the process of updating the Alameda County Countywide Transportation Plan (CWTP), a 25-year plan that lays out a strategy for addressing transportation needs for all users in Alameda County and feeds into the Regional Transportation Plan. The Alameda CTC is also developing a new Transportation Expenditure Plan (TEP) concurrently with the CWTP.

The following committees are involved in the CWTP-TEP development process:

Steering Committee: Comprised of 13 members from the Alameda CTC including representatives from the cities of Berkeley, Emeryville, Hayward, Livermore, Newark, Oakland, Pleasanton, and Union City, as well as Alameda County, BART and AC Transit. Mayor Mark Green of Union City is the chair and Councilmember Kriss Worthington of Berkeley is the vice-chair. The purpose of the Steering Committee is to lead the planning effort, which will shape the future of transportation throughout Alameda County. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org

Technical Advisory Working Group (TAWG): Comprised of agency staff representing all areas of the County including planners and engineers from local jurisdictions, all transit operators in Alameda County, and representatives from the park districts, public health, social services, law enforcement, and education. The purpose of the Technical Advisory Working Group is to provide technical input, serve in an advisory capacity to the Steering Committee, and share information with the Community Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org
- Saravana Suthanthira, Senior Transportation Planner, (510) 208-7426, ssuthanthira@alamedactc.org

continued

Community Advisory Working Group (CAWG): Comprised of 27 members representing diverse interests throughout Alameda County including business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people with disabilities, and social justice. The purpose of the Community Advisory Working Group is to provide input on the Countywide Transportation Plan and the Transportation Expenditure Plan to meet the multi-modal needs of our diverse communities and businesses in Alameda County, serve in an advisory capacity to the Steering Committee, and share information with the Technical Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Diane Stark, Senior Transportation Planner, (510) 208-7410, dstark@alamedactc.org



Memorandum

DATE: December 28, 2011

TO: Community Advisory Working Group
Technical Advisory Working Group

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

SUBJECT: **Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

Recommendation

This item is for information only. No action is requested.

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

January 2012 Update:

This report focuses on the month of January 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of draft Project Performance and Targets Assessment results, draft Scenario Analysis results and the beginning of the discussion about tradeoffs and investment strategies. At the county level, highlights include the release of the draft Transportation Expenditure

Plan for approval by the Alameda CTC Board at its January meeting and submittal of draft CWTP projects and programs to MTC for development of the Preferred SCS and transportation network.

1) SCS/RTP

MTC released draft results of the project performance and targets assessment in November 2011 followed by the draft scenario analysis results on December 9, 2011. ABAG continued work on the One Bay Area Alternative Land Use Scenarios. Comment letters are being prepared by Alameda CTC staff and will be distributed to the committees as they are available. MTC and ABAG will use the results of the project performance and targets assessment along with the results of the scenario analysis to begin framing the discussion about tradeoffs and investment strategies that will ultimately result in the selection of a preferred land use and transportation scenario. This scenario will be evaluated February 2012 and results released in March 2012.

2) CWTP-TEP

At the December 16, 2011 Commission retreat, staff presented the Administrative Draft CWTP, revised project and program list, draft CWTP evaluation results and second draft Transportation Expenditure Plan. After receiving extensive public comment on the draft Transportation Expenditure Plan, the Commission directed staff to set up a meeting between an ad hoc committee made up of members of the CWTP-TEP Steering Committee and specific advocacy groups to discuss aspects of the expenditure plan. These meetings will be held by mid-January in order to prepare and distribute the Draft Transportation Expenditure Plan for Steering Committee review. At its January meeting, the Steering Committee is anticipated to recommend that the Commission approve the Transportation Expenditure at its meeting the same day. Once approved the Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012. Both the Draft Transportation Expenditure Plan and the CWTP will be brought to the Commission in May/June 2012 for approval so that the Board of Supervisors can be requested at their July 2012 to place the Transportation Expenditure Plan on the ballot on November 6, 2012.

3) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	January 26, 2012 March 22, 2012 May 24, 2012
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	January 12, 2012 March 8, 2012 May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	January 12, 2012* March 1, 2012 May 3, 2012 Note: The January CAWG meetings will be held jointly with the TAWG and will begin at 1:30.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	January 3, 2012* February 7, 2012 March 7, 2012 *Meeting cancelled

Committee	Regular Meeting Date and Time	Next Meeting
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	January 11, 2012 February 8, 2012 March 7, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	February 23, 2012
One Bay Area Public Outreach One meeting per County	Time and Location 6:00 PM; City of Dublin Civic Center	January 11, 2012

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: OneBayArea SCS Planning Process (revised October 2011)

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**Summary of Next Quarter Countywide and Regional Planning Activities
(January 2012 through March 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the January 2012 through March 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Preparing and submitting comments to MTC on the project performance and targets assessment and scenario evaluation results;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval; and
- Seek jurisdiction approvals of the Draft TEP.

Regional Planning Efforts (RTP-SCS)

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are or will be:

- Framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Conducting public outreach.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG);
- Submitting local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

Key Dates and Opportunities for Input¹

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: March/May 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Adopted: July 2012

Draft RHNA Plan released: July 2012

Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: Completed

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: Completed

Draft TEP Released: January 2012

Draft CWTP Released: March 2012

TEP Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May/June 2012

TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	Meeting											
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach												
Alameda CTC Technical Work												
Information about upcoming CWTP Update and reauthorization												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP			Technical Work
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP In April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
											Adopt voluntary for Joint Planning Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 1/4/2012

Calendar Year 2011

Task	2011					FY2011-2012		2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures; key needs	Performance measures, cost guidelines, call for projects and prioritization questions; initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program outcomes, call for projects update, project and program packaging, county land use, financials, committed projects	No Meetings	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP, 1st draft TEP
	Comment on vision and goals; begin discussion on performance measures; key needs	Continue discussion on performance measures, cost guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures; key needs	Continue discussion on performance measures, cost guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings			2nd round of public workshops in County; feedback on CWTP, TEP; North County Transportation Forum	No Meetings
Agency Public Education and Outreach												
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios						
	Conduct baseline poll										Polling on possible Expenditure Plan projects & programs	
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology				Release Preferred SCS Scenario
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment	Project Evaluation			Draft Regional Housing Needs Allocation Methodology					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

Task		2012						FY2014-2012				November	
		January	February	March	April	May	June	July	August	Sept	Oct		
Alameda CTC Committee/Public Process													
Steering Committee	Adopt TEP	Review polling questions, Update on TEP progress through councils, Review final draft CWTP	Adopt Final Plans	TEP to BOS to approve for placement on ballot	Expenditure Plan on Ballot							VOTE: November 6, 2012	
	Full Draft TEP, Outcomes of outreach meetings	Review polling questions, Update on TEP progress through councils, Review final draft CWTP	Review Final Plans									VOTE: November 6, 2012	
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Review polling questions, Update on TEP progress through councils, Review final draft CWTP	Review Final Plans									VOTE: November 6, 2012	
Public Participation		Expenditure Plan City Council/BOS Adoption										VOTE: November 6, 2012	
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans												
Alameda CTC Technical Work													
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans												
					Potential Go/No Go Poll for Expenditure Plan								
Polling													
Sustainable Communities Strategy/Regional Transportation Plan													
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan										Release Draft SCS/RTP for review

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BayArea Plan

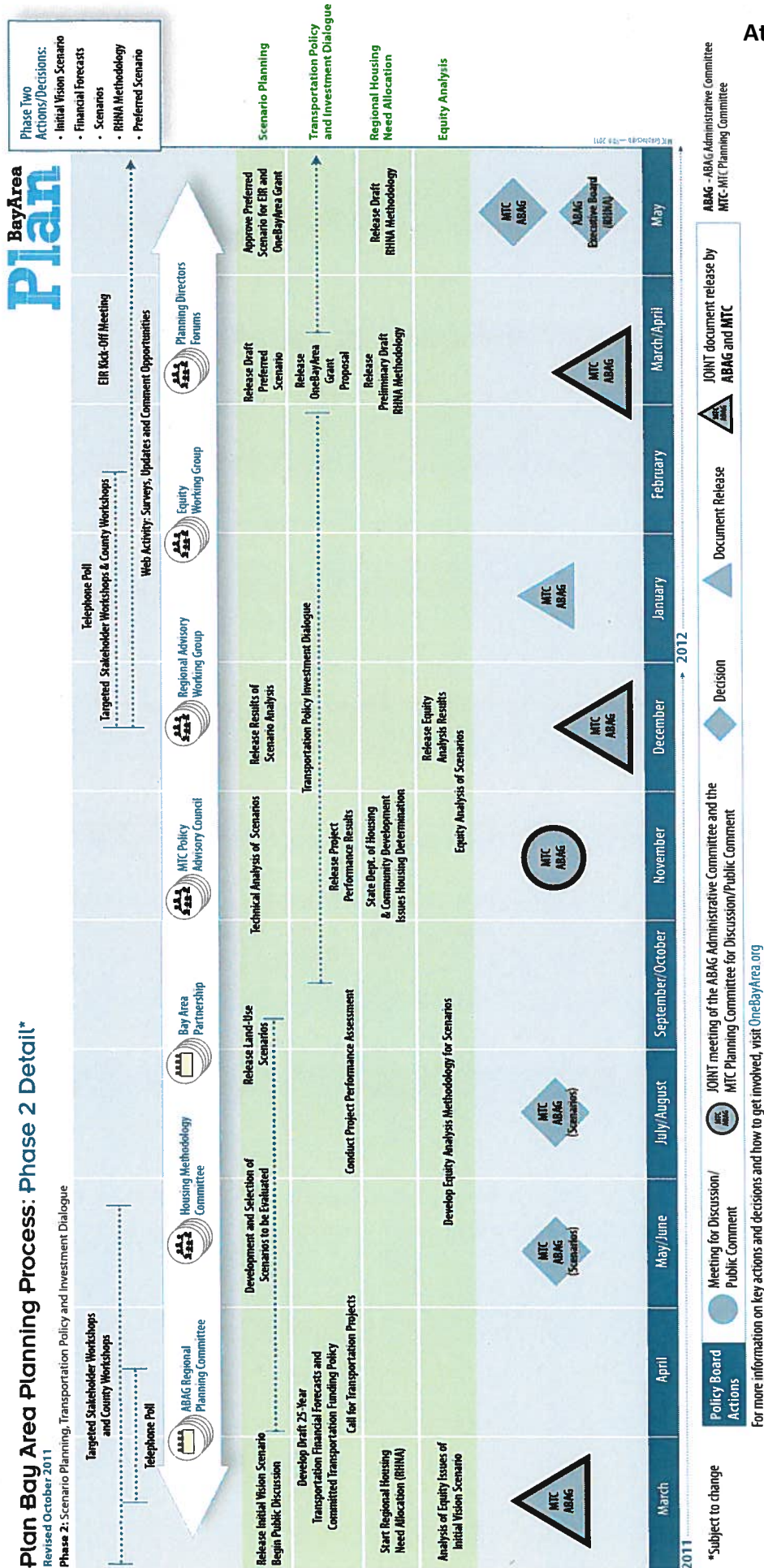
Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

Local Government and Public Engagement

Milestones

Policy Board Action

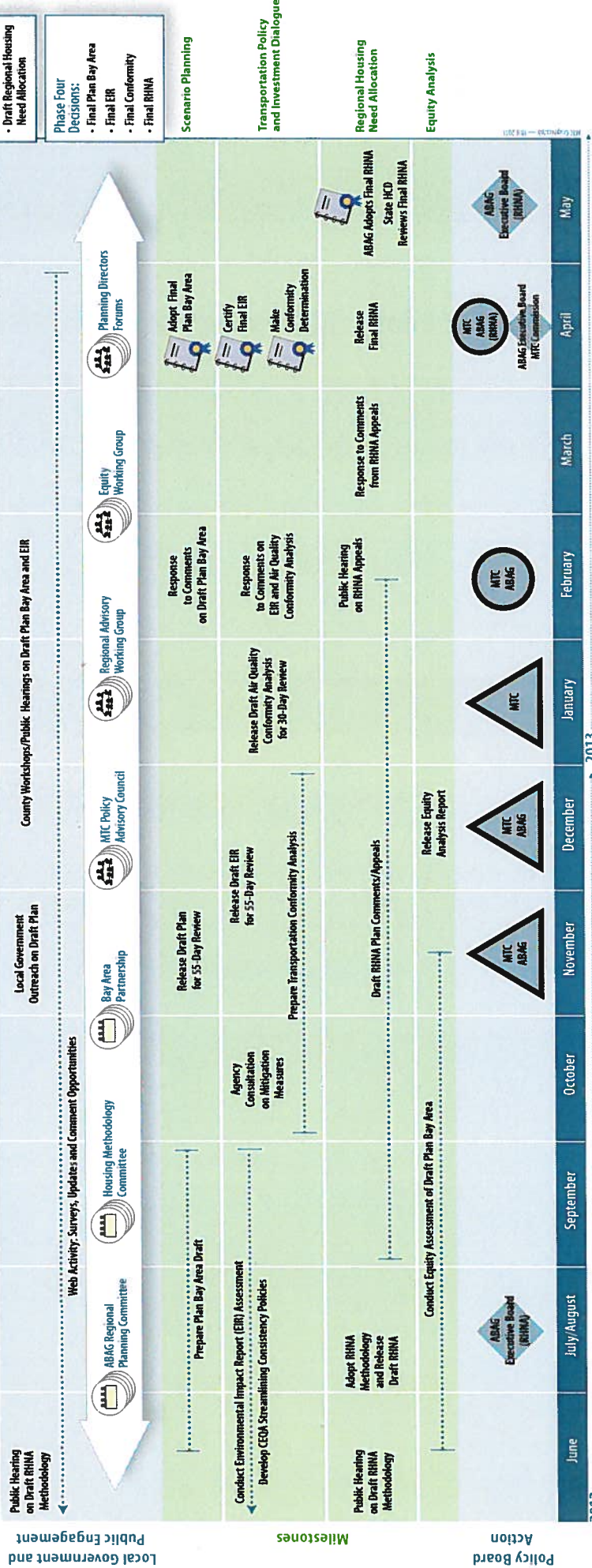


Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption



*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

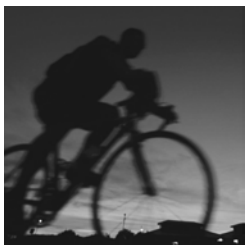
Document Release

JOINT document release by MTC-ABAG and MTC

ABAG - ABAG Administrative Committee MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN 2012-2042



Third Draft

January 2012

ACKNOWLEDGEMENTS

ALAMEDA COUNTY TRANSPORTATION COMMISSION & STEERING COMMITTEE MEMBERS

Supervisor Scott Haggerty,* Alameda County, District 1
Supervisor Nadia Lockyer, Alameda County, District 2
Supervisor Wilma Chan, Alameda County, District 3
Supervisor Nate Miley,*Alameda County, District 4
Supervisor Keith Carson, Alameda County, District 5
Vice Mayor Rob Bonta,*City of Alameda
Mayor Farid Javandel, City of Albany
Councilmember Laurie Capitelli, City of Berkeley
Mayor Tim Sbranti,* City of Dublin
Councilmember Ruth Atkin,* City of Emeryville
Vice Mayor Suzanne Chan,* City of Fremont
Councilmember Olden Henson,* City of Hayward
Mayor John Marchand, City of Livermore
Former Mayor Marshall Kamena,* City of Livermore
Councilmember Luis Freitas,* City of Newark
Councilmember Larry Reid,* City of Oakland
Councilmember Rebecca Kaplan,* City of Oakland
Vice Mayor John Chiang, City of Piedmont
Mayor Jennifer Hosterman,* City of Pleasanton
Councilmember Joyce Starosciak,*
City of San Leandro

Mayor Mark Green,* City of Union City
Director Greg Harper,*AC Transit
Director Tom Blalock,* BART
Councilmember Kriss Worthington,* City of Berkeley
(Steering Committee Only)

**Steering Committee Members*

COMMUNITY ADVISORY WORKING GROUP (CAWG) MEMBERS

Charissa M. Frank, Economic Development
Committee (Oakland)
Andy Fields, California Alliance for Jobs
Arthur B. Geen, Alameda County
Taxpayer's Association
Chaka-Khan Gordon, Transportation Justice
Working Group
Earl Hamlin, League of Women Voters

Unique S. Holland, Alameda County Office of Education
Lindsay S. Imai Hong, Urban Habitat
Dr. Roop Jindal, Alameda CTC CAC
David Kakishiba, Oakland Unified School District,
Board of Education
JoAnn Lew, Alameda CTC CWC
Teresa McGill, Davis Street Family Resource Center
Gabrielle M. Miller, Genesis, and Corpus Christi Catholic
Church (Piedmont)
Betsy Morris, East Bay Bicycle Coalition
Betty Mulholland, PAPCO
Eileen Y. Ng, United Seniors of Oakland and Alameda
County (USOAC)
James W. Paxson, East Bay Economic
Development Alliance
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TABLE OF CONTENTS

Page

BACKGROUND AND SUMMARY.....	1-1
TRANSPORTATION INVESTMENTS	2-1
GOVERNING BOARD AND ORGANIZATIONAL STRUCURE.....	3-1
IMPLEMENTING GUIDELINES	4-1

APPENDICES

A. Full List of TEP Investments by Mode



BACKGROUND AND SUMMARY

FULFILLING THE PROMISE TO VOTERS

In November 2000, Alameda County voters approved Measure B, a half-cent local transportation sales tax, scheduled to sunset in 2022. Virtually all of the major projects promised to and approved by the voters in that measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the current Measure B expenditure plan ends in 2022. Through careful management, leveraging of other funding opportunities and consensus-based planning, the promises of the 2000 voter-approved measure have been largely fulfilled and essential operations are on-going.

While most of the projects promised in Measure B have been implemented or are underway, the need to continue to maintain and improve the County's transportation system remains critically important. Alameda County continues to grow, while funding from outside sources has been cut or has not kept pace. Unless the County acts now to increase local resources for transportation, by 2035, when Alameda County's population is expected to be 24% higher than today; it is anticipated that vehicle miles traveled will increase by 40%:

- Average morning rush hour speeds on the county's freeways will fall by 10%
- Local roads will continue to deteriorate
- Local transit systems will continue to face service cuts and fare increase, and
- Biking and walking routes, which are critical to almost every trip, will continue to deteriorate, impacting safety, public health and the environment.

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the

TEP or the plan) responds to the county's continued transportation needs through the extension and augmentation of a consistent, locally generated and protected funding stream to address the County's transportation needs. A key feature of the local transportation sales tax is that it cannot be used for any purpose other than local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, or as amended.

The ballot measure supported by this plan augments and extends the existing half-cent sales tax for transportation in Alameda County known as Measure B, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, this expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, and thereafter pursuant to comprehensive updates, programming a total of \$7.7 billion in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future.

The expenditure plan funds critical improvements to the county's transit network, including expanding transit operations and restoring service cuts, and expanding the Bay Area Rapid Transit (BART) system within Alameda County to move more people on transit. It expands transportation services for seniors and people with disabilities, responding to the needs of an aging population. The plan also funds projects to relieve congestion throughout the county, moving people and goods more efficiently, by supporting strategic investments on I-80, I-580, I-680, I-880, and State Routes 84 and 262. In addition, the plan recognizes growth in bicycle and pedestrian travel by completing major trails and bikeways and making substantial improvements in pedestrian safety and access.

STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

Voters in Alameda County have long recognized the need to provide stable and local funding for the County's transportation needs. In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. An even wider margin of voters reauthorized this tax in 2000, with over 81.5% support. Detailed expenditure plans have guided the use of these funds. The current plan provides over \$100 million each year for essential operations, maintenance and construction of transportation projects. It authorized the expenditure of funds for the extension of BART to Warm Springs, transit operations, rapid bus improvements throughout the county, bicycle and pedestrian trails and bridges, a Safe Routes to School Partnership, and specialized transportation services for seniors and people with disabilities. It has also provided congestion relief throughout Alameda County by widening I-238, constructing the I-680 express lane, improving I-580 and I-880, and upgrading surface streets and arterial roadways.

Most of the 27 major projects authorized by the current expenditure plan have been completed or are under construction, many ahead of schedule. Annual audits by independent certified public accountants have verified that 100% of the public funds authorized in the current plan have been spent as promised.

The current projects and programs are governed by the current Measure B Expenditure Plan.

BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

The current local transportation sales tax has provided a substantial share of the total funding available for transportation projects in Alameda County, far exceeding annual state and federal commitments. State and federal sources have diminished over time, and local sources have come to represent over 60% of the money available for transportation in the county. The current measure has been indispensable in helping to meet the county's growing needs in an era of shrinking resources.

The county's ability to keep up with street maintenance needs, such as filling potholes and repaving roadways, is fundamentally dependent on these local funds. Targeted improvements funded through the current expenditure plan such as the new express lane on I-680 and the widening of I-238 have relieved congestion on critical county commute corridors. 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. The current plan has supported transit operations, improved the safety of children getting to schools throughout the county and funded special transportation services that provide over 900,000 trips for seniors and people with disabilities every year.

These local funds have also allowed the county to compete effectively for outside funds by providing local matching money. The existing expenditure plan has attracted supplemental funds of over \$3 billion from outside sources for Alameda County transportation investments.

WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

While the existing measure will remain intact through 2022, this new Alameda County Transportation Expenditure Plan (TEP) has been developed for three reasons:

- The capital projects in the existing measure have been largely completed, with many projects implemented ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.
- Due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are most important to Alameda County residents:
 - Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and less service.

- Reductions in local funding to programs for seniors and persons with disabilities have resulted in cuts in these programs as the populations depending on them continue to increase.
- Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
- Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.
- Since the recession began, bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all-time high. This new expenditure plan will allow local funding to fill in the gaps created by declining state and federal revenue and will keep needed services in place and restore service cuts for many providers.

HOW THIS PLAN WAS DEVELOPED

This expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and the TEP over the past two years.

Public engagement and transparency were the foundations of the development of these plans. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

The TEP also benefited from a performance-based project evaluation process undertaken for the CWTP. This allowed policies and goals to be expressed in quantifiable terms and competing transportation investments to be compared to one another objectively. This led to a more systematic and analytical selection process for investment priorities.

City councils for all 14 cities in the county and the County Board of Supervisors each held public meetings and voted to approve this expenditure plan and submit the sales tax measure to the voters.

VISION AND GOALS

The development of the Countywide Transportation Plan and the Transportation Expenditure Plan began with establishing a new vision and goals for the county's transportation system:

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.

The vision recognizes the need to maintain and operate the County's existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- 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, transit, bicycle and pedestrian routes
- Reliable and Efficient
- Cost Effective

- Well Maintained
- Safe
- Supportive of a Healthy and Clean Environment

TAXPAYER SAFEGUARDS

The commitments in this expenditure plan are underscored by a set of strong taxpayer safeguards to ensure that they are met. These include an annual independent audit and report to the taxpayers; ongoing monitoring and review by an Independent Watchdog Committee; requirement for full public review and periodic voter approval for a comprehensive update to the expenditure plan every 20 years after 2042; and strict limits on administrative expenses charged to these funds.

Local Funds Spent Locally

The revenue generated through this transportation sales tax will be spent exclusively on projects and programs in Alameda County. All of the projects and programs included in the expenditure plan are considered essential for the transportation needs of Alameda County.

WHAT DOES THE EXPENDITURE PLAN FUND?

Table 1 **Summary of Investments by Mode**

Mode	Funds Allocated
Transit & Specialized Transit (46%)	\$3,577
Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program	\$1,703
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
Local Streets & Roads (30%)	\$2,348
Major Commute Corridors, Local Bridge Seismic Safety	\$639
Freight Corridors of Countywide Significance	\$161
Local Streets and Roads Program	\$1,548
Highway Efficiency & Freight (9%)	\$677
Highway/Efficiency and Gap Closure Projects	\$600
Freight & Economic Development Program	\$77
Bicycle and Pedestrian Infrastructure and Safety (8%)	\$651
Sustainable Land Use & Transportation (6%)	\$455
Priority Development Area (PDA) / Transit-Oriented Development (TOD)	\$300
Infrastructure Investments	\$155
Sustainable Transportation Linkages Program	\$155
Technology, Innovation, and Development (1%)	\$77
TOTAL NEW NET FUNDING (2013-42)	\$7,786



TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan describes a \$7.7 billion program designed to sustainably, reliably and effectively move people and goods within the county and to connect Alameda County with the rest of the Bay Area. The projects and programs that follow describe the plan for investments between the approval of the tax in 2012 and its subsequent collection through June 2042 and thereafter pursuant to comprehensive updates. These improvements are necessary to address current and projected transportation needs in Alameda County, current legislative mandates, and reflect the best efforts to achieve consensus among varied interests and communities in Alameda County.

The linkage between sustainable transportation and development has never been clearer. Recent legislation, including SB 375, requires transportation planning agencies to focus on connecting transportation with development policies to ensure that communities develop in a way that supports biking, walking and transit while maximizing accessibility for all modes. Transportation planning must also find ways to reduce the number of miles driven, reducing the production of greenhouse gases.

The projects and programs in this plan are designed to strengthen the economy and improve quality of life in Alameda County, and reduce traffic congestion. They include maintenance of our existing infrastructure, targeted investments to improve highway safety, remove bottlenecks on major commute corridors, enhance rail, bus and ferry transit systems, and make it safer and easier to bike and walk throughout the county.

Two types of investments are funded in this plan: capital investments which are allocated specific dollar amounts in the plan, and programmatic investments which are allocated a percentage of net revenues to be distributed to program recipients on a monthly or periodic basis. Examples of programmatic investments include local road maintenance and transit operations which provide funds to local

jurisdictions to complete on-going operations and maintenance tasks. The following summarizes total expenditures by mode including both capital and programmatic investments.

PUBLIC TRANSIT AND SPECIALIZED TRANSIT (46%)

Increasing the number of people that can be served by high capacity public transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified for public transit in this plan were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can make use of the transit system. By nearly doubling the amount of local sales tax funds available to transit operations and maintenance, this plan represents a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid further service cuts and preserve affordability of transit.

LOCAL STREETS AND ROADS (30%)

Local streets and roads are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local road. Alameda County has more than 3,400 road miles of aging streets and roads, many of which are in need of repair: intersections need to be reconfigured, traffic lights need to be synchronized and potholes need to be filled. Most important, these roads are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

HIGHWAY EFFICIENCY, FREIGHT AND ECONOMIC DEVELOPMENT (9%)

Aging highway systems continue to operate under substantial pressure as travel patterns become more

diverse and the demands of moving goods and people increases. While the era of major highway construction has come to an end in the Bay Area, there are many opportunities to increase the safety, efficiency and productivity of highway corridors in Alameda County. The highway investments included in this plan focus on improving safety, relieving bottlenecks at interchanges, closing gaps and improving efficiency with carpool and high occupancy vehicle infrastructure, and increasing safety on major truck route corridors.

In addition to focusing on making highways more efficient, this plan recognizes the need to move goods safely and effectively. Recognizing the economic importance of the Port of Oakland, highways must provide connections between goods and market, and do so with minimal impacts on our residential neighborhoods.

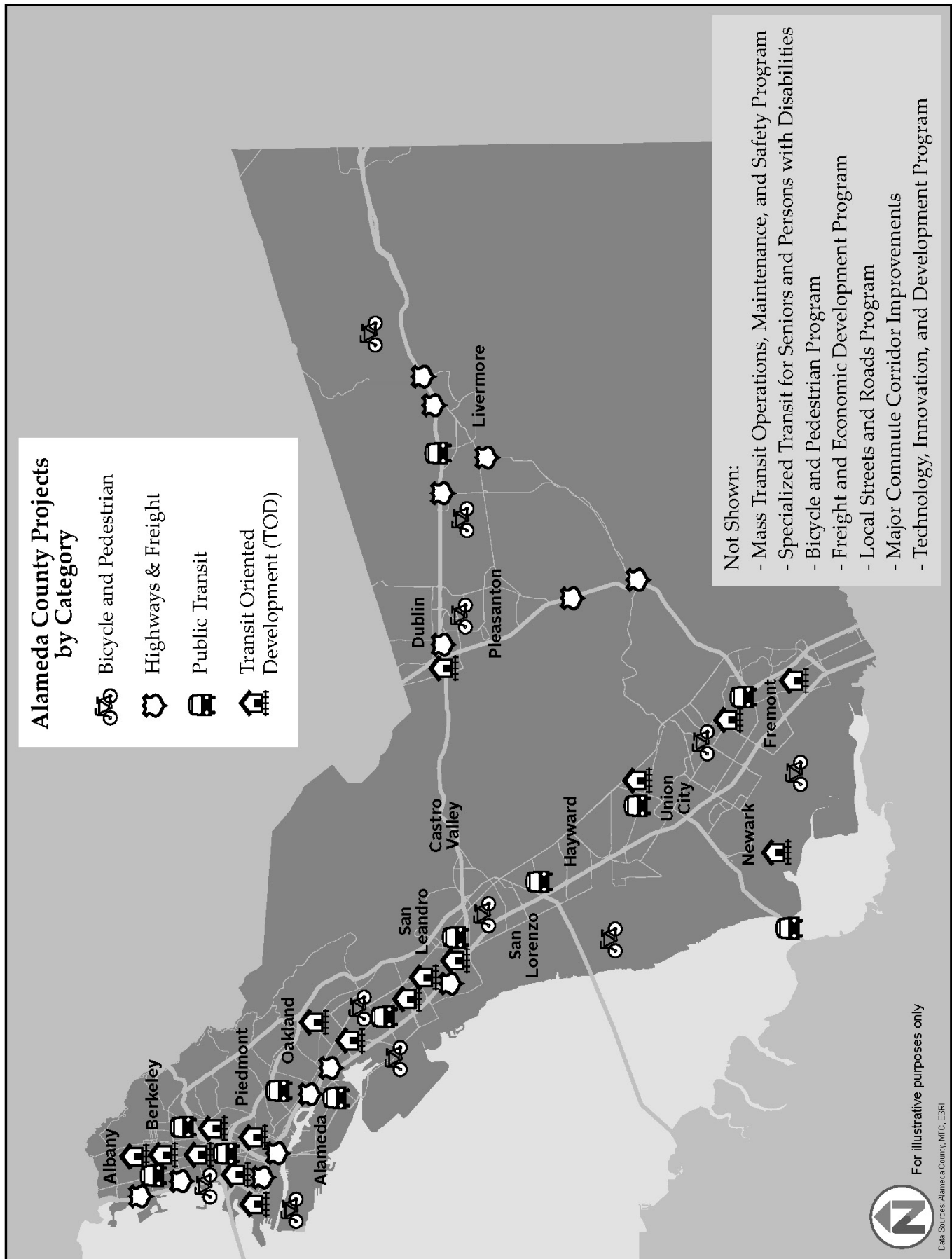
BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)

Virtually every trip begins or ends on foot. Alameda County's bicycle and pedestrian infrastructure is the "glue" that holds the network together by extending the reach of transit service, providing a non-polluting and sustainable travel mode, and contributing to public health and quality of life. A particular focus is on the County's youth to encourage adoption of safe and healthy habits through Safe Routes to Schools.

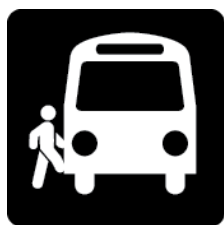
SUSTAINABLE LAND USE AND TRANSPORTATION (6%) AND TECHNOLOGY AND INNOVATION (1%)

Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. This plan includes investments in every part of the County, enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options. In addition, two broader programs have been designed to meet the overarching goals of a sustainable transportation system linked with local land uses: Local Land Use Linkages Program which can assist in getting locations ready for development, as well as fund construction, and a Technology, Innovation and Development Program that can support technological advances in transportation management and information.

The map on the follow page shows the investments planned for all modes and in all parts of the County.



PUBLIC TRANSIT AND SPECIALIZED TRANSIT INVESTMENTS



A total of 46% of net revenue from this tax will be dedicated to public transit systems. Funds for operations and maintenance will be provided to bus transit

operators in the county (AC Transit, Union City Transit and Livermore Amador Valley Transit Authority) as well as to ferries and the ACE commuter rail system. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and persons with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support transportation access to schools. Major capital investments include upgrades to the existing BART system and a BART extension in the eastern part of the County, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements across the Dumbarton Bridge.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (22% OF NET REVENUE, \$1,703 M)

This proposed program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

The proposed Transit Operations program has two primary components:

- **Pass-through funds (19.55% of net proceeds estimated at \$1.513 M)** which are paid on a monthly basis to AC Transit, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley Transit Authority

(LAVTA) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2012-2042 (est.) \$Millions
AC Transit	17.3%	\$1,339
ACE	1.0%	\$77
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
Total Transit Operations	19.55%	\$1,513

- **Access to School Pilot Program, (\$15 million)** for the purposes of funding one of or more models for a student transit pass program or other programs focused on access to schools. The 3-year pilot program would be designed to account for geographic differences within the county. Successful models determined through the pilot program will have the first call for funding within the innovative grant program, as described below.
- **Innovative grant funds administered by the Alameda CTC, including potential student transportation programs, (2.24% of net proceeds estimated at \$175 million)** for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful access to school programs will have the first priority for funding within this category.

Funds will be periodically distributed, based upon Alameda CTC Board action, for projects and programs with proven ability to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding)
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience

- Enhance rider safety and security
- Enhance rider information and education about transit options
- Enhance affordability for transit riders
- Implement recommendations for transit service improvements from Community Based Transportation Plans

These funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

SPECIALIZED TRANSIT FOR SENIORS AND PERSONS WITH DISABILITIES (10% OF NET REVENUE, \$774 M)

This program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds will be provided to AC Transit and BART which operate the largest specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds will be provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. The proposed program includes three components:

- **Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at \$464 M)** to assist them in meeting the requirements of the American's With Disabilities Act. These funds will be disbursed monthly and will be directed by the two agencies that operate the East Bay Paratransit Consortium:
 - AC Transit will receive 4.5% of net proceeds annually, estimated at \$348 M from 2012 to 2042 towards meeting its responsibilities under the Americans with Disabilities Act.
 - BART will receive 1.5% of net proceeds annually, estimated at \$116 M from 2012 to 2042, towards meeting its responsibilities under the Americans with Disabilities Act.
- **Pass-through funding provided to each of the four subareas of the County (3% of net proceeds, estimated at \$232 M)** will be for implementation of locally developed solutions to the mobility challenges of older adults and

persons with disabilities. Funds will be distributed monthly based on the percentage of the population over age 70 in each of four planning areas:

- North County – including the cities of, Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.
- Central County – including the cities of Hayward and San Leandro or unincorporated areas.
- South County – including the cities of Fremont, Union City, and Newark.
- East County – including the cities of Livermore, Dublin and Pleasanton and unincorporated areas.

Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory Planning Committee (PAPCO), a group of seniors and disabled riders that advise the Alameda CTC Board of Directors. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.

- **Funds administered by Alameda CTC (1% of net revenue, estimated at \$77 M)** for the purposes of coordinating services across jurisdictional lines or filling gaps in the system's ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC Board for projects and programs with proven ability to:
 - Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
 - Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
 - Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
 - Improve the efficiency and effectiveness of ADA-mandated and local services.

BUS TRANSIT EFFICIENCY AND PRIORITY (\$35 M)

A total of \$35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

AC Transit East Bay Bus Rapid Transit (BRT) Projects (\$25 M)

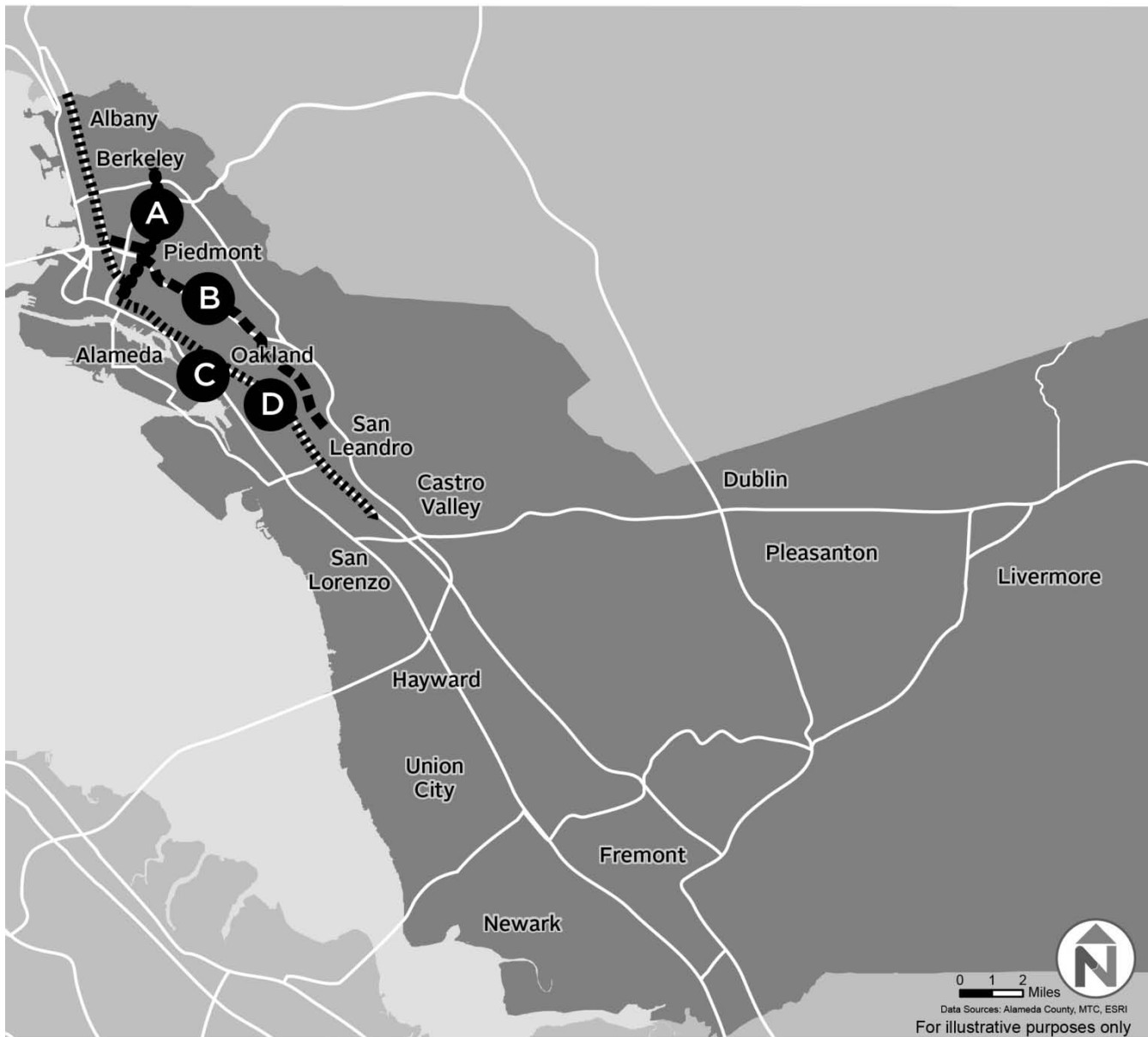
Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- The Telegraph Avenue/East 14th/International Boulevard project will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential extension to UC Berkeley.
- The Grand/MacArthur BRT project will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide needed local match to attract leveraged funds to the other corridors which are currently under development.

College/Broadway Corridor Transit Priority (\$10 M)

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well utilized College/Broadway corridor.



- | | | | |
|--------------------|---|----------------|--|
| A ————— | College/Broadway Corridor:
Transit Priority | C ————— | City of Alameda to Fruitvale
BART Bus Rapid Transit |
| B - - - - - | AC Transit Grand Macarthur
Bus Rapid Transit | D ————— | AC Transit East Bay Bus
Rapid Transit Project |

Not Shown:

- Specialized Transit for Seniors and Persons with Disabilities
- Innovative grants including potential youth transit pass program
- Mass Transit Operations, Maintenance and Safety Program for AC Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit.

BART SYSTEM MODERNIZATION AND EXPANSION (\$710 M)

The capital projects funded as part of the BART Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as providing local funding for a proposed BART extension in the eastern part of the county.

BART Extension to Livermore (\$400 M)

This project includes a range of improvements in the I-580 corridor, investing towards the goal of extending BART service eastward from its current terminus at the Dublin-Pleasanton station. Sales tax revenue will fund project development and provide a local funding contribution towards the full implementation of a preferred transit project.

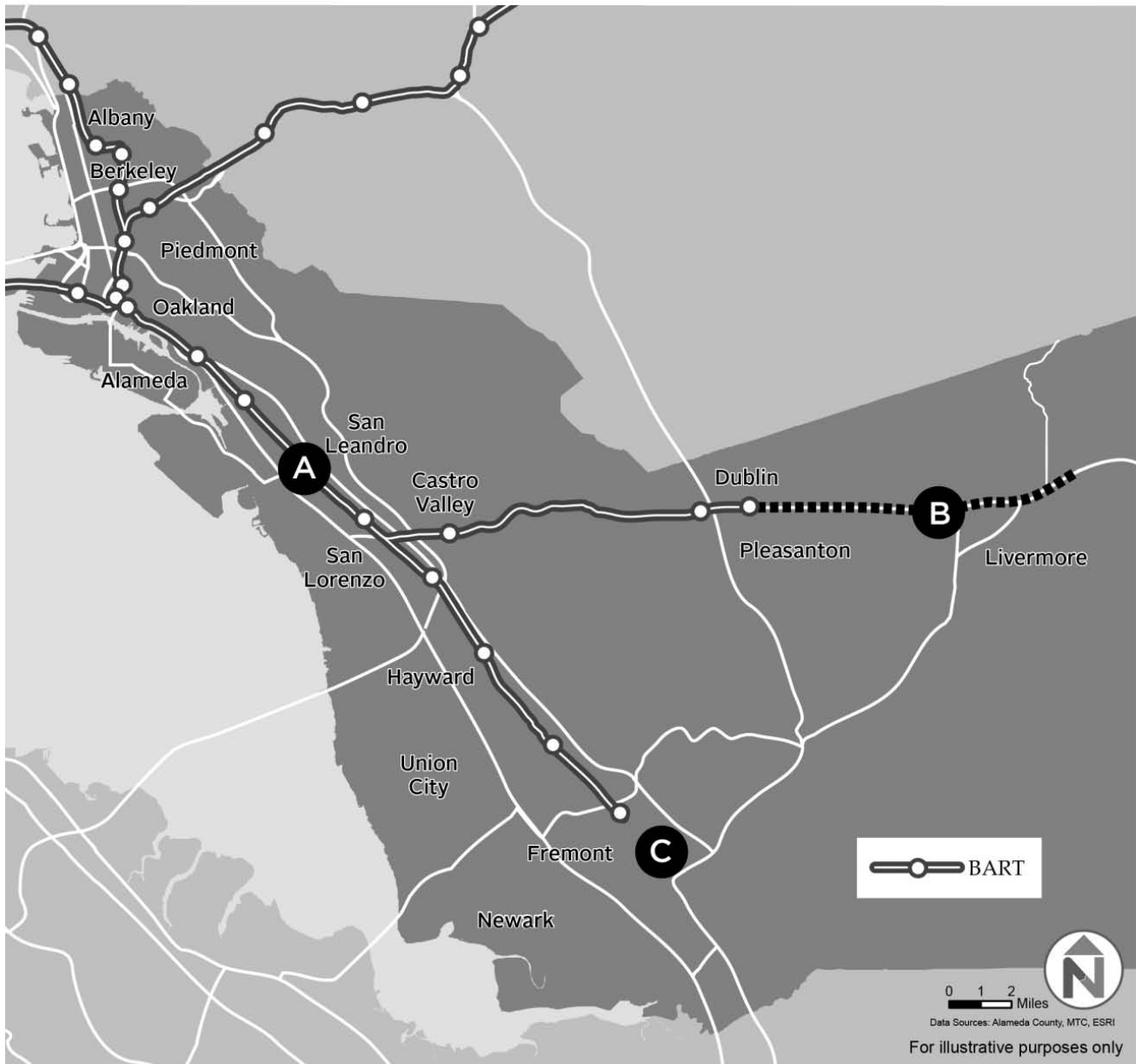
BART Core System Capacity Enhancements (\$310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

The Bay Fair Connector/BART METRO project will receive \$100 M in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

The BART Station Capacity Program will receive \$90 M for enhancing station capacity throughout the existing core BART system in Alameda County, including fire and life safety improvements, expanded platforms, and increased station access to serve an expanding ridership.

The Irvington BART Station will receive \$120 M to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.



- A** Bay Fair BART Capacity Enhancement
- B** BART Extension to Livermore
- C** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Specialized Transit for Seniors and People with Disabilities

REGIONAL RAIL ENHANCEMENTS AND HIGH SPEED RAIL CONNECTIONS (\$355 M)

Investments include maintenance and service enhancements on existing rail lines and the development of new rail service over the Dumbarton Bridge. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Rail Corridor Implementation (\$120 M)

The Dumbarton Rail Corridor Project will extend commuter rail service across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. When the service starts, the rail corridor will link Caltrain, the Altamont Express, Amtrak's Capitol Corridor, BART, and East Bay bus systems at a multi-modal transit center in Union City.

The project involves repairing and upgrading damaged rail bridges and tracks spanning the bay between Redwood City and Newark, improving existing tracks and signal controls, constructing new passenger rail stations, upgrading existing stations, and constructing a new layover facility.

Union City Multimodal Rail Station (\$75 M)

\$75 M is included to fund the development of a new multimodal rail station in Union City to serve BART, Dumbarton Rail, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre TOD site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.

Capital Corridor Service Expansion (\$40 M)

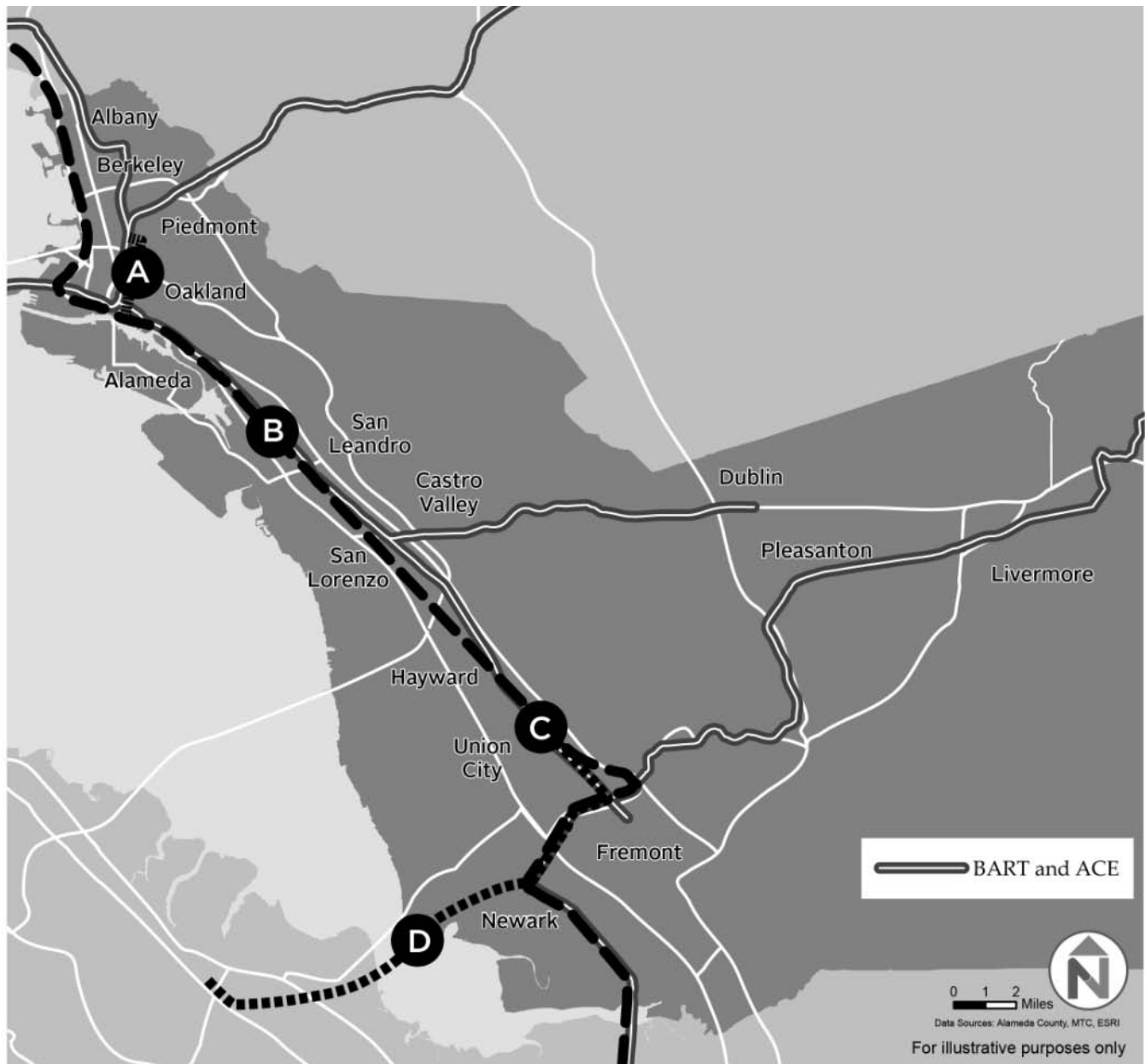
This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase service from 7 to 16 round trips per day, matching frequencies between Sacramento and Oakland

Railroad Corridor Track Improvements and Right of Way Preservation (\$110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for use as regional rail and other transportation purposes as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

Oakland Broadway Corridor Transit (\$10 M)

This project will link neighborhoods to transit stations along Broadway Boulevard, Oakland's major transit spine, providing a frequent and reliable connection between Jack London Square, Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.



- A** Broadway Corridor Transit
- B** Capitol Corridor Service Expansion
- C** Union City Passenger Rail Station
- D** Dumbarton Rail Corridor Phase I

Not Shown:

- Freight Railroad Corridor Right of Way Preservation and Track Improvements

LOCAL STREETS AND ROADS



A total of 30% of the net revenue anticipated from this tax is dedicated to the improvement of local streets and roads. Streets and roads investments include two major

components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.

The Streets and Roads program in this Expenditure Plan involves shared responsibility – local cities and the County will set their local priorities within a framework that requires complete streets to serve all users and types of transportation, honors best practices and encourages agencies to work together. More specifically, streets and roads expenditures will be designed to benefit all modes of travel by improving safety, accessibility, and convenience for all users of the street right-of-way. The plan also focuses on important commute corridors that carry the majority of the driving public and cross city boundaries, ensuring enhanced cooperation and coordination between agencies.

LOCAL STREETS AND ROADS MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES, \$1,548 M)

In recognition that local streets and roads are the backbone of our transportation system, this program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a “complete streets philosophy” where all modes and users are

considered in the development of the local road system. A minimum of 15% of all local streets and roads funds will be spent on projects directly benefitting bicyclists and pedestrians.

The Local Streets and Roads Maintenance and Safety program is designed as a pass-through program, with funds being provided to local jurisdictions on a monthly basis to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the current Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the TEP. This program is intended to augment, rather than replace, existing transportation funding.

MAJOR COMMUTE CORRIDORS, LOCAL BRIDGE AND SEISMIC SAFETY INVESTMENTS (\$800M)

Major commute routes, illustrated on the map on the following page, serve a high percentage of the daily commuters in Alameda County and the majority of trips for other purposes. These roads are crucial for the movement of goods to stores and consumers, for transit riders and for motorists, and for bicyclist and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

This program focuses funding on improvements to major roads, bridges, freight improvements and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

North County Major Roadways: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale bridge replacements; Powell Street bridge widening at Christie; East 14th Street improvements.

Central County Major Roadways: Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements, Tennyson Road grade separation.

South County Major Roadways: East-west connector in North Fremont and Union City, I-680-880 Cross Connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont; Central Ave overpass and Thornton Ave widening; Newark local streets

East County Major Roadways: El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening, Greenville Road widening, Bernal Bridge construction.

Countywide Freight Corridors: Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

Projects will be developed by local agencies working in cooperation with neighboring jurisdictions and the Alameda County Transportation Commission to reduce congestion, remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in these corridors. Projects will be funded based on project readiness, constructability and cost effectiveness as determined by the Alameda CTC working with local jurisdictions as part of the Alameda CTC Capital Improvement Program which is updated every 2 years.



Examples of Major Roadways for Improvement:

- North County:** Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail Crossing, Park St, High St, Fruitvale Bridge, and Powell St Bridge, and East 14th St.
- Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets.
- South County:** Central Ave Overpass, Mowry Ave, Thornton Ave widening, East-West Connector, I-680/880 cross connectors, Fremont Blvd, Central Ave Overpass, Newark local streets, and Route 84.
- East County:** Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.
- Countywide Freight Corridors:** Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.

HIGHWAY EFFICIENCY AND FREIGHT INVESTMENTS



The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies on a largely built-out system. Funding has been

allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the availability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years.

Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.

A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately \$77 M, allocated specifically to goods movement and related projects.

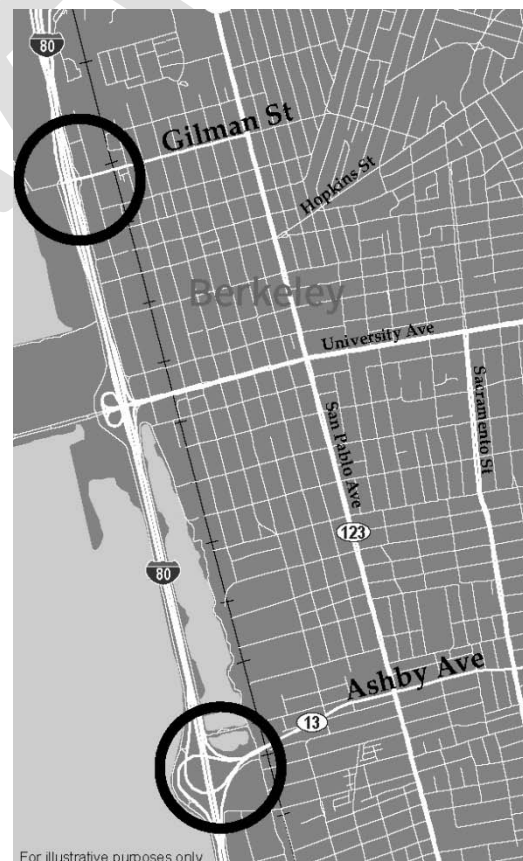
I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

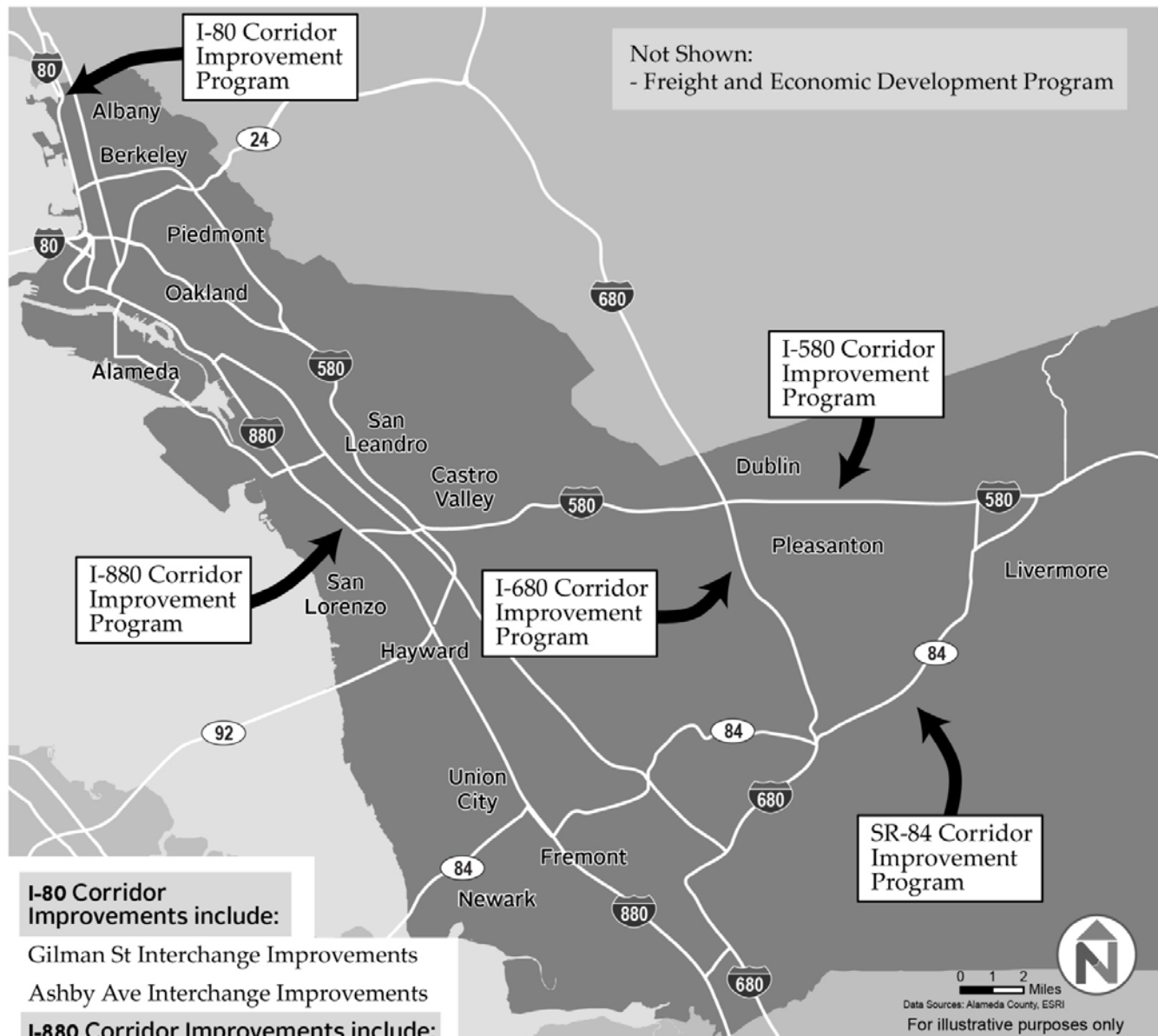
I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and cyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in Berkeley, which

will improve conditions for all modes in both Emeryville and Berkeley.

The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

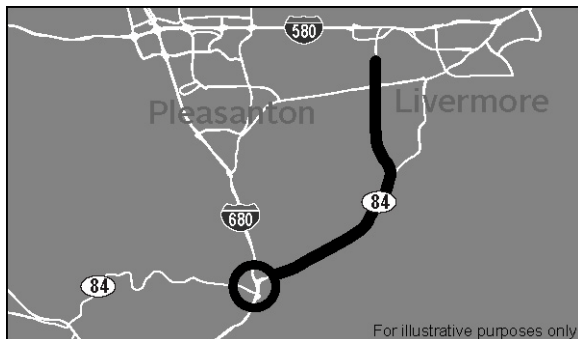
The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80 and will reduce local traffic congestion in Berkeley and Emeryville. The project includes associated corridor improvements on Ashby Avenue.





STATE ROUTE 84 FROM I-580 TO I-680 (\$132 M)

Two significant improvements are planned for this corridor to complete improvements at the SR 84 and I-680 interchange and widening SR 84 to support safety and connectivity.



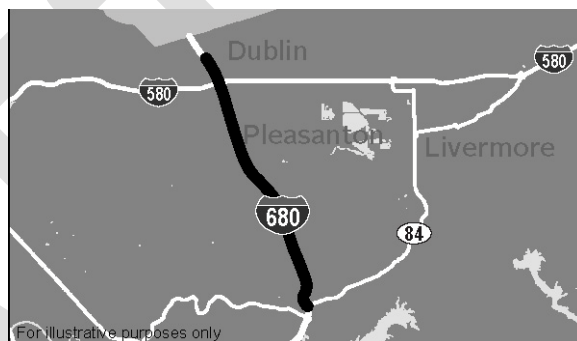
I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE (\$48 M)

Investments in the I-580 corridor include improvements to the I-580/I-680 Interchange to provide relief on one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



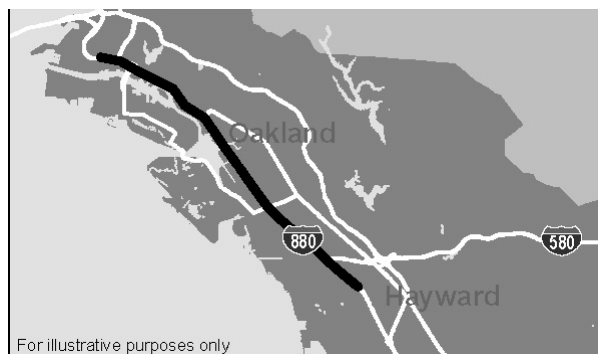
I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE (\$60 M)

Implementation of the I-680 HOV/HOT lane in both directions from Route 84 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive \$60 M to construct carpool/high occupancy toll lanes on I-680 between Alcosta Boulevard and Route 84 in both directions.



I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY (\$284 M)

I-880 corridor improvements include projects to upgrade and improve key interchanges throughout the corridor beginning with the Broadway/Jackson interchange and Oak Street interchange in Oakland and Alameda to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.



Funds for improvements in the area of the I-880 Broadway-Jackson Interchange include ramp and interchange improvements, enhancements to goods movement, and access improvements and highway safety improvements, including reducing weaving at

the I-880/I-980 interchange, and transit and bike and pedestrian improvements. Funds for interchange improvements at Whipple Road and Industrial Boulevard in the Central part of the County are also included, as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists and goods movement in Central and Southern Alameda County.

In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, \$77 M)

These discretionary funds will be administered by the Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include:

- Planning, development and implementation of projects that enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other modes.
- Planning, development and implementation of projects that reduce greenhouse gas production in the transport of goods.
- Planning, development and implementation of projects that mitigate environmental impacts of freight movement on residential neighborhoods.
- Planning, development and implementation of projects that enhance coordination between the Port of Oakland, Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental and noise impacts of freight operations while promoting a vibrant economy.

These proposed funds will be distributed by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include local jurisdictions including cities, Alameda County, the Port of Oakland and the Oakland Airport.

BICYCLE AND PEDESTRIAN INVESTMENTS



Key investments in bicycle and pedestrian infrastructure include completion of the major trails in the County. Funding will allow for the completion of three key

trails: the County's East Bay Greenway which provides a viable commute and community access route for many cyclists and pedestrians from Oakland to Fremont and the Bay Trail and Iron Horse trails in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.

A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible and to support accessibility for seniors and the disabled. It is important to note that in addition to these dedicated funds, local bicycle and pedestrian projects will also be funded through the Local Streets and Roads and Sustainable Transportation and Land Use Linkages funding categories.

COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY (\$264 M)

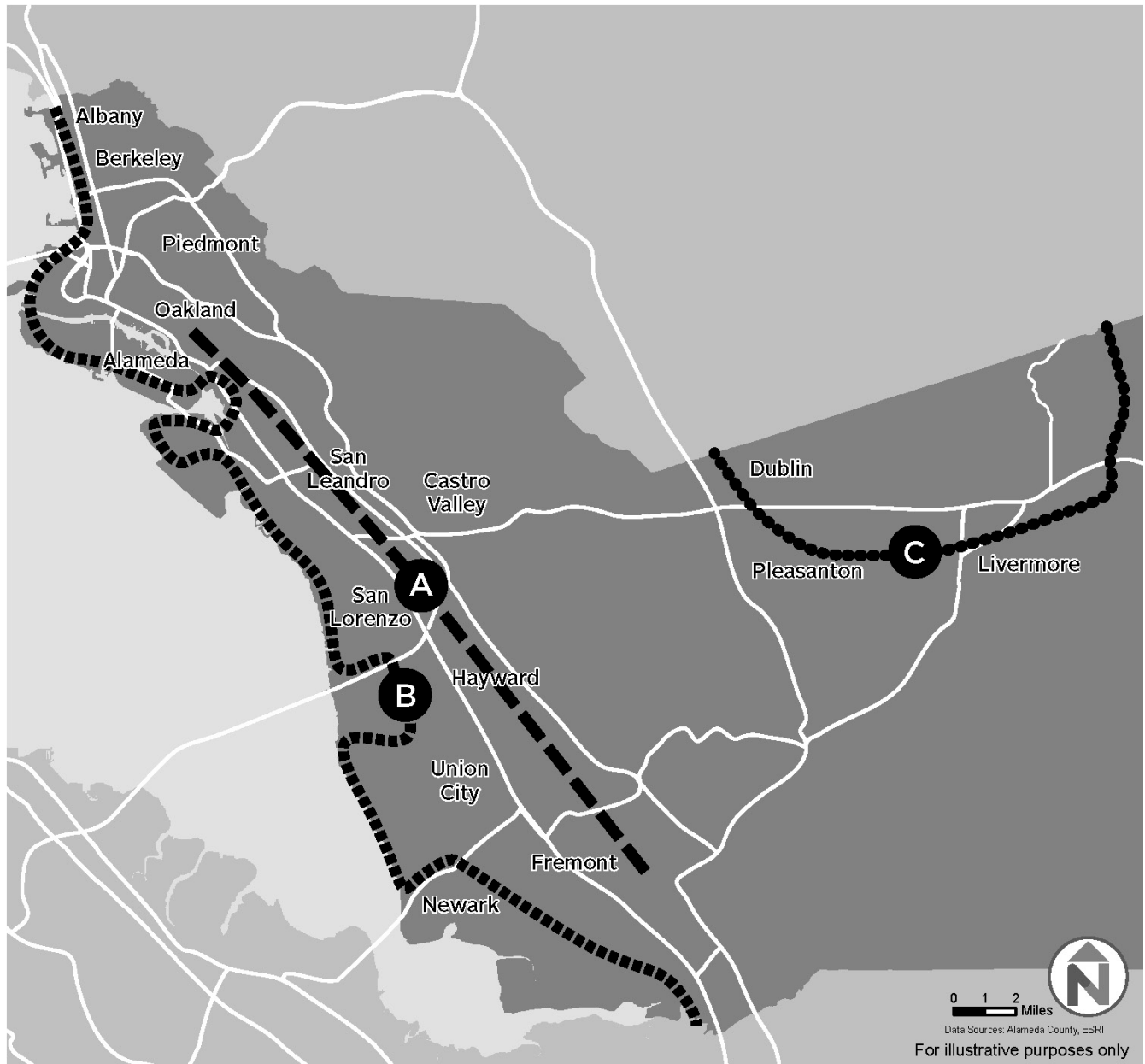
This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on the next page. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing local congestion, improving safe access to schools, supporting community health and reducing

greenhouse gas emissions. Funds may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes.

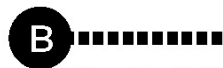
LOCAL BICYCLE AND PEDESTRIAN SAFETY PROGRAM (5% OF NET REVENUE, \$387 M)

This proposed program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete the County's bicycle and pedestrian infrastructure system. The proposed program consists of two components:

- **Pass-through funding** (3% of net revenue, estimated at \$232 M) will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of population. Jurisdictions will be expected to implement, operate and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.
- **Funds administered by Alameda CTC** (2% of net revenue estimated at \$154 M) will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe cycling. These proposed funds will be periodically distributed by the Alameda CTC Board for projects and programs that:
 - Provide bicycle education and training
 - Increase the number of trips made by bicycle and on foot
 - Improve coordination between jurisdictions
 - Maintain existing trails
 - Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan



A East Bay Greenway
from Oakland to Fremont



B Bay Trail Gap Closure
and Access projects



C Iron Horse Trail Gap Closure
and Access projects

Not Shown:

- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Pass-through program to cities and County
- Grant program for regional projects and trail maintenance.

- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas
- Leverage other sources of funding

Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.

INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



Investments in sustainable transportation and land use linkages recognize the need to plan our transportation system along with the land uses that are going to serve the

growing demand for housing and jobs in Alameda County. A total of 6% of net revenue or about \$455 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about \$77 M, is dedicated to investments in new technology, innovation and development.

PRIORITY DEVELOPMENT AREA/TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS (\$300 M)

These investments target immediate term opportunities for enhancing access, improving safety and creating new infrastructure and supporting construction at BART stations, as well as station area development and transit oriented development at sites identified for early implementation throughout the County. Funds in this category may be spent on project development, design, and environmental clearance as well as construction, operations and maintenance of new infrastructure in these areas. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years. Examples of eligible station areas to be included in this category are:

North County Station Areas and Priority Development

- Broadway Valdez Priority Development Area
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area
- 19th Street Station Area

- MacArthur BART Station Area
- Ashby BART Station Area
- Berkeley Downtown Station Area

Central County Station Areas and Priority Development Areas

- Downtown San Leandro Transit Oriented Development
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape
- Union City Intermodal Infrastructure Improvements
- Dumbarton TOD Infrastructure improvements

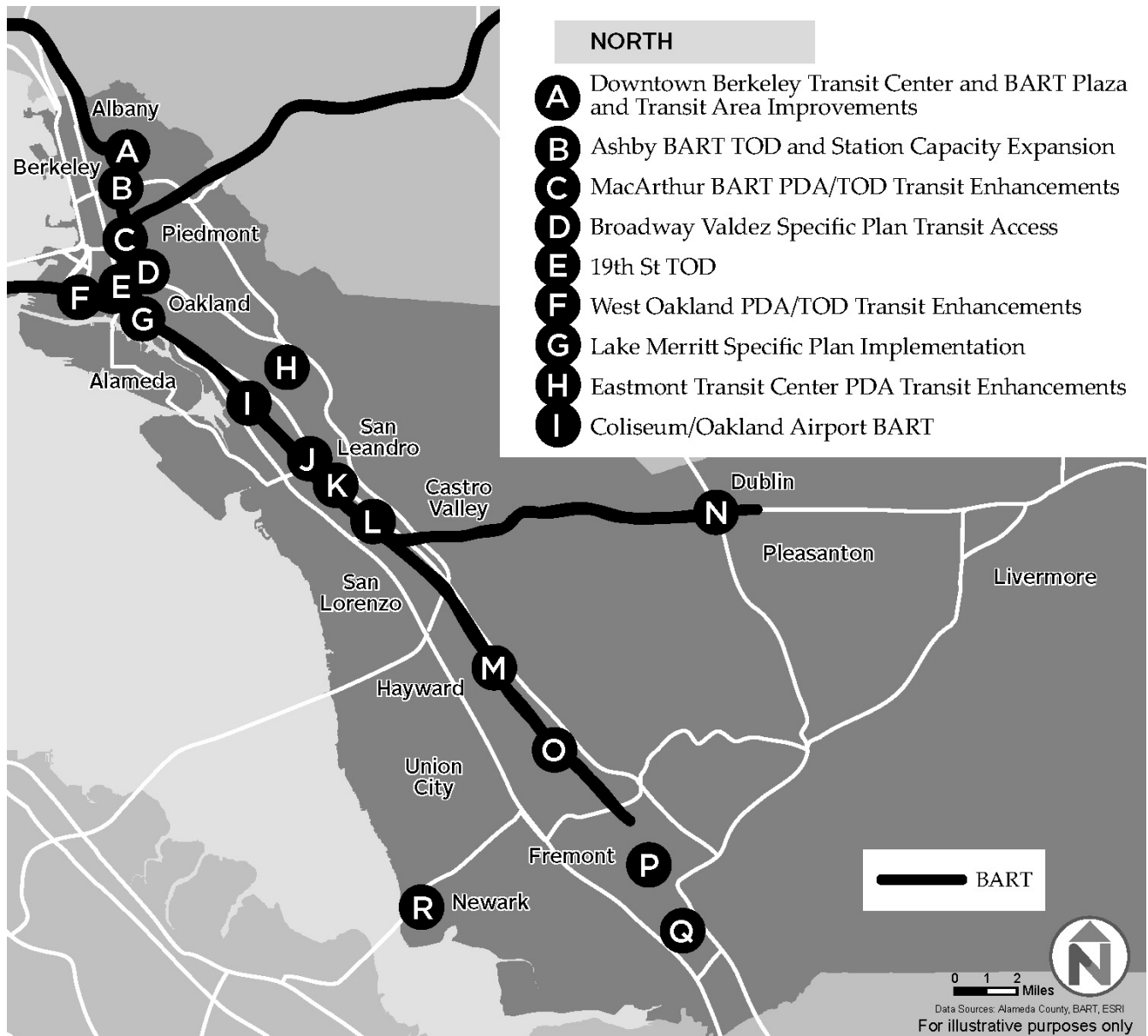
East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin Transit Oriented Development

SUSTAINABLE TRANSPORTATION LINKAGES PROGRAM (2% OF NET REVENUE, \$155 M)

Three percent (2.0%, estimated at \$155 M) of the net revenue are included as discretionary funds to be allocated by the Alameda CTC for the purposes of improving transportation linkages between housing, transit and employment centers. Eligible expenditures in this category include:

- Planning, development and implementation of transportation infrastructure serving priority development areas and transit oriented development sites in Alameda County.
- Planning, development and implementation of transportation infrastructure connecting residential and employment sites with existing mass transit.



The locations drawn on this map are eligible types of investments

- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.
- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

These funds will be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.

INVESTMENTS IN NEW TECHNOLOGY, INNOVATION AND DEVELOPMENT (1% OF NET REVENUE, \$77 M)

These proposed discretionary funds are designed to be administered by the Alameda CTC to develop innovative approaches to meeting the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include:

- Planning, development, implementation and maintenance of new technology and innovative strategies designed to improve the efficiency or effectiveness of the County's transportation system.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to increase utilization of non-auto modes or to increase the occupancy of autos with the goal of reducing congestion and greenhouse gas production.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to reduce transportation related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels.

- Environmental mitigation for transportation projects including land banking.

These proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.



GOVERNING BOARD AND ORGANIZATIONAL STRUCTURE

Implementation of this sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. In enacting this ordinance, voters will authorize the Alameda County Transportation Commission (referred to herein as the Alameda CTC) to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, or as amended by the Alameda CTC Board. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.

The Alameda County Transportation Commission was created in July 2010 through a merger of two existing agencies: the Alameda County Transportation Improvement Authority, which administered the existing Measure B half-cent transportation sales tax, and the Alameda County Congestion Management Agency, which was responsible for long-range planning and programming of transportation funds. The merger was designed to save taxpayer money by developing a single, streamlined organization focused on planning, funding and delivering countywide projects and programs with local, regional, state and federal funds in the most efficient and effective manner to serve the county's transportation needs. The merger has resulted in millions of dollars of savings to taxpayer's on an annual basis.

GOVERNING BOARD

The Alameda CTC is governed by a Board comprised of 22 members, with the following representation:

- All five Alameda County supervisors
- Two Oakland representatives
- One representative from each of the other 13 cities

- AC Transit
- BART

Proceeds from this tax may be used only to pay for programs and projects outlined in this expenditure plan in Alameda County and may not be used for any other purpose, unless amended as defined in the implementation guidelines.

Under no circumstances may tax revenue collected under this measure be used for any purpose other than local transportation needs and under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs will not exceed 4% of the proceeds of the tax. In addition, \$XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.

INDEPENDENT WATCHDOG COMMITTEE

The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of sales tax funds by the Alameda CTC. The Independent Watchdog Committee (IWC) reports directly to the public.

The responsibilities of this committee are:

- The IWC must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- The IWC will have full access to the Alameda CTC's independent auditor and will have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.
- The IWC will publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

IWC members are private citizens who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax.

Membership is limited to individuals who live in Alameda County. Members are required to submit a statement of financial disclosure and membership is restricted to individuals without economic interest in any of the Alameda CTC's projects or programs. The IWC is designed to reflect the diversity of Alameda County. Membership is as follows:

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and approved by the Alameda CTC Board of Directors as follows:
 - One representative from the Alameda County Taxpayer's Association
 - One representative from the Sierra Club

- One representative from the Alameda County Labor Council
- One representative from the East Bay Economic Development Alliance
- One representative from the Alameda County Paratransit Advisory Committee (PAPCO)
- One representative from the East Bay Bicycle Coalition
- One representative from the League of Women's Voters

The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

ADVISORY COMMITTEES

The Alameda CTC is assisted by the advice of technical and public advisory committees. These committees, described below, meet regularly and are charged with carrying out important functions on behalf of the Alameda CTC.

Alameda County Technical Advisory Committee (ACTAC)

The ACTAC is the technical advisory committee to the Alameda CTC. The ACTAC members provide technical expertise, analysis and recommendations related to transportation planning, programming and funding with the Alameda CTC Executive Director functioning as Chair.

Paratransit Advisory and Planning Committee (PAPCO)

PAPCO addresses funding, planning, and coordination issues regarding specialized transportation services for seniors and persons with disabilities in Alameda County. PAPCO has the responsibility of making direct recommendations to the Board of Directors of the Alameda CTC on funding for senior and disabled transportation services. PAPCO is supported by a Technical Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC reviews all competitive applications submitted to the Alameda CTC for bicycle and pedestrian safety funds from Measure B, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to the Alameda CTC for funding. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance, upon request.

Other Committees

The Alameda CTC will establish other community and technical advisory committees as necessary to implement the projects and programs in the TEP and to inform and educate the public on the use of funds for projects and programs in the TEP.

ANNUAL REPORTING

The Alameda CTC is committed to transparency as a public agency along with its many jurisdictional partners. Each year, the Alameda CTC adopts an annual budget that projects the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs and projects. All funds collected under this tax will be subject to an annual audit. This includes independent audits of the expenditures made by local jurisdictions and fund recipients.

The Alameda CTC will also prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria.

Both the budget and the Strategic Plan will be adopted at a public meeting of the Alameda CTC Board of Directors.

FINANCING OF PROJECTS AND PROGRAMS

By augmenting and extending the transportation sales tax, the Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by the Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects pursuant to the policies adopted by the Alameda CTC. All interest income generated by these proceeds will be used for the purposes outlined in this TEP and will be subject to audits.

The Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of this tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects included in the TEP and any programs included in the TEP that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's annual Strategic Plan and will be subject to public comment before any bond sale is approved.

COMPREHENSIVE PLAN UPDATES

This transportation sales tax will remain in effect in perpetuity. The projects and programs in the TEP cover the period from the initiation of the tax in 2013 through June 2042, and thereafter pursuant to comprehensive updates. Because needs, technology, and circumstances change over time, the expenditure plan is intended to be revisited no later than the last general election date prior to June 2042, and every 20 years thereafter.

To adopt an updated expenditure plan, the Board will appoint an Advisory Committee, representing the diverse interests of Alameda County residents, and businesses. The meetings of the Advisory Committee will be publicly noticed and the committee will be responsible for developing a public outreach process for soliciting input into the plan update.

A recommendation for the adoption of a comprehensive update to the expenditure plan shall require a two-thirds vote of the Alameda CTC Board

and shall be referred to the cities and to Alameda County to be placed on the ballot. The comprehensive update to the plan will appear on a general election ballot for endorsement of the voters, where it will require a majority vote for implementation.

RESPONSIBILITY OF FUND RECIPIENTS

All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, detailing their roles and responsibilities in spending sales tax funds, including local hiring requirements.

In addition, fund recipients will conduct an annual audit to ensure that funds are managed and spent according to the requirements of this expenditure plan.



IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (TEP) is guided by principles that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in this plan, in the most efficient and effective manner possible, consistent with the direction provided by the voters of Alameda County.

ADMINISTRATION OF THE PLAN

1. **Funds only Projects and Programs in TEP:** Funds collected under this measure may be spent only for the purposes identified in the Transportation Expenditure Plan, or as it may be amended by the Alameda CTC Board. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. The funds may not be used for any transportation projects or programs other than those specified in this plan without an amendment of the TEP.
2. **All Decisions Made in Public Process:** The Alameda County Transportation Commission (Alameda CTC) is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Alameda CTC Board of Directors will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of the Alameda CTC, annual strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this plan.
3. **Salary and Administration Cost Caps:** The Alameda CTC Board of Directors will have the authority to hire professional staff and consultants to deliver the projects and programs included in this plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Alameda

CTC will not exceed 1% of the proceeds of the tax. The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 4% of the proceeds of this tax.

4. The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.
5. **Amendments Require 2/3 Support:** To modify and amend this plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Board of Directors. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.
6. **Augment Transportation Funds:** Pursuant to California Public Utilities Code 180001 (e), it is the intent of this expenditure plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

COMPREHENSIVE PLAN UPDATE PROCESS

7. **Comprehensive Plan Updates:** While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs, technology, and circumstances change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B), collected from implementation in 2013 through June 2042, and thereafter pursuant to comprehensive updates.
8. **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.

9. **Approval of a Comprehensive Updated Plan:** In order to adopt a comprehensive updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents, businesses and community organizations to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the comprehensive plan update.

A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be taken back to the local jurisdictions including the cities, Alameda County and transit agencies for review and comment. The comprehensive plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote of the people.

All meetings at which a comprehensive plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will be done to allow for maximum public input into the development of updating the plan.

TAXPAYER SAFEGUARDS AND AUDITS

10. **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 an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.
11. **Strict Project Deadlines:** To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years 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.

12. **Timely Use of Funds:** Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.

RESTRICTIONS ON FUNDS

13. **No Expenditures Outside of Alameda County:** No funds shall be spent outside Alameda County, except for cases where funds have been matched by funding from the county where 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.
14. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project. Funding formulas for all programs will be revisited within the first five years of the plan to ensure overall geographic equity in the TEP.
15. **Complete Streets:** It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.
16. **Local Contracting and Jobs:** The Alameda CTC will develop a policy supporting the hiring of

local contractors and residents from Alameda County in the expenditure of these funds.

principles outlined for fund allocations described above.

17. **Agency Commitments:** To ensure the long-term success of the TEP, all recipients of funds will be required to enter into agreements with the Alameda CTC which will include performance and accountability measures.
18. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan could be considered as eligible recipients of funds through a Plan amendment

MANAGING REVENUE FLUCTUATIONS AND PROJECT FINANCING GUIDELINES

19. **Annual Fund Programming:** Actual revenues may, at times, be higher than expected in this plan due to changes in receipts, or lower than expected due to lower project costs and/or due to leveraging outside funds. Estimates of actual revenue will be programmed annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this plan, at the direction of the Alameda CTC Board of Directors. In addition, 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.
20. **Fund Allocations:** Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, funding will remain within its modal category such as Transit, Roads, Highways, Sustainable Transportation and Land Use, or Bicycle and Pedestrian Safety, and be reallocated to projects or programs in the same funding category at the discretion of the Alameda CTC Board of Directors.
21. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Transit & Specialized Transit (46%)	Mass Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,339.05	17.3%
		ACE	\$77.40	1.0%
		WETA	\$38.70	0.5%
		LAVTA	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including potential youth transit pass program	\$174.63	2.24%
	Transit Program for Students and Youth	3-year Access to School Pilot Program	\$15.00	0.19%
		Sub-total	\$1,702.84	22%
	Specialized Transit For Seniors and Persons with Disabilities	Non-Mandated (to Planning Areas)	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Gap Grants	\$77.40	1.0%
		Sub-total	\$774.02	10%
	Bus Transit Efficiency and Priority	Grand Macarthur BRT	\$6.0	14%
		City of Alameda to Fruitvale BART Rapid Bus	\$9.0	
		AC Transit East Bay Bus Rapid Transit Projects in Alameda County	\$10.0	
		College/Broadway Corridor: Transit Priority	\$10.0	
		Sub-total	\$35.0	
	BART System Modernization and Expansion	Irvington BART Station	\$120.0	
		Bay Fair BART/BART Metro Capacity Enhancement	\$100.0	
		BART Station Modernization and Capacity Improvements	\$90.0	
		BART to Livermore Phase I	\$400.0	
		Sub-total	\$710.0	
	Regional Rail Enhancements	Dumbarton Rail Corridor Phase I	\$120.0	
		Union City Passenger Rail Station	\$75.0	
		Freight Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
		Broadway Corridor Transit	\$10.0	
		Capitol Corridor Service Expansion	\$40.0	
		Sub-total	\$355.0	
	TOTAL		\$3,576.85	46%

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds	
Local Streets & Roads (30%)	Major Commute Corridors, Local Bridge Seismic Safety	North County Example Projects		10%	
		Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation Infrastructure Improvements; SR 13 Ashby Corridor; Marin Avenue Local Road Safety; Gilman Railroad Crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge Widening at Christie; East 14th Street			
		Central County Example Projects			
		Crow Canyon Road Safety; San Leandro LS&R*; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation			
		South County Example Projects			
		East-West Connector in North Fremont and Union City; I-680/880 Cross Connectors; Widen Fremont Boulevard from I-880 to Grimmer Blvd.; Upgrade Relinquished Route 84 in Fremont; Central Ave overpass; Thornton Ave widening; Newark LS&R			
		East County Example Projects			
		Greenville Road widening; El Charro road construction; Dougherty Road Widening; Dublin Boulevard widening; Bernal Bridge Construction			
		Sub-total			\$639.0
		Countywide Freight Corridors			
		Outer Harbor Intermodal Terminal			
		7th Street Grade Separation and Roadway Improvement			
		Truck Routes serving the Port of Oakland			
					Sub-total
	Direct Allocation to Cities and County	Local streets and roads program	\$1,548.03	20%	
	TOTAL		\$2,348.03	30%	

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

*This includes \$30 million for San Leandro local streets and roads improvements

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Highway Efficiency & Freight (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.0	8%
		I-80 Ashby Interchange improvements	\$52.0	
		Sub-total	\$76.0	
	I-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.0	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		Sub-total	\$132.0	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.0	
		I-580 Local Interchange Improvement Program: Central County I-580 spot intersection improvements; Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2)	\$28.0	
		Sub-total	\$48.0	
	I-680 Improvements	I-680 HOT/HOV Lane from Route 84 to Alcosta	\$60.0	
		Sub-total	\$60.0	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway Jackson Interchange and circulation improvements	\$75.0	
		Whipple Road / Industrial Parkway Southwest Interchange improvements	\$60.0	
		I-880 Industrial Parkway Interchange improvements	\$44.0	
		I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th St. Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street Interchange	\$85.0	
		Sub-total	\$284.0	
	Highway Capital Projects	Sub-total	\$600.0	
	Freight & Economic Development	Freight and economic development program	\$77.40	1%
	TOTAL		\$677.40	9%

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Bicycle and Pedestrian (8%)	Bicycle and Pedestrian Infrastructure & Safety	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	\$264.0	3%
		Bike and Pedestrian direct allocation to Cities and County	\$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	TOTAL		\$651.0	8%
Sustainable Land Use & Transportation (6%)	Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments	North County Example Projects*		4%
		Coliseum/Oakland Airport BART; West Oakland PDA/TOD Transit Enhancements; MacArthur BART PDA/TOD Transit Enhancements; Eastmont Transit Center PDA Transit Enhancements; Lake Merritt Specific Plan Implementation; Broadway Valdez Specific Plan transit access; 19th St TOD; Ashby BART TOD and Station Capacity Expansion; Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements		
		Central County Example Projects		
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape; South Hayward BART Station Area		
		South County Example Projects		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		East County Example Projects		
		West Dublin and Downtown Dublin TOD		
		Sub-total	\$300.00	
	Sustainable Transportation Linkages Program	Sustainable Transportation Linkages Program	\$154.80	2%
	TOTAL		\$454.80	6%
Technology (1%)	Technology, Innovation, and Development	Technology, Innovation, and Development program	\$77.40	1%
TOTAL NEW NET FUNDING (2013-42)			\$7,786	

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

* Preliminary allocation of North County Funds subject to change by the Alameda CTC Board of Directors: Coliseum BART Area \$40 M, Broadway Valdez \$20M, Lake Merritt \$20 M, West Oakland \$20 M, Eastmont Mall \$20 M, 19th Street \$20 M, MacArthur \$20 M, Ashby \$18.5 M, Berkeley Downtown \$20 M.



You are invited!



ALAMEDA COUNTY

Building for the Future

Thursday, January 19, 2012

Hayward City Hall

777 B Street, Hayward, CA 94541

For Transit Access Information call 511 or visit 511.org

Come hear about Central County Projects and Programs:

- Regional and Countywide Transportation Planning for the 21st Century
- Senior Travel Training for Expanded Mobility and Access
- Safe Routes to Schools from Kindergarten to High School
- East Bay Greenway Bicycle and Pedestrian Corridor
- Route 238 Construction Update

Join us!

5:30 – 6:30 p.m.

Citizens Advisory
Committee Meeting

(open to the public)

6:30 – 7:00 p.m.

Open House and
refreshments

7:00 – 8:30 p.m.

Formal Presentations
on all featured projects
and programs with an
open Q & A period

Building for the Future | Thursday, January 19, 2012

Presentations

- **Regional and Countywide Transportation Planning Activities for the 21st Century:** Planning activities are underway to create a vibrant and livable Alameda County through a connected and integrated multi-modal transportation system that promotes sustainability, access, transit operations, public health and economic opportunities.
- **Senior Travel Training:** Measure B grants provide funding for innovative programs to help seniors gain independence while using transit. Hear how this program is expanding mobility in your community.
- **Safe Routes to School/BikeMobile:** Come and learn about a variety of school programs to encourage school communities to safely bike and walk to school, including a new BikeMobile program.
- **East Bay Greenway:** The project proposes to build a 12-mile walking and biking path under the elevated BART tracks between Oakland and Hayward in Alameda County. The vision is to provide a safe, landscaped, continuous corridor that offers car-free access to transit, schools, shopping and community resources.
- **Route 238:** Construction is underway to improve capacity and operations as well as pedestrian and bicycle improvements on Foothill and Mission Boulevards between Mattox Road and Industrial Parkway in the City of Hayward.



Speakers' Bureau

Upon request, Alameda CTC staff will provide special presentations tailored to groups interested in projects, programs and updates. Call (510) 208-7400 for details or to schedule.

Interpretation Services

Please contact Alameda CTC by January 12 to request an interpreter.

如需要求Alameda CTC提供的中文翻譯服務，請在1月12日之前致電 (510) 208-7400。

Para solicitar servicios de interpretación, por favor llame Alameda CTC antes del 12 de enero. Teléfono (510) 208-7400.

Alameda CTC Members

The Alameda County Transportation Commission includes representation by all 14 jurisdictions in Alameda County, the Alameda County Board of Supervisors, AC Transit and BART. Members of the Alameda CTC are as follows:

Chair: Mayor Mark Green, City of Union City
Vice Chair: Supervisor Scott Haggerty, BOS District 1

JURISDICTION	MEMBER
Alameda County, District 1	Supervisor Scott Haggerty
Alameda County, District 2	Supervisor Nadia Lockyer
Alameda County, District 3	Supervisor Wilma Chan
Alameda County, District 4	Supervisor Nate Miley
Alameda County, District 5	Supervisor Keith Carson
City of Alameda	Vice Mayor Rob Bonta
City of Albany	Mayor Farid Javandel
City of Berkeley	Councilmember Luis Capitelli
City of Dublin	Mayor Tim Sbranti
City of Emeryville	Councilmember Ruth Atkin
City of Fremont	Vice Mayor Suzanne Chan
City of Hayward	Councilmember Olden Henson
City of Livermore	Mayor John Marchand
City of Newark	Councilmember Luis Freitas
City of Oakland	Councilmember Larry Reid
City of Oakland	Councilmember Rebecca Kaplan
City of Piedmont	Vice Mayor John Chiang
City of Pleasanton	Mayor Jennifer Hosterman
City of San Leandro	Councilmember Joyce Starosciak
City of Union City	Mayor Mark Green
AC Transit	Director Greg Harper
BART	Director Tom Blalock