

Alameda CTC: Working for You



A new Transportation Expenditure Plan (TEP)

Measure B1 will come before Alameda County voters in November 2012 for more than \$7.8 billion to:

- **Restore and expand transit services**
- **Fix potholes and reduce highway congestion**
- **Expand bicycle and pedestrian access**
- **Connect transit, housing and jobs**

Project funds will be distributed equitably throughout the County, benefiting every city and community in Alameda County.

The 2012 TEP, in conjunction with Measure B1, responds to the many transportation needs in Alameda County. Locally controlled, predictable funds will complete projects that benefit local residents and businesses.

The funds cannot be used for anything other than local transportation and they cannot be taken away by the State.

All 2012 TEP Funds are safeguarded by:

- Independent Watchdog Committee oversight
- Annual independent audits
- Voter review and approval on all new expenditure plans
- Strict project deadlines
- All funding decisions made in public meetings

Alameda CTC: Plans, Funds and Delivers Transportation



Projects recently completed and in progress:

- BART to Warm Springs and Oakland Airport connector projects
- Train, bus, and ferry service improvements
- I-238 highway widening
- I-580, I-680 and Route 84 improvements
- Local roadway safety improvements
- Bike and walking path improvements countywide
- Iron Horse Trail, East Bay Greenway and Bay Trail gap closures
- Service expansion for seniors and people with disabilities



For More Information

(510) 208-7400

www.AlamedaCTC.org

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TRANSPORTATION FOR THE 21ST CENTURY

Moving Forward

Jobs



Mobility

Community



**A New Plan for
Alameda County
Transportation**

Alameda CTC: Accountable to You



The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers transportation improvements throughout Alameda County. The commission is comprised of 22 members:

- City council members representing all 14 cities in Alameda County
- The Alameda County Board of Supervisors
- BART and AC Transit Representatives

Four community advisory committees provide recommendations and input on planning and funding priorities to the commission, and the Alameda CTC works closely with businesses, community members and interested participants in delivering the County's transportation projects and programs. The Alameda CTC has a strong local contracting program supporting local businesses and jobs.

Alameda CTC has 100% CLEAN AUDITS as verified by independent auditors and its independent Watchdog Committee. Alameda CTC spends your tax dollars wisely.

A New Transportation Plan for Alameda County



Delivering the Promise

In 2000, 81.5% of Alameda County voters approved a half-cent local sales tax for transportation, which will end in 2022.

All major projects approved by voters are completed or underway — 10 years ahead of schedule! But our transportation needs continue, and funding from state and federal sources has declined and is unreliable.

A New 21st Century Transportation Plan

Alameda CTC led an extensive countywide public process to identify projects and priorities for the **2012 Transportation Expenditure Plan (TEP)**, which guides **Measure B1 expenditures**. Almost 2000 residents and groups representing seniors, people with disabilities, bicycle advocates, environmental, education and faith-based groups, businesses, and jurisdictions participated in shaping the 2012 TEP.

Investing in Transportation for You

Jobs - Economic Development - Mobility - Access - Community - Sustainability - Value

The 2012 TEP will provide an estimated \$7.8 billion in funding over the next 30 years to increase mobility, create jobs, reduce congestion and protect the environment, if Measure B1 is approved by voters in November 2012.

• Public Transit & Specialized Transit (48% - \$3.7 billion)

- Restore and expand bus, BART, ferry and rail service
- Increase operating funds for AC Transit, ACE*, BART, WETA**, WHEELS and Union City Transit
- Create new student transit pass programs
- Expand senior and disabled transportation services (paratransit)

• Local Streets & Roads (30% - \$2.3 billion)

- Improve major commute corridors and streets in all cities in Alameda County, including paving, resurfacing and safety enhancements
- Seismically retrofit local bridges

• Highway Efficiency & Freight (9% - \$677 million)

- Fix aging infrastructure, close gaps, and improve efficiency on every highway corridor in Alameda County
- Support economic development through transportation investments
- Improve efficiency and safety on truck routes

• Bicycle and Pedestrian Infrastructure & Safety (8% - \$651 million)

- Complete major bike/pedestrian trails (Iron Horse Trail, Bay Trail and East Bay Greenway)
- Improve bicycle and pedestrian safety and access in every city
- Support Safe Routes to Schools programs

• Sustainable Land Use & Transportation Linkages (4% - \$300 million)

- Modernize and improve BART Stations
- Improve connections between transit, housing and jobs

• Technology, Innovation & Development (1% - \$77 million)

- Reduce congestion and greenhouse gas emissions
- Implement new technology to increase transportation efficiency

*Altamont Commuter Express rail **Water Emergency Transportation Authority (ferry service)

Local Sales Tax for Local Needs



NOVEMBER
1986

Voters approve first 1/2¢ sales tax

Funds used for transportation projects and programs in Alameda County



NOVEMBER
2000

81.5% of voters approve sales tax extension

Major projects are completed or underway—10 years ahead of schedule

Approved projects underway or completed—on budget and ahead of schedule!

Measure B1 on ballot November 2012

Alameda CTC approved placing the following measure on the ballot: Shall a new Transportation Expenditure Plan be implemented to address current and future transportation needs that:

- Improves transit access to jobs and schools;
- Fixes roads, improves highways and increases bicycle and pedestrian safety;
- Reduces traffic congestion and improves air quality;
- Keeps senior, youth, and disabled fares affordable.

Approval extends the existing County sales tax and increases it by 1/2 cent, with independent oversight, and local job creation programs. No money can be taken by the state.



Funding for public transit



Funding for local streets and roads



Funding for highway efficiency



Funding for bike and pedestrian infrastructure



Funding to connect transportation, housing and jobs



Funding for technology and innovation