

2012 Alameda County Transportation Expenditure Plan



A New Mobility Plan for the 21st Century

The Alameda County Transportation Expenditure Plan (TEP) outlines nearly \$7.8 billion in investments that would be funded over the next 30 years if voters choose to augment and extend the County's existing half-cent sales tax for transportation. The TEP includes six types of investments: (1) public transit and transportation for seniors and people with disabilities; (2) local streets and roads; (3) highways and freight; (4) bicycle and pedestrian infrastructure and safety; (5) sustainable land use and transportation linkages, and (6) technology innovations. The projects are distributed equitably throughout the County, benefiting every city and community in Alameda County.

LOCAL TRANSPORTATION FUNDING

Federal and state transportation funding has declined dramatically. Meanwhile, demand is increasing for an efficient transportation system to move Alameda County's growing population and the goods it needs, while improving access to jobs, education, and services. Fortunately, one funding source continues to be strong: the local transportation sales tax.

Measure B: In 1986, voters approved Measure B, a half-cent transportation sales tax, to fund transportation improvements throughout Alameda County. In 2000, Alameda County voters approved an extension of the first sales tax through 2022 to fund a new set of project and program investments throughout the county. All of the major projects approved by the voters in the 2000 measure are either underway or complete, 10 years ahead of schedule.

2012 TEP: Alameda County's 2012 Transportation Expenditure Plan (TEP) will fund critical improvements to the county's transportation network, restore and expand transit service, expand transportation services for seniors and people with disabilities, relieve congestion throughout the county and improve safety and access for bicyclists and pedestrians.

Investments benefiting Alameda County (see map on back)



Public and Specialized Transit (\$3.7 billion; 48% of total)

- More than double the existing sales tax funding for transit operations and maintenance
- Increased funding for paratransit and other transportation services for seniors and people with disabilities
- Student transit pass program and other projects to increase access to transit
- Modernization of BART stations and critical system maintenance and expansion



Local Streets and Roads (\$2.3 billion; 30% of total)

- Increased funding for local roadway maintenance and improvement projects
- Improvements to freight corridors and to major commute corridors that cross city boundaries
- "Complete streets" approach, which considers the needs of transit riders, bicyclists and pedestrians as well as drivers in the design of projects



Highways and Freight (\$677 million; 9% of total)

- Improved efficiency of our existing highway system through targeted investments that relieve congestion
- Fewer bottlenecks and greater safety at critical interchanges throughout the County
- Expanded carpool lane system
- Less environmental impact from freight movement



Bicycle and Pedestrian Access (\$651 million; 8% of total)

- Double the existing sales tax funds for high-priority local bicycle and pedestrian facilities
- Completion of three major trails: Bay Trail, East Bay Greenway and Iron Horse Trail



Sustainable Land Use and Transportation Linkages (\$300 million; 4% of total)

- Infrastructure to support development near transit and land use patterns that support transit, walking, and biking



Technology Innovation and Development (\$77 million; 1% of total)

- Technological advancements to improve efficiencies and advance cleaner vehicles and energy

To read the full TEP, visit www.alamedactc.org/TEP or call 510-208-7400 for a copy.

ALAMEDA COUNTY'S 2012 TEP

The 2012 Alameda County TEP responds to critical transportation needs. The vision is to develop a premier transportation system that supports a vibrant and livable Alameda County. Alameda CTC developed the TEP with guidance from the public, advisory committees and elected officials. The TEP was approved by the Alameda CTC on January 26, 2012.

INVESTMENTS IN THE FUTURE

The TEP will provide:

- \$3.7 billion for transit
- \$2.3 billion to fix streets and roads
- \$677 million for the county's aging highway system
- \$651 million for major trails and other bike and pedestrian projects
- \$300 million for investments in sustainable land use development
- \$77 million for emerging technological in transportation

Key features of the 2012 Transportation Expenditure Plan

Fix-it-first strategy. Approximately 70% of TEP funding supports a fix-it-first strategy: transit and paratransit, BART's core system, repair of local streets and roads, non-capacity expanding improvements on primary corridors and interchanges, bicycle and pedestrian programs and sustainable transportation.

Sustainable communities and climate change. The TEP strengthens transportation and land-use linkages, proposes funding for infrastructure development that supports land uses in and around transit hubs and promotes alternatives to drive-alone trips by expanding transportation options.

Accountability. Alameda CTC has built these safeguards into the TEP to ensure accountability to the voters and proper expenditures of funds:

- **Annual audits and Independent Watchdog Committee (IWC) review:** The IWC reports directly to the public on this review annually.
- **Strict project deadlines:** Each project must have environmental clearance and a funding plan seven years from first revenue collection.
- **Timely use of funds:** Jurisdictions and transit agencies must spend funds in a timely manner and report on these expenditures each year.
- **Annual budget and strategic plan:** Each year, Alameda CTC adopts an its budget and strategic plan to guide investments through a public process.
- **Performance and accountability measures:** These will be included in every contract with fund recipients.
- **Capital Improvement Program updates:** The CIP requires updates every two years through a public process that provides for geographic equity.

Geographic equity. TEP revenues will benefit every city, transit operator and Alameda County, providing equitable investments throughout the county.

