Presentation Overview

- Brief overview on TEP development
- Actions since December meeting
- Final Draft TEP
  - Changes incorporated into Plan
- Recommendation for Approval of the 2012 Transportation Expenditure Plan
**TEP Development**

- Culmination of two-year process
  - Steering Committee – 13 elected officials
  - CAWG – 27 members
  - TAWG – 58 participants
- Extensive outreach throughout the County
  - Over 40 public meetings specifically on CWTP-TEP development, 2 public opinion polls (over 2/3 support)
- Analysis of over 300 applications submitted as part of spring 2011 call for projects and how to leverage current investments to meet Plan’s vision and goals
- Responsible investments with extensive safeguards to achieve 2/3 voter approval

**Alameda County Transportation Planning Vision: A New Direction**

**Vision Statement:**

Alameda County will be served by a premier 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.

*Adopted January 2011*

**Goals:** Our vision recognizes the need to **maintain and operate our existing transportation** infrastructure and services while **developing new investments** that are targeted, effective, financially sound and supported by appropriate land uses.
New TEP Offers Opportunities to Shift Daily Travel Patterns

Quick Fall/Winter Recap on TEP

- TEP derived from projects and programs in the CWTP and call for projects
- Approval of TEP parameters in September 2011
- Discussion of Program percentage allocations to jurisdictions (Oct. 2011)
- Results of poll and outreach efforts incorporated into drafting of TEP (Nov. 2011)
- Discussion of draft TEP projects, programs and guidelines (Nov. 2011)
- Discussion of Draft TEP at Steering Committee and full Commission (Dec. 2011)
- Ad Hoc meetings in January – changes reflected in plan
- Request for approval today
**Actions since December 1 meeting**

- Joint TAWG/CAWG meeting on December 8th
- Commission retreat on December 16th directed following changes:
  - Require that local streets and roads funds support at minimum 15% of investments for bicycle and pedestrian elements of projects
  - Allow BART flexibility for the Station Modernization/Metro Mobility Project to be used for capital or operations
  - Add Oak Street Interchange and the Broadway Streetcar as eligible project expenditures
  - Look at funding formulas within a two-five year time frame
  - Support an increase in Transit operating funds for AC Transit to the AC Transit Board requested amount: 17.3% from TOD discretionary
  - For large projects, ensure that when they are evaluated, they support the most efficient and effective technologies

**Actions since December 1 continued**

- Three Ad Hoc Meetings
  - January 3: Ad hoc and Community Vision Platform advocates
    - Alternative TEP submitted by CVP at meeting
  - January 13: Ad hoc, CVP and labor
    - Second alternative TEP submitted by CVP
    - Staff response to CVP letter submitted on January 3rd
  - January 17: Ad hoc, Sierra Club and League of Women Voters
    - Discussion of Sierra Club and League letters and staff responses
Ad Hoc Outcomes

- **AC Transit**: Increase operations from 17.3 to 18.8 percent from the Sustainable Transportation Linkages Program; require accountability measures

- **BART Maintenance**: 0.5 percent for maintenance from Sustainable Linkages Program; require match and accountability measures
  - BART flexible use of funds for the Station Modernization/Metro Mobility Project removed from Commission generated list.

- **Student Transit Pass Program**: Remove “pilot” and fund successful models from innovative transit grant funds

- **BART to Livermore language**: modify to include funding for project based on phases and requirements for alternatives analyses

Alameda CTC Responsive to input

- Increased **AC Transit operations** from 17.3 to 18.8 percent
- **First time maintenance for BART** with 0.5 percent for
- **BART to Livermore project description changed**
- **Oakland Broadway Corridor** transit funding defined
- **Student transit pass program certainty**
- Acknowledged need for small bus operator ADA mandated funding needs
- Clarified **universal application of complete streets language** to all TEP funding and dedicated a minimum of **15% LSR to bike/ped elements**
- Included **performance and accountability measures** for all agreements
- **Taxpayer safeguards and accountability grouped** in guidelines
- Minor corrections to project descriptions and maps
The Final Draft TEP

- A $7.7 Billion plan for initial 30-years
  - Chapter 1: Background & Summary
  - Chapter 2: Transportation Investments
  - Chapter 3: Governance Structure
  - Chapter 4: Implementing Guidelines
- Crafted through project and program analysis, and key findings from polling and outreach
- Legislation allows for increase in sales tax countywide for a one year window: November 2012

TEP Overview

- Accountability measures in Plan
  - Independent Watchdog Committee
  - Continuation of other public committees
  - Strict environmental, full funding and reporting requirements
  - Commitment to modes (if projects become unable to move forward, funding stays within mode category)
  - Complete Streets requirement
  - Performance and accountability measures in every contract
  - Voter check in and approval of new plan every 20 years
TEP Investments in First Year

FY 2013-14 Estimated Allocations

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<th>Category</th>
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Public Transit Overview

- Public Transit = $3.7 billion, 48% of funds
  - Mass Transit: Operations, Maintenance, and Safety Program, $1.857 billion, 24%
    - Student transit pass program $15 million
    - Innovative grants: successful youth transit pass programs receive priority
  - Specialized Transit for Seniors and Persons with Disabilities- $774M, 10%
  - Bus Transit Efficiency and Priority- $35M, 0.5%
  - BART System Modernization & Expansion- $710M, 9.2%
  - Regional Rail Enhancements- $355M, 4.6%
What Has Changed Since Initial Proposal?

**Transit and Paratransit - 48% of total**

- Public transit operating funds increased from 18.5 to 24% of net revenue.
  - AC Transit pass through funding increased from 16 to 18.8% since December 2011; increases annual allocation from $19M to $40M (2013-2022), then to $63M by 2023
- Paratransit funding increased from 9% to 10% of net revenue, nearly doubling funds available over current measure.
  - EB Paratransit revenue more than doubled (102% increase)
  - ADA and City based programs increase by more than 89% in total.
- Student bus pass called out and given $15 million to test different types of program - first commitment of discretionary funds to successful programs.

TRANSPORTATION EXPENDITURE PLAN (TEP)
TRANSPORTATION EXPENDITURE PLAN (TEP)

Local Streets & Roads

- Local Streets & Roads = $2.3 B, 30% of funds
  - Major Commute Corridors, Grade Separations, Seismic Safety, Freight* - $800M, 10%
  - Local Streets & Roads pass-through program to cities and County, $1,548, 20%

*Funds will be allocated through the Capital Improvement Program every two years, based on readiness and geographic equity. Complete streets requirement.
What Has Changed Since Initial Proposal?

**Local Streets and Roads 30% of total**
- Pass through funding increased from 18% to 20% of net revenue or over $1.5 B increase over current Measure B.
  - Local pass through funds increase nearly doubles current funds.
- Include specific call out of freight component
- Includes complete streets requirement of 15% of these funds to support bike and pedestrian elements

**Highway Efficiencies & Freight**
- Highway Efficiencies & Freight = $677 million, 8.7% of funds
  - Highway Capital Projects- $600M, 7.7%
    - I-80 Improvements
    - Rte. 84 Improvements
    - I-580 Improvements
    - I-680 Improvements
    - I-880 Improvements
  - Freight & Economic Development- $77M, 1%
    - Port of Oakland is 5th busiest container port in Country
Bicycle and Pedestrian

- Bicycle & Pedestrian = $651 million, 8.4% of funds
  - Gap Closure on Three Major Trails: Iron Horse, Bay Trail and East Bay Greenway/UPRR Corridor - $264M, 3.4%
  - Bike and Pedestrian pass-through program to cities and County, $230M, 3%
  - Bike and Pedestrian grant program for regional projects and trail maintenance - $153M, 2%

Sustainability, Land Use, Technology

- Sustainable Land Use & Transportation = $300 million, 4% of funds
  - PDA/TOD Infrastructure Investments* - $300M, 4%
- Technology, Innovation & Development = $77.4 million, 1% of funds

*Funds will be allocated through the Capital Improvement Program every two years, based on readiness and geographic equity. Complete streets requirement.
Additional Changes in Plan

- **Local priorities reflected** throughout the plan in consultation with cities and county.
- **Administrative cap reduced from 5% to 4%** with additional investment in transit pass through funding.
- **Community based transportation plans** eligible for funding.
- **Bicycle and Pedestrian Master plan implementation**
- **Mitigation of freight noise and other impacts**
- **TDM, Parking pricing** are eligible under the Technology/Innovation program.
- **Reassess all funding formulas within a two-five year time frame**
- **For large projects to support the most efficient and effective technologies** to meet intent of project.

What the TEP does for the County

- **Fix it First**: 70% of the funds are dedicated to maintaining and operating the existing system.
- **Sustainable Communities and GHG Reduction**
  - 60% of funds support SCS implementation.
  - CWTP shows GHG reductions of 24-25% per capita.
  - CWTP and TEP investments aligned in final CWTP.
  - TOD/PDA capital investments.
  - Major bike, pedestrian and transit funding increases.
- **Unprecedented transit investments**
  - AC Transit funding level, BART Maintenance, Student Transit Pass Program.
- **Critical road, highway and freight investments**
- **Geographic equity in funding allocations**
Recommendation

• Recommend approval of the Alameda County $7.7 Billion 2012 Transportation Expenditure Plan
  - TEP offers extraordinary funding opportunities where no others of the same magnitude exist
  - TEP is a catalyst for transitioning into new era of transportation at the beginning of the 21st Century
  - TEP is an anchor to attract external funds – we will likely double the investments already included in the plan
  - TEP is a solid, balanced, forward looking plan with extensive accountability measures

• 2012 TEP: Jobs, Mobility, Community

TEP Schedule

• Final TEP
  - January 26 – Steering Committee approval and recommendation of approval to full Commission
  - January 26 – Full Commission adopts plan
• Adoption by City Councils and Board of Supervisors:
  - Winter/Spring 2012
• April/May Polling
• Alameda CTC adoption of Final Plan in May and requests the BOS to place on ballot in June 2012