

2012 TRANSPORTATION EXPENDITURE PLAN

Northern Alameda County



A New Mobility Plan for the 21st Century

The Alameda County Transportation Expenditure Plan (TEP) outlines nearly **\$7.8 billion in transportation investments** that would be implemented over the next 30 years if voters approve an augmentation and extension of the County's half-cent sales tax for transportation. The TEP includes six main types of improvements: (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) technological innovations. The projects are distributed equitably throughout the County. This fact sheet lists the main investments in the TEP that would benefit Northern Alameda County—an area that includes the **Cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont and nearby unincorporated communities**—as well as projects and programs that have countywide benefits.

VISION AND GOALS

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

Investments benefiting Northern Alameda County (see map on back)



Public and Specialized Transit

- Consistent funding source for AC Transit and ferry services
- Programs that improve mobility for seniors and people with disabilities*
- Rapid transit services on Telegraph/East 14th/International; on Grand/MacArthur; and from Fruitvale BART station to Alameda
- Transit priority treatments on College/Broadway and Broadway Streetcar
- Capitol Corridor service enhancements
- Student transit pass program and other projects to increase access to transit*
- Modernization of BART stations and system maintenance and expansion*



Local Streets and Roads

- Pass-through funds to the cities in North County and to Alameda County for local roadway maintenance and improvement projects
- Competitive grants for improvements in major commute corridors such as Solano, San Pablo, Marin and Ashby Avenues; East 14th, Powell, Park and High Streets; and truck routes serving the Port of Oakland



Highways and Freight

- I-80 interchange improvements at Gilman Streets and Ashby Avenue
- I-880 northbound carpool/high-occupancy toll lane from A Street to Hegenberger Road
- I-880 interchange improvements at Broadway/Jackson, 23rd/29th, 42nd/High, and Oak Street
- Freight corridor investments such as Outer Harbor Intermodal Terminal and 7th Street grade separation and roadway improvement
- Competitive grants for freight projects that reduce the environmental impact on local communities*



Bicycle and Pedestrian Access

- Pass-through funds to the cities in North County and to Alameda County for high-priority projects in local plans
- Bay Trail and East Bay Greenway gap closure projects
- Competitive grants for other bicycle and pedestrian projects and programs*



Sustainable Land Use and Transportation Linkages

- Infrastructure to support development around a number of BART stations and in Priority Development Areas (PDAs) in North County
- Competitive grants to improve linkages between housing, jobs and transit*



Technology Innovation and Development

- Competitive grants for innovative transportation-related technology projects*

* Projects and programs that would be implemented throughout the County and would have countywide benefits

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

NORTHERN ALAMEDA COUNTY PROJECTS

Public Transit

- ⋯⋯⋯ Capitol Corridor service expansion
- College/Broadway transit priority and Broadway Streetcar
- AC Transit Grand/MacArthur Bus Rapid Transit
- City of Alameda to Fruitvale BART Bus Rapid Transit
- AC Transit Telegraph/East 14th/International Bus Rapid Transit

Bicycle and Pedestrian Access

- ⋯⋯⋯ East Bay Greenway gap closure and access projects
- - - Bay Trail gap closure and access projects

Highways and Freight

- I-80 interchange improvements at:
 - Gilman Street
 - Ashby Avenue
- I-880 interchange improvements at:
 - Oak Street
 - 23rd/29th Avenue
 - 42nd Street/High Street
 - Broadway-Jackson multimodal transportation and circulation improvements
- 7th Street grade separation & roadway improvement project
- Outer Harbor Intermodal Terminal
- I-880 northbound carpool/high occupancy toll lane extension from A St to Hegenberger

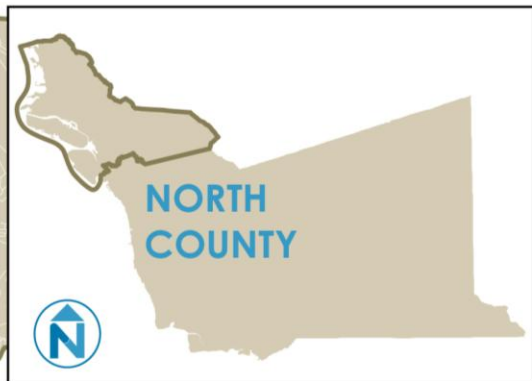
Sustainable Land Use and Transportation Linkages



- Berkeley Downtown Station Area
- Ashby BART Station Area
- MacArthur BART Station Area
- Broadway Valdez PDA
- 19th St BART Station Area
- West Oakland BART Station Area
- Lake Merritt BART Station Area
- Eastmont Mall PDA
- Coliseum BART Station Enhancements



*For illustrative purposes only. Not all investments are shown on this map**



**The TEP also includes investments in: mass transit operations and maintenance, specialized transit for seniors and people with disabilities, bicycle and pedestrian safety and access, freight and economic development, local streets and roads, major commute corridors, and technology and innovation.*