



**LOCAL TRANSPORTATION FUNDING**

Federal and state transportation funding has declined dramatically. Meanwhile, demand is increasing for an efficient transportation system to move our growing population and the goods they need and to improve 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 November 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 that 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.

**A New Mobility Plan for the 21st Century**

A new Transportation Expenditure Plan (TEP) will go before voters in November 2012 and will almost double local funding to maintain our current system, keep needed transportation services in place, restore service cuts for many providers and provide focused investments to meet the needs of Alameda County's growing population.

For the City of Oakland, this plan means continued transportation funding for projects and programs that improve people's mobility and access to transit and help create more vibrant, livable communities. This plan will increase funding to the City of Oakland for maintenance and upgrades of local streets and roads, specialized transportation for seniors and people with disabilities and bicycle and pedestrian safety. It also will provide additional funding to AC Transit and the San Francisco Bay Area Rapid Transit District (BART) to restore and expand bus and train services.

TRANSPORTATION SALES TAX ALLOCATIONS TO THE CITY OF OAKLAND				
	Estimated Revenue First Year of New Measure (FY 2013-2014)			Total Funding 2013-2042
	Current	With New TEP	Increase	Current + New
Local streets and roads	\$8,880,000	\$16,730,000	88%	\$655,820,000
Paratransit for seniors and people with disabilities*^	\$940,000	\$1,860,000	98%	\$78,440,000
Bicycle and pedestrian safety	\$1,040,000	\$1,880,000	80%	\$70,970,000

\* For non-mandated city-based program based on adopted PAPCO FY 12-13 formula. ^ Includes funding for Piedmont.

**Investments benefiting the City of Oakland and North County**

- I-880 Broadway/Jackson multimodal transportation improvements
- I-880 local access and safety improvements at 23rd/29th, 42nd Street/High and Oak Street interchanges
- I-880 northbound carpool/high-occupancy vehicle lane from A St. to Hegenberger
- Improvements on major commute corridors such as San Pablo Avenue
- Improvements on freight corridors such as Outer Harbor Intermodal Terminal, 7th Street grade separation and truck routes serving the Port of Oakland
- Oakland Army Base transportation infrastructure improvements
- Over 100% more operating funding for AC Transit to increase/restore services
- Capitol Corridor service enhancements
- Modernization of BART stations and critical system maintenance and expansion
- Student transit pass program and other projects to increase access to transit
- AC Transit BRT projects: Grand/MacArthur and Telegraph/East 14th/International Boulevard
- College/Broadway transit priority and targeted improvements along Broadway
- Operating and maintenance funding for ferry services (WETA)
- Investments in transit oriented development at Eastmont Transit Center, the Broadway Valdez Specific Plan area and at most BART stations in Oakland
- Bay Trail and East Bay Greenway bicycle and pedestrian gap closure projects

For more information, visit [www.alamedactc.org/TEP](http://www.alamedactc.org/TEP) or call 510-208-7400.

**ALAMEDA COUNTY'S  
2012 TRANSPORTATION  
EXPENDITURE PLAN (TEP)**

The 2012 Alameda County TEP is a New Mobility Plan for the 21st Century that responds to critical transportation needs. The vision is to develop a premier transportation system that supports a vibrant and livable Alameda County. This calls for a connected, integrated and multimodal transportation system that promotes sustainability, access, transit operations, public health and economic opportunities. Alameda CTC developed the TEP with guidance from the public, community advisory committees and elected officials, incorporating key findings from polling and extensive outreach. The TEP was approved by the Alameda CTC on January 26, 2012.

**INVESTMENTS IN THE FUTURE**

The TEP will be placed on the November 2012 ballot to augment and extend the existing half-cent sales tax. It will provide:

- \$3.7 billion to double transit operations and expand services
- \$2.3 billion to repair streets and roads
- \$677 million to improve the county's aging highway system and decrease congestion
- \$650 million to complete major trails and fund bicycle and pedestrian improvements
- \$300 million for sustainable transportation investments that support transit, walking and biking
- \$77 million for technological advancements to improve efficiencies and advance cleaner vehicles and energy

**Transportation for the 21st Century: Jobs, Mobility, Community**

The Alameda CTC has taken a leadership role to develop a bold new transportation plan for Alameda County that will create jobs, expand mobility and provide critical transportation services to support every community in Alameda County. The new 2012 Transportation Expenditure Plan will keep needed services in place and restore previously cut services for many providers.



**Key features of the 2012 Transportation Expenditure Plan**

- **Fix-it-first strategy.** Approximately 70 percent of the TEP funding supports a fix-it-first strategy. It includes funding for transit and paratransit operations, bus enhancements, BART's core system, capital improvements, local streets and roads pass-through programs, non-capacity expanding projects on primary corridors, non-capacity expanding interchange improvements, bicycle and pedestrian pass-through programs and sustainable transportation investments.
- **Sustainable communities and climate change.** The TEP strengthens transportation and land-use linkages and focuses on development that brings together mobility choices, housing and jobs. It proposes funding for infrastructure development that supports existing or proposed land uses in and around transit hubs. It also promotes alternatives to single-occupant vehicle trips by expanding transportation options to reduce greenhouse gas emissions.
- **Accountability.** As a public agency, Alameda CTC is committed to transparency and accountability and has built many safeguards into the new tax measure to ensure accountability to the voters and proper expenditures of funds through:
  - **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 annual budget and strategic plan to guide investments.
  - **Performance and accountability measures:** These will be included in every contract with fund recipients.
  - **Capital Improvement Program updates:** The Capital Improvement Program requires updates every two years through a public process that provides for geographic equity.
- **Geographic equity.** The sales tax revenues will benefit every city, transit operator and Alameda County, providing equitable investments throughout the county.