Delivering Transportation Solutions for a Vibrant, Livable Alameda County

South County Transportation Forum
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Alameda CTC
• Newly founded agency in July 2010
• First year saved $3 million of taxpayer’s dollars
• The Alameda CTC Board is comprised of 22 members, with the following representation:
  ▪ All five Alameda County Supervisors
  ▪ All cities
  ▪ AC Transit and BART

Members of the first Alameda CTC Board
**Successes: Exceptional Value**

- 100% clean audits for 10 years
- Citizens Watchdog Committee (CWC) reviews and reports annually to the public
- Merger saves taxpayers over $3 million
- Close work with regional, state and federal governments to fund valuable programs to:
  - Extend the life of aging infrastructure
  - Increase safety
  - Protect the environment
  - Improve transportation access for all communities
  - Create jobs

We plan, fund and deliver to expand access, improve mobility and foster a vibrant and livable Alameda County.
Successes: Economic Vitality

- Job creation through contacts with local companies
- More efficient movement of people and goods that stimulates the economy
- Investments in transportation systems to attract and retain businesses
- Over $495 million in the past decade to Alameda County businesses

Leveraging Dollars Supports Economy

- **Measure B**
  - $756 M in capital investments results in over $3 B in projects
  - Almost half a billion in local pass-through funds support, maintenance, operations, programs and services

- **State and Federal Funds** (since 2000)
  - Alameda CTC attracted over $560 M for transportation investments; many of which support Measure B investments
Economic Vitality:
BART to Warm Springs

BART to Warm Springs (WSX)
- Expands critical commuter rail line in Alameda County
- First stage for extension to Silicon Valley
- Expanded access to jobs utilizing transit

Sponsor: Bay Area Rapid Transit (BART)
Cost Estimate: $890M
2000 Measure B Commitment: $224.4M
Construction: Under Construction
Anticipated Completion: 2015

Economic Vitality:
BART Oakland Airport Connector

BART Oakland Airport Connector (OAC)
- Connects Coliseum Station to Oakland International Airport
- Provides better transportation access for people traveling to and from the region
- Provides local jobs and strengthens the economy

Sponsor: Bay Area Rapid Transit (BART)
Cost Estimate: $484.1M
2000 Measure B Commitment: $89M
Construction (DBOM): Under Construction
Anticipated Completion: May 2014
Improved Mobility: Congestion Relief

I-238 Widening Project
- Helped reduce congestion on major connector corridor between I-580 and I-880; Ribbon Cutting Ceremony held October 2009

Route 84 Expressway
- Moved freeway cut-through traffic out of downtown Livermore
- Expands direct freeway to freeway access from I-580 to I-680; Groundbreaking Summer 2012

Forward-Thinking Solutions

I-80 Integrated Corridor Mobility
- Innovative solutions for most congested East Bay highways; Ranked one of the most important bond projects; Real-time closed-circuit cameras and changeable message signs; Ramp metering to manage congestion

I-680 Southbound Express Lanes
- First express lane in Northern California; Offers solo drivers a choice to pay to use the carpool lane and avoid congestion; Provides safe and reliable trip times; Part of the MTC Express Lane Network; Ribbon Cutting Ceremony held September 2010
Community Benefit: Safe Routes to Schools

**Safe Routes to Schools**

- **Sponsor**
  - Alameda CTC
- **Cost Estimate**
  - $2.3M
- **2000 Measure B Commitment**
  - $27M
- **Countywide**

- Encourages children to walk and bike to school
- Increases children's health
- Decreases carpools, congestion and pollution

Community Benefit: Travel Training

**Tri-City Travel Training**

- Trains seniors and persons with disabilities to ride AC Transit, BART and Union City Transit
- Engages Tri-City ethnic communities and non-English speakers
- Fosters community and social support networks
Improved Mobility: Maintenance, Operations, Safety

Direct allocations to local jurisdictions and transit operators

• Local Streets and Roads
• Bicycle and Pedestrian Safety projects and programs
• Transit operations: rail, bus and ferry
• Special Transportation for Seniors and People with Disabilities (Paratransit)

Key Factors Affecting Transportation

• Decreased funding and volatility create challenges for adequately delivering multimodal needs

![Graph showing sales tax remains most steady]

• Legislative mandates:
  • AB32: Global Warming Solutions Act – reduce GHG emissions to 1990 levels by 2020
  • SB 375: Transportation planning, sustainable communities strategy, environmental review to reduce GHG emissions
Alameda County Today

- Second largest county by population in Bay Region: 20% of population
- Home to 14 cities, major universities, international port/airport
- 40% of Bay Area congestion is in Alameda County
- Population growing – expected to be almost 2 million during planning horizon, major increase in senior population
- One of the 19 Self-Help Counties in California

Planning Solutions

- New plans to meet future needs
- Developed the Countywide Transportation Plan and the 2012 Transportation Expenditure Plan to continue investments in Alameda County
  - New plans build off of existing successes and expand opportunities
Looking to the Future: Transportation Expenditure Plan (TEP)

- A $7.8 billion plan for initial 30 years
- Legislation allows for increase in sales tax countywide for a one-year window: November 2012
- Accountability measures
  - Independent Watchdog Committee
  - Continuation of other public committees
  - Strict environmental, full funding and reporting requirements
  - Commitment to modes
  - Complete Streets requirement
  - Performance and accountability measures in every contract
  - Voter check in and approval of new plan every 20 years

2012 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
**TEP Summary**

- Investments are focused on a $7.8 billion multimodal plan over 30 years
  - Mass Transit – 48% ($3.7B)
    - Senior/Disabled Transportation
    - Student Transit Pass Program
  - Local Streets & Roads – 30% ($2.3B)
    - Freight and Economic Development
  - Highway Maintenance and improvement – 9% ($677M)
    - Freight and Economic Development
  - Safety Bike and Pedestrian routes – 8% ($651M)
  - Sustainable Land Use and Transportation – 4% ($300M)
  - Technology and Innovation – 1% ($77M)

**Public Transit Overview**

- Public Transit = $3.7 billion, 48% of funds
  - Mass Transit: Operations, Maintenance, and Safety Program – $1,857M, 24%
    - Student transit pass program $15M
      - 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%
Local Streets & Roads Overview

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

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

Highway Efficiencies & Freight

- Highway Efficiencies & Freight = $677 million, 8.7% of funds
  - Highway Capital Projects – $600M, 7.7%
    - I-80 Improvements
    - Route 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 Overview

- 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.
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

• **Geographic equity**
• **Essential multimodal investments**

TEP Support

• Alameda County Board of Supervisors
• 14 cities support the TEP
  - **North County**: Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont
  - **Central County**: Hayward and San Leandro
  - **South County**: Fremont, Newark and Union City
  - **East County**: Dublin, Livermore and Pleasanton

• AC Transit
• BART

Additional Support

- East Bay Regional Park District
- East Bay Bicycle Coalition
- United Seniors of Oakland and Alameda County
- Center for Independent Living
- Bay Planning Coalition
- Albany Strollers and Rollers
- Walk Oakland Bike Oakland
- TransForm
- East Bay Economic Development Alliance
- Metropolitan Transportation Commission
- Port of Oakland
- Chambers of Commerce
- State and federal elected officials
TEP Schedule

- June 2012 - Board of Supervisors placed TEP on the ballot
- November 6, 2012 - TEP on Ballot
  - Requires 2/3 vote

Questions

For more information:
www.AlamedaCTC.org or (510) 208-7400

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