



## A New Mobility Plan for the 21st Century

A new Transportation Expenditure Plan (TEP) will go before voters in November 2012. It will almost double local funding to maintain our current transportation system and services, restore service cuts for many providers, and provide focused investments to meet the needs of Alameda County's growing population. **These investments will improve access, health, and quality of life for communities throughout Alameda County.**

### Public health is a critical issue in Alameda County

- Nearly 52% of the people living in Alameda County are estimated to be obese or overweight, caused, in part, by sedentary lifestyles (2007 data).<sup>1</sup>
- The estimated cost to Alameda County from obesity and physical inactivity in 2006 was nearly \$2.2 billion, almost double the amount in 2000.<sup>2</sup>
- Nearly one quarter of children in Alameda County have been diagnosed with asthma, compared to 18% statewide.<sup>3</sup> Over 16% of the population of Alameda County has asthma, one of the highest rates in the Bay Area.<sup>4</sup>

### Transportation is a key piece of the puzzle in addressing these public health challenges

- Over 80% of the personal trips people make in Alameda County are by private vehicles and just under 20% are by transit, walking, or biking.<sup>5</sup>
- Motor vehicles—particularly cars and light-duty trucks—contribute 75% of air pollution emissions in the Bay Area.<sup>6</sup>
- Alameda County has 20% of the Bay Area's population but nearly 40% of the region's freeway congestion and five of the top 10 congestion hot spots.<sup>7</sup>

Access to safe, affordable, multi-modal transportation options is critical to improving health in Alameda County and creating safer, more active communities with cleaner air. Investing in safe sidewalks and trails, bike paths and public transit increases opportunities for everyday physical activity and improves people's health. More walking, biking and transit use also relieve congestion on our roads, save fuel costs, and reduce vehicle emissions. In addition, these investments contribute to the regional reduction of greenhouse gas emissions. The TEP will provide funds for large investments in:

- **Pedestrian infrastructure** such as sidewalks, crosswalks, curb ramps, new traffic signals, and other improvements.
- **Bicycling infrastructure** such as bike lanes, bike lockers and bike racks.
- **Public transit** including doubling the funding for local transit operations, bus rapid transit projects, BART system modernization and expansion, regional rail improvements and high-speed rail connections.
- **A student transit pass program** to increase transit access to school and develop healthy, safe mobility habits in our youth.
- **Programs to support alternative transportation choices.**
- **Roadway and highway improvements** that will reduce congestion and pollution and improve air quality.
- **Shuttles and other mobility programs for seniors and people with disabilities** to create opportunities for staying active and socially connected.
- **Transit-oriented developments** designed to maximize access to public transit, housing, and jobs.



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

<sup>1</sup> East Bay Indicators, East Bay Economic Development Alliance, 2009. [www.eastbayindicators.org/2009/health.html](http://www.eastbayindicators.org/2009/health.html)

<sup>2</sup> State of California, Economic Development Department, Alameda County Profile. [www.labormarketinfo.edd.ca.gov](http://www.labormarketinfo.edd.ca.gov)

<sup>3</sup> Alameda County Asthma Profile, California Breathing, July 2008. [www.californiabreathing.org](http://www.californiabreathing.org)

<sup>4</sup> East Bay Indicators, East Bay Economic Development Alliance, 2009. [www.eastbayindicators.org/2009/health.html](http://www.eastbayindicators.org/2009/health.html)

<sup>5</sup> Alameda CTC Countywide Transportation Plan/Transportation Expenditure Plan Briefing Book, March 2011.

<sup>6</sup> Bay Area Air Quality Management District. [www.baaqmd.gov](http://www.baaqmd.gov)

<sup>7</sup> Alameda CTC Countywide Transportation Plan/Transportation Expenditure Plan Briefing Book, March 2011.

## 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.

### 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.

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.

### 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 driving 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 the proper expenditures of funds:
  - Annual audits and review by an Independent Watchdog Committee that reports directly to the public
  - Strict project deadlines for environmental clearance and a funding plan
  - Timely use of funds and annual reports on expenditures
  - Annual budget and strategic plan to guide investments
  - Performance and accountability measures included in every contract with fund recipients
  - Capital Improvement Program updates every two years
- **Geographic equity.** The sales tax revenues will benefit every city, transit operator and Alameda County, providing equitable investments throughout the county.