



A New Mobility Plan for the 21st Century

A new Transportation Expenditure Plan (TEP) will go before voters in November 2012 that 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. This fact sheet summarizes the investments that would be made under the TEP in specialized transportation for seniors and people with disabilities.



VISION AND GOALS

Alameda County will be served by a premier transportation system that supports a vibrant and livable County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

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, efficient, cost effective and well maintained
- Safe and supportive of a healthy and clean environment

Investments in Specialized Transportation for Seniors and People with Disabilities (see map on back)

The TEP allocates 10% of revenue, an estimated \$774 million to the Specialized Transportation Program. This will nearly double the funding for critical services that improve the mobility of some of the county's most vulnerable populations. This program allocates funding to:

- Transit agencies that operate **paratransit services** mandated by the Americans with Disabilities Act.
- **City-based programs** in Alameda County that provide local solutions to the growing transportation needs of older adults and persons with disabilities.
- A **grant program** for the purpose of filling gaps and improving coordination across jurisdictional lines and/or supporting other programs that improve the quality, affordability, efficiency and effectiveness of service provision. Examples of grants include volunteer driver programs, travel training, and transportation to adult day health care.

Recipient	Estimated Revenue First Year of New Measure (FY 2013-2014)			Total Funding (2013-42)
	Current	With new TEP	Increase	Current + New
City-Based Programs				
Alameda	\$160,000	\$310,000	94%	\$13,150,000
Albany	\$30,000	\$60,000	100%	\$2,330,000
Berkeley	\$180,000	\$420,000	133%	\$15,860,000
Emeryville	\$24,000	\$48,000	100%	\$2,020,000
Fremont	\$710,000	\$1,120,000	58%	\$36,700,000
Hayward (serves unincorporated communities)	\$680,000	\$1,300,000	91%	\$51,020,000
Newark	\$150,000	\$240,000	60%	\$7,910,000
Oakland (serves Piedmont)	\$940,000	\$1,860,000	98%	\$78,440,000
Pleasanton (serves Sunol)	\$90,000	\$230,000	156%	\$10,960,000
San Leandro	\$260,000	\$500,000	92%	\$19,620,000
Union City	\$280,000	\$430,000	54%	\$14,410,000
ADA Mandated Operators				
LAVTA (serves Dublin/Livermore)	\$140,000	\$370,000	164%	\$17,860,000
East Bay Paratransit	\$6,040,000	\$12,520,000	107%	\$527,620,000
Grant Program				
Coordination and Gap Grants	\$1,540,000	\$2,610,000	69%	\$93,500,000
Total	\$11,220,000	\$22,010,000	96%	\$891,300,000

Other Investments Benefiting Seniors and People with Disabilities

Public Transit: A significant portion of TEP funding is dedicated to improving the availability and convenience of fixed route public transit services in Alameda County, which will benefit seniors and people with disabilities. The TEP dedicates **48% of net revenue, approximately \$3.7 billion**, to investments in fixed route public transit systems throughout the county. In addition to the services described above, funds will also go toward transit operations and maintenance; modernization of the BART system; new “bus rapid transit” routes; regional rail improvements; and services targeted at students.

Pedestrian Improvements: The TEP also makes significant investments in pedestrian infrastructure, including sidewalk improvements and crosswalk improvements such as installation of curb cuts, curb ramps, pedestrian countdown signals and audible signals.

- Under the Local Streets and Roads program (30% of TEP revenue) project sponsors must comply with a “complete streets” policy that ensures that all expenditures improve safety, accessibility, and convenience for all users of the street right-of-way and a portion of funding is required to be spent on project elements that directly benefit pedestrians and bicyclists.
- The Bicycle and Pedestrian Program (8% of TEP revenue) is devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk and to support accessibility for seniors and the disabled.

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

Investments in Specialized Transportation

