Overview of Alameda County
Demographics & Transportation

Presented to CAWG/TAWG

Alameda Countywide Transportation Plan & Transportation Expenditure Plan

Presentation Overview

- This is Alameda County
- Transportation in Alameda County
- Countywide Transportation Plan & Transportation Expenditure Plan (TEP)
  - Moving targets and constraints
  - Key New Topics & Changes
- Your role in this process
- Process, Timeline & Next Steps
Percentage of Households with Zero Vehicles - 2005

Demographics Changing

Source: US Census and ABAG
Share of Work Trips by Mode of Travel, 2005 and 2035

Home-Based Work Trip Mode Share
- 2005
- 2035
Future Transportation Demand

- 35% increase in regional trips
- 37% increase in Alameda County trips
- 52% increase in Alameda/Santa Clara trips
- 90% increase in San Joaquin/Alameda trips

Source: MTC Transportation 2035 Change in Motion Presentation
North County

Credit: Payton Chung, used under Creative Commons license (http://creativecommons.org/licenses/by/2.0/deed.en)
Central County

South Hayward BART Station
South County

Rendering: Warm Springs BART station

East County

Downtown Livermore
Assembly Bill 32: The California Global Warming Solutions Act
California Senate Bill 375: Redesigning Communities to Reduce Greenhouse Gases
Land Use and Greenhouse Gas Emissions

Planned MacArthur Transit Village

Why Land Use is Important

Source: Metropolitan Transportation Commission, Household Travel Survey, 1990
County Transportation System

- Highways & Roadways
- Transit
- Bike Facilities
- Pedestrian Facilities
- Goods Movement/Freight/Port of Oakland
- Air Travel

Highways & Roads
Parking & Demand Management

Public Transit
Average Weekday Ridership

- AC Transit
- BART*
- LAVTA
- Capitol Corridor**
- ACE
- UCT
- AOF/AHBF

* Alameda County station exits only
** Avg. daily ridership for entire system
Public Transit: AC Transit

Credit: Matthew Roth, Streetsblog San Francisco

Bike & Pedestrian Facilities
Weekly Port Truck Flow and Peaking (1996 and 2010)

Source: Final PID to Support the Central Alameda County LATIP, 2009

Accessibility Programs
Alameda Countywide Transportation Plan (CWTP) 2012

- Guidance for Transportation:
  - Capital Projects
  - Programs
  - Policies
  - Advocacy
- 25-year horizon
- Programs All Funding
- Updated every 4 years

Visible Results of Past Plans

I-680 EXPRESS LANE

BART WARM SPRINGS EXTENSION

Source: www.680expresslane.org
Source: www.bart.gov
Visible Results of Past Plans

I-238
SAN LEANDRO SLOUGH BRIDGE

Source: East Bay Bicycle Coalition

Visible Results of Past Plans

LAVTA TRI-VALLEY RAPID
SAFE ROUTES TO SCHOOL PARTNERSHIP

Source: www.wheelsbus.com/trivalleyrapid/buses.html
How a project gets funded

- Projects flow up through system
  - Iterative
- Every transportation project must be listed in Plan to get funding
- Region programs money either for State or Federal funds

Transportation Funding 101

- We spend money on:
  - Maintenance & Operations
  - Managing System (Efficiency)
  - New Facilities

Projected Average Annual Regional Expenditures by Function

Source: MTC 2035 Plan
We get money from:
- Federal, State & Local
- Mostly Taxes
  - Fuel, Sales, etc.
- Local Share Increasing

Projected Average Annual Regional Revenues

Source: MTC 2035 Plan
MTC's Regional Transportation Plan T-2035

Project Plan Revenues: $223 billion total

- Local: $188 billion (48%)
- Regional: $31 billion (14%)
- State: $44 billion (20%)
- Federal: $27 billion (12%)
- Anticipated/Unspecified: $13 billion (3%)

STP/CMAQ (Includes ARRA)
STIP
TFCA
Lifeline

HISTORICAL ALAMEDA COUNTY FEDERAL/STATE PROGRAMMING LEVELS

Funding Volatility

Sales Tax: Measure B
Limited Funding Discretion
MTC 2035 Transportation Plan

Committed Funding:
$191 billion (86%)
- 65% to transit
- 35% to roads, bike, and ped needs

Discretionary Funding:
$32 billion (14%)
- 85% to maintenance
- 15% to expansion

Source: MTC 2035 Plan

Capital vs. Operations

- Many revenue sources support capital improvements
- Fewer revenue sources provide funds for maintenance and operations
  
  Creates challenges for maintaining and operating existing system

To maintain region’s transportation system over next 25 years, MTC projected shortfall???
Many revenue sources support capital improvements
Fewer revenue sources provide funds for maintenance and operations
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To maintain region’s transportation system over next 25 years, MTC projected shortfall???

$49.4 billion!!!

25-Year Local Road Maintenance Need
(Escalated $ in billions)

Source: MTC Transportation 2035 Change in Motion Presentation
As state gas tax revenue declines...

Local funding plays a more important role.

Self-Help Measures

- Alameda is one of 19 counties statewide who have passed a sales tax for transportation purposes (7 of the 9 Bay Area counties)
- Alameda generates about $100 million annually from its ½ cent sales tax
  - San Francisco - $70 million annually (1/2 cent)
  - San Mateo - $65 million annually (1/2 cent)
  - Santa Clara - $160 million annually (1/2 cent)
  - Marin - $20 to $22 million annually (1/2 cent)

NOTE: Every county has experienced a decline in sales tax income over the last two years

Transportation Expenditure Plan (TEP)

- Currently: Measure B
  - ½ cent sales tax
  - Passed by voters 1986
  - Reauthorized 2000
  - Valid 2002-2022
- Revenue Split:
  - 60% Programs
  - 40% Capital Projects

Current Measure B Funding Split

1. Capital Projects, 40%
2. Local Streets and Roads, 22%
3. Bicycle and Pedestrian Safety, 5%
4. Special Transportation for Seniors and People with Disabilities, 10.5%
5. Mass Transit, 22%
Current End of Program Revenue Estimates

- Original Expenditure Plan Revenue Forecast: $2.9 million *
- Current Revenue Forecast: $2.1 million**
- Projected Gap: ($800 million)
  - Programs shortfall: ($500 million)
  - Capital Projects shortfall: ($300 million)

If We Do Nothing

- Unreliable and Decreasing Federal and State Funding
- Little NEW Funding for Transportation Capital Improvements 2012 and Beyond
- Needs continue to outpace funds

Credit: vinzcha, used under Creative Commons license
Measure F: Alameda County Vehicle Registration Fee (VRF)

MEASURE F USES

- November 2010 Ballot
- $10 increase in VRF
- $110 million projected over 10 years

Planning in a New Context

- Alameda CTC = new agency transitions
- Regional Plan changing
  - First Sustainable Communities Strategy
  - New performance measures
  - Open “committed projects”

+ =

ALAMEDA County Transportation Commission
Alameda County envisions a premier transportation system that promotes sustainability, opportunity, choice, prosperity, equitable access, and health.

Goals: Our transportation system will be:
- **Multimodal**
- **Accessible** for people of all ages, incomes, abilities and geographies
- **Integrated** with land use patterns
- **Connected and connecting** across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes.
- **Effective, Reliable and Efficient**
- **Well Maintained**
- **Safe and Healthy**, and
- **Accountable** to established measures of progress and success
Key Points of Influence 2010-2011

- Vision and Goals – Oct-Jan
- Briefing Book – Jan
- Key Needs – Dec-Feb
- Performance Measures and Scoring Criteria – Jan-Mar
- Screened List of Projects/Programs – Feb-July
- Packages of Projects/Programs – Mar-July
- Draft Countywide Transportation Plan – July-Nov
- TEP Strategic Direction – May-Nov
- TEP Project/Program Selection – July-2011

2012:
- Final Countywide Transportation Plan
- Draft Expenditure Plan
- Final Expenditure Plan

THANK YOU!
QUESTIONS?