

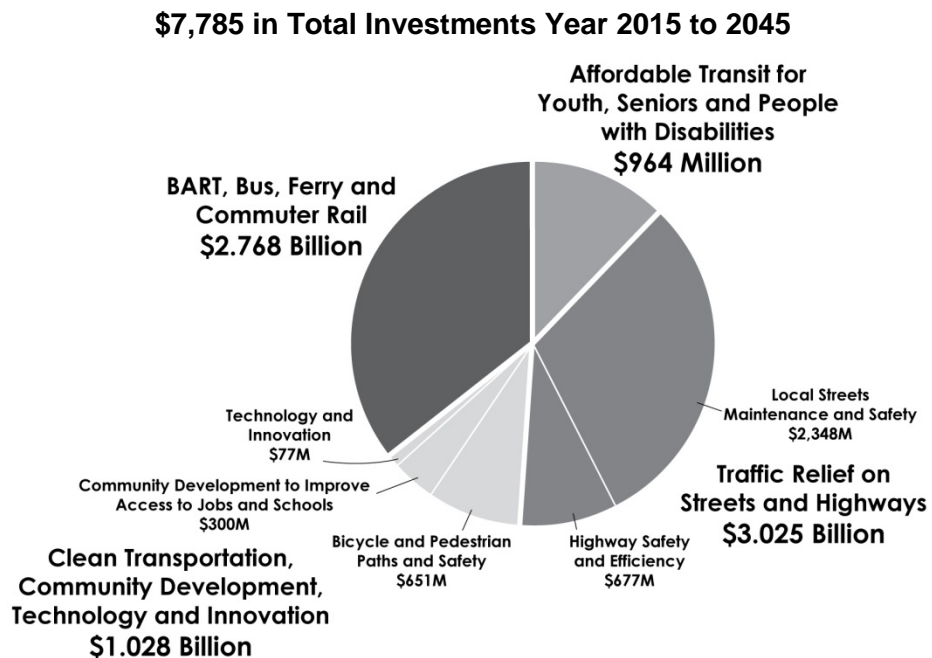
INTRODUCTION

Summary of Investments	FUNDS ALLOCATION* (\$ x million)
<b>BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services</b>	<b>\$1,587</b>
BART Expansion and Maintenance	<del>\$349</del> \$749
Bus Operations, Maintenance and Rapid Bus Projects	\$1,548
Commuter Rail Improvements	<del>\$832</del> \$432
Ferry Services in Alameda County	\$39
<b>Affordable Transit for Youth, Seniors and People with Disabilities</b>	<b>\$964</b>
Affordable Youth Transit to School and Transit Innovation	\$190
Affordable Transit for Seniors and People with Disabilities	\$774
<b>Traffic Relief on Streets and Highways</b>	<b>\$3,025</b>
City and County Streets*	\$2,348
Highway Safety and Efficiency	\$677
<b>Clean Transportation, Community Development, Technology and Innovation</b>	<b>\$1,028</b>
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	\$651
Community Development Projects to Improve Access to Jobs and Schools	\$300
Technology and Innovation	\$77
<b>TOTAL INVESTMENTS (YEAR 2015 TO 2045)**</b>	<b>\$7,785</b>

Notes:


\*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.

\*\*Estimated funds from 2015 to 2045 are anticipated to be almost \$8 billion.



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 <p><b>BART, Bus, Senior, and Youth Transit (48%)</b></p>	Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		Altamont Commuter Express	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	\$38.70	0.5%
		Livermore Amador Valley Transit Authority	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	\$15.00	0.19%
		<b>Subtotal</b>	<b>\$1,857.63</b>	<b>24%</b>
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Service Grants	\$77.40	1.0%
		<b>Subtotal</b>	<b>\$774.01</b>	<b>10%</b>
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	\$10.0	<b>14%</b>
		Alameda to Fruitvale BART Rapid Bus	\$9.0	
		Grand/MacArthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		<b>Subtotal</b>	<b>\$35.0</b>	
	BART System Modernization and Expansion	Irvington BART Station	\$120.0	<b>14%</b>
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		<del>BART to Livermore</del>	<del>\$400.0</del>	
		<b>Subtotal</b>	<b><del>\$710.0</del>\$310.0</b>	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	\$120.0	<b>14%</b>
		Union City Intermodal Station	\$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
Oakland Broadway Corridor Transit		\$10.0		
Capitol Corridor Service Expansion		\$40.0		
<del>Valley Link</del>		<del>\$400.0</del>		
<b>Subtotal</b>		<b><del>\$355.0</del>\$755.0</b>		
<b>TOTAL</b>		<b>\$3,731.64</b>	<b>48%</b>	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

## BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments.

Funds for operations and maintenance will be provided to transit operators in the

county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing [BART-rail](#) system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

### TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, \$1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

#### Transit Operations and Maintenance Program (21.55% of net revenue, estimated at \$1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) \$Millions
AC Transit	18.8%	\$1,455
ACE	1.0%	\$77
BART Maintenance	0.5%	\$39
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
<b>Total Transit Operations</b>	<b>21.55%</b>	<b>\$1,668</b>

#### Affordable Youth Transit Pass Program (\$15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

#### Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at \$175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

## BART, BUS, SENIOR AND YOUTH TRANSIT

### BART ~~STATION EXTENSION~~ AND SYSTEM IMPROVEMENTS (\$3710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, ~~as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

#### ~~BART to Livermore (\$400 M)~~

~~This project funds the first phase of a BART Extension within the I 580 Corridor freeway alignment to the vicinity of the I 580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

#### BART Station Upgrades and System Improvements (\$310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

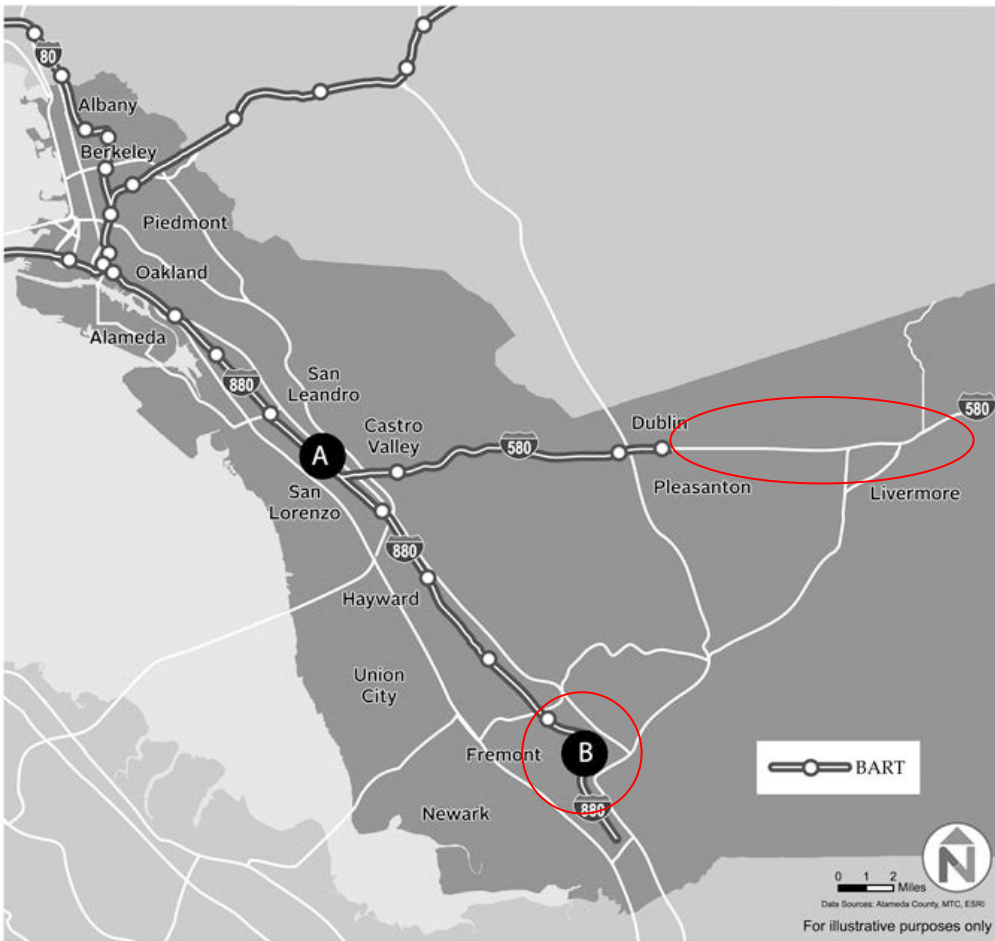


- **The Bay Fair Connector/BART METRO project will receive \$100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the

southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive \$90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.
- **The Irvington BART Station will receive \$120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B - BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C - Irvington BART Station" to a new "B"

**A** Bay Fair Connector / BART METRO

**B** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

**MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS (\$355-755 M)**

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

**Dumbarton Corridor Area Transportation Improvements (\$120 M)**

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

**Union City Intermodal Station (\$75 M)**

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



**Capitol Corridor Service Expansion (\$40 M)**

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

**Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)**

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

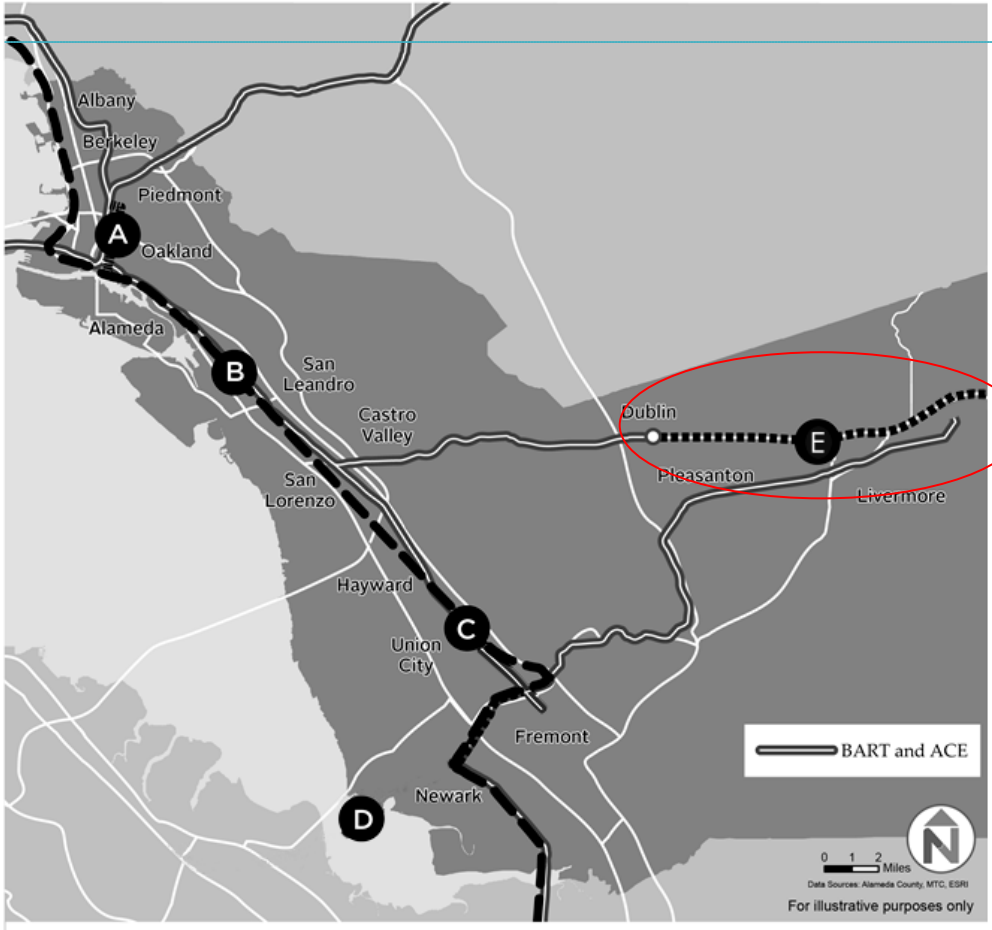
**Oakland Broadway Corridor Transit (\$10 M)**

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

**Valley Link Rail in Alameda County (\$400 M)**

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment, defined as from the Dublin/Pleasanton BART station to the proposed Mountain House station, that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



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- A** Broadway Corridor Transit
- B** Capitol Corridor Service Expansion
- C** Union City Intermodal Station
- D** Dumbarton Corridor Area Transportation Improvements
- E** Valley Link Rail

Not Shown:  
- Railroad Corridor Right of Way Preservation and Track Improvements

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