



AGENDA REPORT

TO: DEANNA J. SANTANA
CITY ADMINISTRATOR

FROM: Vitaly B. Troyan, P.E.

SUBJECT: Transportation Expenditure Plan

DATE: February 16, 2012

City Administrator
Approval

Date

2/16/12

COUNCIL DISTRICT: City-Wide

RECOMMENDATION

Staff recommends that the City Council adopt a Resolution to Endorse and Support the Approval of the Alameda County Transportation Expenditure Plan and Recommend to the Alameda County Board of Supervisors Placement of an Extension and Augmentation of the Existing Transportation Sales Tax on the November 2012 Ballot.

EXECUTIVE SUMMARY

Alameda County Measure B refers to a half cent sales tax, passed by voters in 2000, which funds transportation projects and programs in Alameda County. The existing sales tax measure terminates in 2022. The Alameda County Transportation Commission (Alameda CTC) has prepared a proposal to extend this sales tax indefinitely, and to increase the tax to 1 full cent. Alameda CTC has approved a new Transportation Expenditure Plan (TEP) to govern expenditure of these funds during the period from 2013 to 2042. Alameda CTC is requesting that the City of Oakland approve the TEP, and request that the County Board of Supervisors place a Measure on the November 2012 Ballot that would extend and augment the current transportation sales tax subject to this TEP.

The Transportation Expenditure Plan requires the consent of 50% of the jurisdictions with 50% of the population to proceed. As the largest city in Alameda County, passage of this Resolution by the City of Oakland is critical to placing this Measure on the ballot.

Item: _____
Public Works Committee
February 28, 2012

OUTCOME

The proposed extension of Measure B is estimated by staff to produce approximately \$1.36 billion dollars in transportation funds for the City of Oakland over the next thirty years, half of which will flow directly to the city in pass-through payments for local streets and roads, bicycle and pedestrian, and paratransit programs. The other half will be available for specific Oakland projects or through discretionary grants programs, both overseen by Alameda CTC. Funding for transportation projects and programs will approximately double with passage of the new measure. The TEP provides a framework that defines how these funds will be spent throughout Alameda County.

BACKGROUND/LEGISLATIVE HISTORY

In 1986, voters approved Measure B, a 1/2 cent sales tax, to fund transportation improvements and programs 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. Virtually all of the major projects promised to and approved by the voters in that measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the current Measure B expenditure plan ends in 2022. While the existing measure will remain intact through 2022, the new Alameda County Transportation Expenditure Plan has been developed for two reasons:

First, the capital projects in the existing measure have been largely completed, with many projects implemented ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.

Second, due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are most important to Alameda County residents:

- Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
- Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.
- Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and less service.

- Reductions in local funding to transportation programs for seniors and persons with disabilities have resulted in cuts in these programs as the populations depending on them continue to increase.

Since the recession began, the gap between road maintenance needs and available funding is at an all-time high, and bus services in Alameda County have been cut significantly. The new expenditure plan will allow local funding to fill in the gaps created by declining state and federal revenue and will keep needed services in place and restore service cuts for many providers.

The expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and the TEP over the past two years.

The City of Oakland participated in the two year long effort to develop the TEP in a variety of ways. In May of 2011, the City Council approved a list of transportation priorities for inclusion in the Alameda Countywide Transportation Plan (See Attachment A- Agenda Report and Resolution No. 83345 C.M.S.). These priorities formed the basis for projects and programs included in the TEP. Council President Larry Reid and Council Member Rebecca Kaplan, the City of Oakland's representatives on the Alameda CTC Board, participated in the Policy Committees overseeing TEP development. City Public Works staff represented the City on the Technical Advisory Committee. Oakland residents and Oakland-based organizations were represented on the Community Advisory Committee.

The TEP was approved by the Alameda County Transportation Commission on January 26, 2012 (See Attachment B).

ANALYSIS

The new Alameda County Transportation Expenditure Plan responds to the county's continued transportation needs through the extension and augmentation of a consistent, locally generated and protected funding stream to address the County's transportation needs. A key feature of the local transportation sales tax is that it cannot be used for any purpose other than transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, or as amended by the Alameda County Transportation Commission. The ACTC can only amend the plan after public notice and a forty-five (45) day comment period for the cities, followed by a 2/3rds vote.

The ballot measure that supports this plan will both augment and permanently extend the existing half-cent sales tax for transportation in Alameda County, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, the expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, and thereafter pursuant to comprehensive updates, programming a total of \$7.8 billion throughout the County in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future every 20 years thereafter.

The TEP includes a set of strong taxpayer safeguards to ensure that the promises in the plan are met. These include an annual independent audit and report to the taxpayers; ongoing monitoring and review by an Independent Watchdog Committee; requirement for full public review and periodic voter approval for a comprehensive update to the expenditure plan every 20 years after 2042; and strict limits on administrative expenses charged to these funds.

Oakland will conservatively receive approximately \$1.36 billion through 2042 under this plan (see Table 1, below).

Table 1
 Measure B Extension
 Estimated Funds to Oakland
 2013-2042

Funding Category	Estimated Total (millions \$)
Direct Pass-throughs to Oakland	
Local Streets and Roads	\$563
Bicycle and Pedestrian	\$61
Paratransit Operating	\$41
Projects ⁽¹⁾	
Major Arterial Street Projects (inc. Oakland Army Base project)	\$160
Freight Corridors and Projects (inc. 7 th Street Grade Separation & Truck Routes to Port)	\$115
1-880 Projects (inc. Broadway/Jackson, Oak St Ramp, 42 nd /High)	\$115
Bay Trail and East Bay Greenway	\$66
Transit Oriented Development Projects	\$160
Broadway Transit Corridor	\$10
Discretionary Grants (variety of project types) ⁽²⁾	\$68
TOTAL estimated funding	\$1,359

1) Estimated dollars that will be allocated by Alameda CTC to named projects in expenditure plan; actual totals will depend on project readiness, funding needs and availability

2) A conservative estimate based on receipt of 25% of all applicable discretionary funds, in keeping with the population distribution formula

More than half of these estimated funds will flow directly to the city for use in three areas: local streets and roads, bicycle and pedestrian facilities, and paratransit. The remaining funding will be managed by Alameda CTC; most is designated for particular projects, with smaller amounts designated for discretionary grant programs. Oakland has a number of major projects listed as eligible for funding, and actual funding to these projects will flow dependent on project readiness. Oakland will also be competitive in several programmatic discretionary grant categories. Overall geographic and population equity will guide fund dispersal. Based on these factors, Oakland staff estimates that a total of nearly \$1.36 billion will flow to the City of Oakland over the 30 year life of the expenditure plan.

Passage of this measure will benefit the City of Oakland and its residents. Oakland will benefit from the near doubling of resources available for city priorities such as street resurfacing, bicycle and pedestrian projects, paratransit services, neighborhood traffic safety, and improvements around transit hubs. In addition, funding will be provided to restore AC transit service cuts, improve freight access to the Port of Oakland, and provide support for student transportation to middle and high school. Whether or not money flows through the City of Oakland, residents of the city will benefit from this increased funding.

During the final formation of the TEP, a "Community Vision Platform" (CVP) proposed by a group of community-based organizations encouraged the Alameda CTC Board to enhance several key aspects of the plan, which includes providing additional pass-through funding for local streets and roads; funding for AC transit operations; and subsidies for a student bus pass. The final TEP reflects a partial fulfillment of these priorities, and in particular transit operating pass-throughs increased substantially to a total of 18.8% of all TEP funds. Some elements of the CVP coalition do not believe the changes were sufficient, and may still remain opposed to the proposal.

There is a unique window to pass this Measure in 2012 which may not exist again in the future. In 2011 the State legislature passed, and the Governor signed, a bill allowing Alameda County to exceed the sales tax cap rate of 9.25 percent, but only if the measure is passed in 2012 (several Alameda County jurisdictions are currently at their legal maximum). There is no guarantee that Alameda County will be able to gain this authority again in the future.

POLICY ALTERNATIVES

The City Council may decline to endorse the TEP. While the TEP could technically go forward, without the City of Oakland endorsement, garnering the 50% of jurisdictions with 50% of population required from the remaining cities will be difficult. The lack of endorsement by the largest city in Alameda County would likely be a major setback to prospects for the measure's success. Should the City Council decline to endorse, the City would likely have far less leverage and/or matching funds for winning competitive grant applications.

If the current TEP does not proceed to the 2012 ballot, or is defeated at the polls, it is likely that no succeeding measure will be proposed until 2016, the next presidential election year. Thus, in addition to risking transportation funding beyond the 2022 termination of the existing Measure B, Oakland risks losing at least four years of badly needed transportation funding until a successor measure can be devised and successfully approved.

For these reasons, Staff recommends approval of the current TEP.

PUBLIC OUTREACH/INTEREST

Alameda CTC completed an extensive public outreach effort during the formation of this Transportation Expenditure Plan. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

COORDINATION

The Public Works Agency, Infrastructure Plans and Programming Division, staffed and monitored development of the Transportation Expenditure Plan. The Division coordinated with all divisions of Public Works, as well as CEDA Planning and Redevelopment staff during the identification of plan priorities. These priorities were reviewed and approved by City Council in May, 2011 (see Attachment 1: Agenda Report and Resolution). In addition, staff coordinated with the Human Services Division regarding paratransit programs, the Port of Oakland regarding joint Port/City priorities, and AC Transit regarding transit priorities. During the latter phases of TEP development, PWA coordinated closely with the City Administrator's office and the City's policy representatives on the Alameda CTC Board on the final attributes of the plan.

FISCAL/POLICY ALIGNMENT

Over the next 30 years, the proposed sales tax is estimated to provide approximately \$1.36 billion dollars to the City of Oakland for local streets and roads, bicycle and pedestrian, transit and paratransit, and other transportation related funding. Approximately \$665 million will flow directly to the City in direct pass-through payments, and the remainder will be available to be programmed to transportation projects and programs named in the measure.

Item: _____
Public Works Committee
February 28, 2012

If this program is successful, Oakland's Measure B support will nearly double. This funding will allow increased investment in the City's transportation infrastructure, including priorities such as the street resurfacing program, bicycle and pedestrian plan implementation, streetscape improvement projects, and improvements in and around transit hubs throughout the City. This is especially critical since other sources of funding for these activities, such as the gas tax, have been decreasing when adjusted for inflation since 1994.

SUSTAINABLE OPPORTUNITIES

Economic:

This program will allow critical investments in the maintenance of and enhancements to the City's multi-modal transportation infrastructure. It will also provide critical support for transit and paratransit operations. In total, these investments will enhance the efficiency and affordability of the transportation network and enhance the potential for economic development in the City of Oakland.

Environmental:

This program devotes the majority of funding to transit, bicycle, and pedestrian investments, and therefore supports the goal of reducing pollutants and greenhouse gases in the City of Oakland and throughout the region.

Social Equity:

The large investments of this program in transit and paratransit, as well as bicycle and pedestrian improvements, are intended to provide maximum mobility for those without access to single occupant vehicles. Further, the program targets investment in and around existing transit hubs where many of the regions lower-income households currently reside. This program should increase the access to and availability of transportation options for lower income households in the City of Oakland.

CEQA

CEQA is not applicable to the Transportation Expenditure Plan. However, future individual transportation projects may require CEQA/NEPA clearances, which will be completed at the appropriate time.

For questions regarding this report, please contact Bruce Williams, Senior Transportation Planner, at 510-238-7229.

Respectfully submitted,


PUBLIC WORKS AGENCY
VITALY B. TROYAN, P.E.
Public Works Director, Public Works Agency

Reviewed by:
Michael Neary, PE, Assistant Director

Prepared by:
Bruce Williams, Senior Transportation Planner
Infrastructure Plans and Programming Division, PWA

Attachment A – *Agenda Report and Resolution No. 83345 C.M.S.*
Attachment B – *Alameda County Transportation Commission Transportation Expenditure Plan*

Item: _____
Public Works Committee
February 28, 2012

CITY OF OAKLAND
AGENDA REPORTFILED
OFFICE OF THE CITY CLERK
OAKLAND

2011 APR 13 PM 6:18

TO: Office of the City Administrator
ATTN: P. Lament Ewell
FROM: Public Works Agency
DATE: April 26, 2011

RE: Resolution Endorsing And Establishing Specific Programs And Projects As
Oakland's Top Priorities For Funding In The 25-Year 2012 Countywide
Transportation Plan

SUMMARY

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon. This includes capital, operating and maintenance for freeways, buses, rail, ferries, bikes and pedestrian facilities. The Plan is updated every four years and serves as a vital guide for the transportation infrastructure investment decisions in Alameda County.

The CWTP will form the basis for devising Alameda County Transportation Commission's Transportation Expenditure Plan (TEP, also known informally as the "Measure B Sales Tax Extension"). The expenditure plan will fund a sub-set of projects in the CWTP; the actual list will be determined partially on the basis of CWTP priorities, and also on the basis of what is politically feasible to achieve success at the ballot box (requires a 2/3 majority to pass). The CWTP and TEP are the gateways to realizing critical sources of funding for Oakland transportation needs.

A Resolution has been prepared recommending Oakland's priority transportation projects and programs to be included in the update of the CWTP. Funding for all transportation purposes, Countywide, is currently estimated at \$11.7 billion over the next 25 year-period, however more than 80% of that figure is devoted to maintenance of the existing system (paving, transit operations, etc) or completion of projects in process, leaving a much smaller figure available for "new" projects. Funds are particularly constrained in this cycle due to the current budget issues at both the state and federal levels. However, Oakland is requesting a considerable share of these funds for three primary reasons: we have extensive aging infrastructure and little means to fund replacement; we are targeted to absorb over a third of the growth in housing anticipated by 2035 by the Association of Bay Area Governments, and in order to realize development opportunities to meet that target we must be funded to provide the basic transportation infrastructure for transit-oriented development in our Priority Development Areas (PDAs); and, as the largest City in the County and the prime location as the center of the goods movement industry for the Bay

Item: _____
Public Works Committee
April 26, 2011

Area, we need support for maintaining and expanding our regional Port, Airport, and freight networks.

In brief, the following Projects and Program areas are recommended for submittal.

Projects:

1. 1-880 42nd Avenue/High Street Access Improvements
2. 1-880 Broadway/Jackson Access Improvements
3. Oakland Army Base Transportation Infrastructure Improvements

Program Areas by Topic:

1. Local Streets and Roads Rehabilitation (A – E)
2. Local Streets and Road Operations: (A – B)
3. Local Road Safety Program: (A – B)
4. Bicycle and Pedestrian Safety and Enhancements (A – B)
5. Transit Enhancement: Transit Villages/Priority Development Areas (A – H)
6. Transit Facilities: Enhanced Transit on Broadway
7. Parking Management: Parking Meter Enhancements
8. Lake Merritt Channel/Estuary Area/Oakland Greenway Connection Improvements
9. Goods Movement: Truck Facilities and Truck Route Rehabilitation
10. Caldecott Tunnel: Sound Walls

Project and program details are discussed in the body of the report. Summary recommendations and cost estimates for Oakland projects and programs to be included in the CWTP are in **Attachment A**. These recommendations confirm existing Oakland policy on transportation funding priorities, extend projects and programs which are in the existing 2008 CWTP and are not yet implemented, and introduce a limited number of new projects and programs. This list of Oakland priorities is not financially constrained, and may be trimmed during the Alameda CTC plan development process which is financially limited, and which is proceeding over the next six months.

An accelerated timeframe for submittal of projects and programs to the Alameda County Transportation Commission (ACTC) has prevented Oakland from meeting normal Council reporting requirements. The Metropolitan Transportation Commission (MTC) released a Call for Projects on March 1, 2011. The City had to submit all requests to the ACTC before April 12 to be considered for inclusion in these plans, so ACTC could coordinate the submittal of a Draft List to MTC for jurisdictions in the county by April 29. ACTC will subsequently hold Committee and Advisory Committee meetings to discuss the Draft List, and will bring a Final List to the ACTC Commission for approval on May 26.

Item: _____
Public Works Committee
April 26, 2011

To meet the April 12, 2011 deadline, Council President Reid and Council member Kaplan, who represent Oakland by serving on the Alameda CTC Board, directed the development of the draft list of priorities that was submitted to Alameda CTC on April 12, 2011. This report represents an opportunity for the full Council to ratify those choices or offer amendments for consideration by the regional agencies.

FISCAL IMPACT

There is no fiscal impact associated with this report. Fiscal impacts will be determined when state and federal funds become available for programming to individual projects. In a separate, later report, staff will recommend a project priority setting system for assessing all transportation-related projects in the City, in order to make the most of these follow-on grant and funding opportunities. As funds become available, staff will return to Council for authorization as necessary to apply for each of the discretionary grant funds and to commit local matching funds if needed.

BACKGROUND

New County and Regional Transportation Plans Adopted Every Four Years

Every four years, MTC prepares a new 25-year Regional Transportation Plan. Leading up to that effort, the ACTC must update its 25-year CWTP to ensure that Alameda County's priority projects are included in the new RTP. Both plans are currently underway, and are very closely aligned. The CWTP will be adopted in the fall of 2011.

Federal regulations require that both plans be fiscally constrained to match available revenues. This requirement provides a level of assurance that projects in the 2012 CWTP and RTP have a reasonable chance of being funded over the next 25 years. In order for a local project to receive either federal or state discretionary funds, projects must be included in both plans. To be included in the plans, the County and the Region require that the projects already have been adopted locally in a planning document, and be reasonably well developed in scope and cost.

Oakland's Historic Applications to the CWTP

Based on an assumed availability of \$60-75 million, the 2004 CWTP contained the following Oakland projects: Transit Villages: Coliseum, MacArthur, West Oakland (\$20-25 million); I-880- at 42nd & High (\$11 million); Citywide Intelligent Transportation Systems (\$6-16 million); and Mandela Parkway Extension (\$3 million).

The staff report indicated a total need of \$308 million, and included these additional projects: the Posey tube, 5th Ave Ramp, 29th/Fruitvale, Bike/Ped Safety, and Lake Merritt Access- Bay Trail.

The City Council approved the 2008 CWTP Project List (Resolution 81038 C.M.S.), which consisted of 10 projects and requested \$125 million (assumed available). These requests, which also were not completely funded, included:

- 1-880: 29th/23rd Avenue Operational Improvements (\$19 million)
- 1-880: 42nd Avenue/High Street Access Improvements (\$15 million)
- Transit Villages (\$36 million)
- Citywide Intelligent Transportation System (ITS) (\$5 million)
- Army Base Street Reconstruction (\$2 million)
- Lake Merritt Roadway Improvements (\$8 million)
- Citywide Streetscapes (\$15 million)
- Local Street and Road Rehabilitation (\$25 million)

CWTP and RTP Projects and Programs

Projects, in the context of the CWTP and RTP, are generally large, complicated capital projects that enhance transportation capacity (such as freeway interchanges). They generally have a total value of \$50 million or more. Most of the capital projects that Oakland generally seeks funding for, such as bike and pedestrian facilities, street resurfacing, etc., will actually be grouped in the CWTP as Programs. The distinction is important, because we do not need to request funding for specific small scale projects that fit with these Programs.

This CWTP, in contrast to previous years, has a greater emphasis on Programs, particularly programs which help to decrease greenhouse gas emissions, enhance development opportunities around existing and planned transit infrastructure, and improve goods movement. For the first time, the CWTP and RTP will require Alameda County and the Bay Area, respectively, to meet greenhouse gas (GHG) emission reduction targets set by the State of California under SB 375. In 2010, MTC adopted targets of a 7% GHG reduction by 2020, and a 15% GHG reduction by 2035.

To address SB 375 requirements and other needs, the CWTP and RTP are, also for the first time, required to develop a Sustainable Communities Strategy (SCS) to coordinate transportation and land use planning. The Alameda County SCS will be integrated with transportation improvements through the CWTP, and are expected to address transit oriented development, Priority Development Areas, transportation pricing, parking management; transportation systems management and goods movement, as well as transit connectivity, maintenance and operations.

Oakland has opportunities to gain a maximum "share" of countywide improvement funding because:

Item: _____
Public Works Committee
April 26, 2011

- ABAG regional population projections assume developed urban areas such as Oakland will accept a significant and increasing share of the region's population growth
- MTC is focusing more regional funding sources on supporting "Priority Development Areas" near transit stations, of which Oakland has 8 major BART stations and numerous smaller transit-oriented stations and districts
- The Countywide Plan has included Goods Movement as a major topic for the first time, and Oakland has major Port and Airport facilities that are expanding.

The Oakland City Council, in February of 2010, designated six areas as PDAs: West Oakland area, 12th and 19th BART Station areas, MacArthur BART station area, Fruitvale BART station and the Dimond district, Coliseum BART Station area, and the Eastmont Town Center (see Map on *Attachment B*). The majority of the remaining flatland areas of Oakland are in a second tier of designated areas named "Potential Development Areas", which are also eligible for funding but are less competitive than "Priority" areas in the region. Two specific "Potential Development Areas" are the Broadway Valdez Specific Plan area and the Lake Merritt BART Specific Plan area. As these will be adopted in the near future, funding for these PDAs is also requested. We recommend focusing our requests for each PDA in the CWTP Program requests, to ensure that maximum funding is allocated to those areas of the City that have been slated to accommodate the most growth by ABAG.

KEY ISSUES AND IMPACTS

Inclusion in the Countywide and Regional Plan Does Not Guarantee Funding

Inclusion of a project in the CWTP and RTP does not assure funding for that project. Rather, it enables a project (or project phase) to compete for discretionary state and/or federal funds when revenues become available. Projects in the current 2008 CWTP and RTP must be reaffirmed in order to be included in the 2012 plans to maintain their eligibility for future funding. In addition, projects must be included in these plans if Oakland wants to secure federal funds when Congress reauthorizes the federal surface transportation bill (currently assumed for the fall of 2011).

Many Needs, Few Resources

Oakland struggles to maintain its basic transportation infrastructure. The City has extensive needs simply to repave streets, repair sidewalks, and install ADA-compliant curb ramps. Maintaining this infrastructure is a priority, and identifying funding for important and economically transformative projects is also a priority.

Keep Currently Programmed Projects Moving

Several Oakland-sponsored projects are in the current 2008 CWTP and RTP. These include the 42nd and High Street Access to I-880, Coliseum and MacArthur Transit Villages, and the Citywide Intelligent Transportation System (ITS) Phase I. (The latter two are now considered "programs", not "projects"). Given the City's investment to date in planning, designing, and

engineering these projects and their respective importance in addressing identified transportation needs, continued financial commitment to complete these projects is necessary. Failure to include them as projects or programs in the plans could remove the possibility of state or federal funding for their implementation.

POLICY DESCRIPTION

The Oakland projects and programs proposed for including in the 2012 CWTP include several continuing Oakland priorities as well as new recommendations. Some of the prior 2008 project recommendations will now be addressed in Program categories to ensure that our 2012 Project proposals are more focused and competitive.

Projects

Projects are generally large, complicated capital projects that enhance transportation capacity and have an ultimate cost of over \$50 million or more. These are all described in further detail below. Because funding will be constrained, staff will request only partial funding for most projects so that the initial phases can move forward.

Three Recommended High Priority Projects

1. **1-880 42nd Avenue/High Street Access Improvements (Continuing Project)**
This project will realign Oakland local roadways upon completion of the Caltrans-funded project at this I-880 intersection. The area will then be opened up for additional economic development opportunities adjacent to the freeway. The project is currently in the property acquisition phase, and still needs funding to proceed through final design and construction phases.

Recommended CWTP request: \$20 million

2. **1-880 Broadway/Jackson Access Improvements (Continuing Project)**
This project is a priority for both Oakland and the City of Alameda. It will add off-ramps from I-880 for better access into all of the Oakland downtown areas including the waterfront, as well as reduce cross-town traffic through Chinatown. Intersections will be reconfigured to better serve local traffic, as well as access to the I-880 freeway from Oakland and Alameda. This project is funded through the Preliminary Engineering/Environmental Analysis Phase, but needs to be funded for final design and then construction. Since this project has implications for multiple jurisdictions, we are asking that the ACTC Board become the sponsoring agency, while we serve as the lead.

Recommended CWTP request: \$50 million

Item: _____
Public Works Committee
April 26, 2011

3. **Oakland Army Base Transportation Infrastructure Improvements (New Request)**
A new project proposed for the CWTP, but a long standing Oakland priority, is the Oakland Army Base Transportation Infrastructure Improvements project. This project will improve transportation infrastructure on the former Oakland Army Base, as both the City's and Port's plans are part of a larger vision for improving goods movement, reducing vehicle conflicts, creating access to a new regional park, and creating development opportunities. Targeted improvements include, but are not limited to, the total reconstruction of Wake, Burma, and Maritime Streets. *Note: The rehabilitation of 7th Street and the Oakland Harbor Intermodal Terminal are Projects proposed by the Port of Oakland that are related to the Army Base Transportation Infrastructure Improvements, and could also be incorporated in the Goods Movement Program category as complementary projects. The City is not formally submitting applications for these projects as the Port has undertaken that responsibility.*

Recommended CWTP request: \$100 million

Programs

Funding in some Program categories, such as local streets and roads (paving), are determined by regional funding formulas and do not require specific project requests from cities. However, the City of Oakland recommends that the highest possible percentage of funds be directed into the Local Streets and Road Rehabilitation, Safety, and Operations Improvements Programs, because Oakland has an identified need of over \$478 million dollars now. We also ask ACTC to provide additional resources above and beyond our regional "fair share", as our streets need to be able to carry not only private vehicles, but transit buses, emergency vehicles, bicyclists, and pedestrians, and meet the critical needs of the goods movement industry, which is based in Oakland and which supports the economic health and stability of the Bay Area. Other program areas Oakland recommends funding for include: Transit Enhancement: Transit Villages; Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS) and Signal Operations; Local Road Safety Program: Railroad Crossings and Street Realignment; Bicycle and Pedestrian Safety and Enhancements; Transit Facilities: Enhanced Transit on Broadway; Parking Management: Parking Meter Enhancements; and Goods Movement: Truck Facilities and Truck Route Rehabilitation.

Ten Recommended High Priority Programs

1. **Local Streets and Roads Rehabilitation (6 Items, A – E)**

Comprising a network of 2,300 lane miles Oakland streets are ranked 95th poorest among the Bay Area's 109 cities, Our total need for local streets and roads rehabilitation is \$478 million; our annual need is \$23 million. We can only spend about \$5 million per year to accomplish this task. The streets are currently on an 85-year resurfacing cycle, which means a street will be resurfaced once in your lifetime. The industry standard is a 25-year cycle.

Item: _____
Public Works Committee
April 26, 2011

Given the magnitude of our deterioration and extent of our funding need, we are recommending that ACTC assign the highest possible percentage of funds to this program. We are also asking Alameda CTC to program additional resources to Oakland above and beyond our regional "fair share", because we are at the center of the goods movement for the Bay Area and therefore need the greatest support in keeping both local and regional transportation facilities in good working order. This program request covers residential street paving and pothole repair, industrial street paving and repair, commercial street paving and repair and bus pads, bridge replacement, sidewalk repair and replacement, and ADA curb ramp installation and other required improvements.

A. Residential Street Paving and Pothole Repair

The MTC Pavement Management System, required by MTC to qualify for funds, prepares a recommended street network rehabilitation program based on three primary factors: the Pavement Condition Index (PCI) for each street segment, the estimated cost of pavement rehabilitation methods, and available funding. Based on this information, the program produces a recommended sequence of street rehabilitation that accounts for future, ongoing deterioration, the appropriate rehabilitation method for each street segment, and inflationary costs over time. Using this software allows the City of Oakland to make long-range projections about the condition of the street network, optimal resource allocation and trends. Oakland's residential streets, however, are not eligible for funding by Federal grants through MTC programs. This is a serious problem for Oakland, as few dollars are available to do this critical work. The average Pavement Condition index (PCI) for Oakland residential streets is 55 out of a possible 100, considered a fair to poor condition.

B. Commercial Street Paving and Repair; Bus Pads

All pavement surfaces deteriorate over time, and our commercial and heavy transit streets absorb the impacts of heavy and constant traffic. A successful pavement management program uses pavement preservation techniques to distribute available funding on preventive maintenance treatments before pavement deterioration requires rehabilitation treatments that cost up to 5 times as much. In the worst cases, failed pavements require reconstruction treatments which can cost about up to 12 times the cost of preventive maintenance. This "multiplier" situation has become common on Oakland arterials, which must withstand bus and delivery vehicle traffic that rapidly deteriorate streets that do not have concrete bus pads or other concrete areas built to absorb heavy moving vehicles trying to stop. This is an Oakland responsibility, and a constant concern for the City as well as AC Transit, as the pavement areas without concrete bus pads presents significant vehicle delays and a safety hazard as well. The average Pavement Condition index (PCI) for Oakland commercial streets is 55 out of a possible 100, considered a fair to poor condition. At our current funding level, the PCI is projected to be 49 in 2014.

C. Industrial Street Paving and Repair

Streets in our industrial areas must be able to withstand heavy truck traffic and the weight and action of other vehicles associated with moving and distributing freight. The toll on these streets can be calculated by doubling the cost of any other street repaving activity. Industrial infrastructure studies have been completed, and show the areas of greatest need in West Oakland (\$120 million) and East Oakland (\$85 million); both are areas that get extensive traffic from the Port and Airport. As an example, Tidewater Avenue no longer has a base pavement level; it is instead a road of potholes.

D. Sidewalk Repair and Replacement

The City of Oakland has approximately 1,090 miles of sidewalks. A survey conducted in 2006 identified that 84% of sidewalks are in good condition and that 16% need repairs. The City is responsible for sidewalk repairs in those locations where they are damaged by trees; homeowners are responsible for other sidewalk repairs in accordance with State law and the Oakland Municipal Code. Three criteria guide the selection of City sidewalk repair and replacement: 1) responsiveness to the citizen demand for sidewalk repairs where pedestrian activity is highest; 2) compliance with the ADA requirements by selecting repair locations in a manner that supports a transit-oriented pedestrian plan and the ultimate development of accessible paths of travel for persons with disabilities; and, 3) reduction in the City's liability from trip and fall claims. The estimated cost of fixing the City's share of sidewalks is \$19.8 million. At current funding levels, the sidewalk program is currently at a 25-year repair cycle. However trip and fall claims related to damaged sidewalks will continue.

E. ADA Curb Ramp Installation and Other Required Improvements

The City's ADA Curb Ramp Transition Plan requires construction of ramps at approximately 18,047 locations in Oakland. 20% of cumulative gas tax funds must go to ADA compliance and the City must ensure that at least 600 new curb ramps are installed annually. The current sidewalk repair program follows a prioritized corridor approach focusing on heavily traveled paths and where provision of ADA compliant access is most critical. These areas include transit corridors, public buildings, commercial areas, medical centers, and high-density residential neighborhoods, as described in criteria above. This program is minimally funded in order to meet City's ADA compliance obligations.

SECTION 1 TOTAL NEED: \$478 million

Total Recommended CWTP request: \$200 million

2. Local Streets and Road Operations (3 Items, A –C)

A. Citywide Intelligent Traffic System (ITS)

Accommodating region-serving projects such as expansions at the Port and Airport and at BART and AMTRAK stations requires additional technology and management strategies to maintain or change the flows of traffic when necessary. Local transit, cars, delivery trucks, bicycles, and pedestrians must all obey traffic signals that are not always linked or synchronized. The Citywide ITS system is designed to interconnect traffic signals and closed circuit television cameras with Oakland's Transportation Management Center in downtown, allowing the monitoring and management of traffic along major arterials throughout the City from a central point. Most major cities have this type of facility. A fully functional system can diminish traffic congestion and improve traffic flow, improve air quality by reducing pollutants, reduce energy use by reducing fuel consumption, promote other modes of travel besides vehicles, coordinate transportation operations in an emergency, and provide safer streets. The system has been partially installed, but requires additional funding to become fully functional and to be able to deal with major emergencies.

B. Signal Operations, Striping, and Signs

Oakland has 671 traffic signals. Infrastructure replacement costs for obsolete electrical system to manage traffic could exceed \$21 million, as all signals need regular minor repair or major replacement to ensure efficient signal operation. These efficiencies save fuel, reduce pollution and wear on vehicles, and make bicycle and pedestrian crossings more effective and safe. The City is also responsible for 200,000 street signs, 3,600 miles of lane striping, 75 miles of hnear crosswalk and 6,000 stencil legends. No figures are available for traffic delineation and sign replacement, but degradation of markings and signs are visible throughout the City. This decay also decreases travel efficiencies and presents safety hazards.

C. Fleet and Equipment for Safe Operations

Oakland's Public Works Maintenance average fleet vehicle age is 9.7 years old, which is more than twice the average age for a similar-sized fleet, as dictated by industry best practices. These vehicles are used for the basic maintenance and repair of Oakland's streets and sidewalks. The age of the vehicles support evidence that they are neither energy-efficient (high fuel consumption, production of greenhouse gases) nor fully effective at performing the tasks needed (constant breakdowns, the unavailability of replacement parts, etc.). The only funding available to replace vehicles comes from grant sources; however, dedicated funding is needed.

SECTION 2 TOTAL NEED: \$97 million

Recommended CWTP request: \$25 million

Item: _____
Public Works Committee
April 26, 2011

3. Local Road Safety Program (3 Items, A – C)

A. Railroad Crossings

Oakland has an extensive rail network that has deficient crossings, according to the California Public Utilities Commission. Rail crossings are generally found to be deficient in gate arms and warning lights, at-grade cross-track sidewalk access that is continuous and ADA compliant, curbs, gutters, drainage inlets, repaving, medians, signs, pavement markings, and curb painting. Dangerous curves and a lack of speed attenuation devices can put drivers at risk.

B. Street Realignment

Street realignments and signal modifications are needed to provide a safe path of travel. Reduction of roadway widths and realignments can slow traffic speeds, enable more efficient bus stops or bus turn-outs, and protect pedestrian safety. Bicycle access improvements are required to ensure safe travel, not only by providing facilities that avoid conflicts with vehicles, but also in the repair of roadway and sidewalk surfaces that have potholes, unfilled trenching, buckling, and cracking.

C. Neighborhood Traffic Safety

Funding for neighborhood traffic safety items, including school safety traffic reviews, traffic calming, and public education competes with allocations for roadway maintenance activities, street resurfacing, and other transportation capital projects. Demand for pedestrian-safe facilities has grown over the last several years, outstripping available resources.

SECTION 3 TOTAL NEED: \$35 million

Recommended CWTP request: \$25 million

4. Bicycle and Pedestrian Safety and Enhancements (2 Items, A – B)

This program category includes Streetscapes, which was requested for funding in the 2008 CWTP as a single project. Streetscapes must include routine accommodation for all modes of travel.

A. Bicycles

Bicycle safety improvements are required to ensure safe paths of travel. Facilities that avoid conflict with vehicles (such as bicycle bridges) are important, but the repair of roadway surfaces that have potholes, unfilled trenching, buckling, and cracking is also a major concern. On a related note, the design and installation of Oakland's 11,000 storm drain inlets, open box-like structures that allow surface runoff to enter the storm drainage system, are also a challenge to bicycle safety. Curb inlets are usually installed along streets with curb and gutter improvements. The size and spacing of inlets generally

matches the anticipated storm flow collection needs, and standard sizes begin with a 4-foot-wide inlet flush mounted along the gutters of streets. The opening is covered by a steel grate of varying sizes. This grate can be dangerous for bicyclists if the design does not take into account that bicycle tires are much thinner than car tires, and are likely to be caught in the drain. Systematic inspection and replacement of these grates is very much needed.

B. Pedestrians

Needed enhancements include trails, paths, stairs, and pedestrian bridges (which may be combined with a bike bridge). The stairs and paths program in Oakland addresses a limited number of replacements and repairs, but many facilities are not addressed. At this time, most pedestrian facilities are implemented in conjunction with grant opportunities that are on meeting ADA facility needs or with standard conditions of approval applied to private development projects where applicable. A robust pedestrian program is critical in supporting Oakland's economic development and public safety goals, and is often addressed as a major part of the Redevelopment Agency-sponsored streetscape projects. If Redevelopment is eliminated or greatly reduced in the upcoming State Budget, pedestrian improvements will need greater timing and staff support.

SECTION 4 TOTAL NEED: \$25 million

Recommended CWTP request: \$20 million

5. Transit Enhancement: Transit Villages (8 PDAs, A - H)

This key program should be tied to carrying out the infrastructure development of the six Priority Development Areas and two Potential Development Areas identified in Oakland, as these areas are targeted to absorb the highest densities in the ABAG regional housing allocation process. Transportation needs are greatest in these areas. Requests cover construction of replacement parking structures, transportation infrastructure, and specific actions to improve transit, pedestrian and bicycle access to support dense development along the major corridors and nodes of commerce. In the 2008 CWTP, the Coliseum, MacArthur, and West Oakland BART stations were proposed as projects for funding, and MacArthur BART received funding to enable the start of construction. In this round staff recommends that this program be made available to any major transportation project within the six Council-adopted PDAs, and two future PDAs, subject to Council direction on priorities. A summary of the PDAs is below, and the map showing all PDAs is in ***Attachment B.***

A. Oakland Coliseum Transportation Infrastructure and Access Improvements

The Oakland Coliseum station, which has access by BART, Air BART, AC Transit, the Capitol Corridor, and the I-880 freeway, is in need of funding to improve these components and provide better connections and access. The BART station needs

reconfigured and expanded access to the Coliseum and Arena, structured replacement parking, road realignments, and bicycle and pedestrian access for local and regional fans and employees alike. This location is a prime site for increased commercial activities that serve people before and after events, and as such can be a greater venue for all kinds of recreation, as well as a key tax contributor to the City. Since this project has implications for multiple jurisdictions, as well as the Joint Powers Authority, we are asking that the ACTC Board become the sponsoring agency, while we serve as the lead.

Three specific infrastructure plans have been developed for the Woodland-81st Avenue Industrial Zone, Melrose-Coliseum Industrial Zone, and the Tidewater Industrial Zone. Issues include right-of-way disposition, roadway width, the configuration of major intersections, the heavy volume of truck traffic, and its use as a staging area by businesses, and linkage to the Airport. Safety issues include deteriorated streets and sidewalks, and significant risks from the lack of at-grade railroad crossings.

Recommended CWTP request based on approved PDA: \$85 million for Coliseum Station area, and \$20 million for the industrial area improvements, for a total of \$105 million

B. West Oakland BART Station Area

The West Oakland PDA is located within the westernmost portion of the city of Oakland, and incorporates the Acorn, Oak Center, and West Oakland Redevelopment Areas. Centrally located within the Bay Area and well served by regional transit systems, including four out of five BART lines and AC Transit transbay bus service, the West Oakland PDA is uniquely and exceptionally well sited to become a regional model for transit-oriented smart growth.

The vision for the future of West Oakland is for the reinforcement of its historical identity as a highly diverse community in terms of ethnicity, income, and social characteristics, while capitalizing on the area's proximity to the city centers of Oakland and San Francisco and its easy accessibility by transit. West Oakland is only 10 minutes from downtown San Francisco via BART, and is the first station to link the East Bay to BART stations in San Francisco and on the Peninsula. Infill development of dense housing is encouraged at key nodes, including around the BART station and the former Amtrak historic 16th Street train station. When this station is restored, there is also potential for future connections to the Amtrak Capitol Corridor train service within the West Oakland PDA.

Two focused areas targeted for significant transportation infrastructure include the Mandela Parkway Commercial Industrial Zone and the 3rd Street Corridor Commercial Industrial Zone. These are West Oakland industrial areas near the Port of Oakland and the Oakland Army Base. These transportation systems, comprised of streets, railroad spurs, bicycle routes, and pedestrian paths, work together to provide access to and through the areas and to deliver/ship freight and supplies. These local systems connect with a broader network of regional systems that include direct access to the Port of Oakland; BNSF and Union Pacific Railroad Corridors; California Interstate Routes 80, 880, 980 and 580; and the West Oakland BART Station.

Recommended CWTP request based on approved PDA: \$16 million for the West Oakland Station area, and \$121 million for the industrial area improvements, for a total of \$137 million

C. Downtown: 12th and 19th Street BART Station Areas

Downtown Oakland is the premier central district of the East Bay. Not only is it the large, regionally-focused Transit Oriented Development and the East Bay destination for businesses and individuals seeking access to a diverse, dynamic, vibrant district, but it is also a sustainable district where residents and visitors can more easily work and live a low-impact lifestyle. The essential development pattern of this urban core is Transit Oriented Development. Supporting the development of TOD in downtown Oakland are: three of five BART lines; ferry Service, approximately 40 AC Transit bus lines, Amtrak passenger rail service, major freight rail operations, and four major freeways and several major inter-city arterials.

To further realize this vision of downtown Oakland, a multitude of plans for downtown must be implemented, including: Downtown Parking and Transportation Plan, Broadway and Telegraph Avenue streetscape plans, Bicycle and Pedestrian Master Plans, and the Redevelopment Five-year Implementation Plan for the Central District. These plans identify specific transportation improvements necessary to enable the downtown to thrive, and are largely unfunded.

Recommended CWTP request based on approved PDA: \$139 million

D. Fruitvale BART Station Area and Key Corridor to the Dimond area

The Fruitvale/Dimond PDA is a model of transit-oriented development. There are several locations in Fruitvale and Dimond Districts that are well-served by multiple modes of transportation that have a concentration of high-density mixed-use residential and commercial developments with community services, public space for cultural events, and pedestrian-oriented design.

The Fruitvale/Dimond area has a high portion of transit-reliant residents and a retail economy that thrives on the heavy pedestrian traffic. However, many streets in the area lack continuity, basic paving, pedestrian lighting, safe crossings, street trees, landscaping, bus shelters, and functional sidewalks. International Boulevard, Fruitvale Avenue, and MacArthur Boulevard are identified as key corridors in need of improvement. Extensive streetscape planning efforts have been made in this area, but few have been implemented due to lack of funding. Completed transportation plans include the Five-Year implementation Plan for Central City East, Fruitvale Alive Community Transportation Plan, the Foothill Boulevard Streetscape Design Project, the Foothill/High/Melrose Streetscape Design Master Plan, the International Boulevard Streetscape Plan, and the 23rd Avenue Streetscape Plan.

Recommended CWTP request based on approved PDA: \$32 million

E. Eastmont Transit Center and Key Corridors

Eastmont Town Center is the only Transit Oriented District in Oakland that relies on a convergence of major bus routes (73rd Avenue, MacArthur Boulevard, Foothill Boulevard, and Bancroft Avenue) to form a compact, transit-oriented development area. The AC Transit bus network provides accessible transportation for neighborhood residents, business employees, social service recipients, retail customers, and others interested in traveling to the Eastmont Town Center and its immediate neighborhood. It is slowly emerging as a lively location of mixed-use development.

In order to achieve this vision, improving access by bus, walking, bicycling and transit is needed. A large number of specific planning efforts have occurred over the past five years that indicate that these improvements are needed, however funding to implement these plans is needed. These plans include: the East Oakland Community-Based Transportation Plan (2007), Central City East Vision & Strategy (2009), Neighborhood Market Drill Down (2005), Foothill/Seminary Public Transit Hub Streetscape Plan (2006), Foothill Boulevard Streetscape Improvements, MacArthur Boulevard Street Improvements, and the District 6 Neighborhood Revitalization-Main Street Project (2004). Additionally, another \$5 million in planning money is requested to explore resolution of access issues between the Eastmont Transit Center and Coliseum BART.

Recommended CWTP request based on approved PDA: \$10 million, plus \$5 million for additional study, for a total of \$15 million.

F. MacArthur BART Station Area

The MacArthur Transit Village Planned Development Area has the potential to be a model area for the Bay Area region. The recently approved MacArthur Transit Village Project is a classic example of Transit Oriented Development, placing 624 mixed-income housing units directly adjacent to the central hub and transfer point of the entire BART system and within easy access of the major employment centers of Downtown Oakland, Emeryville, and Kaiser, Summit and Children's Hospitals. The MacArthur BART Station is a true transit hub that is served by three of the five BART lines, four Alameda-Contra Costa Transit District (AC Transit) bus lines, and 5 shuttle services, including three hospital shuttles and the Emery-Go-Round shuttle.

The following plans have been developed and require funding for implementation: the MacArthur BART Station Access Plan, completed May 2008; Telegraph Streetscape Plan, completed July 2005; Broadway/MacArthur/San Pablo Redevelopment Plan (adopted July 2000) and 2009-2014 5-Year Implementation Plan (adopted December 2009); MacArthur BART Station West Side Pedestrian Enhancement Project, completed April 2004; and the MacArthur BART Safe Routes to Transit Bicycle Facility Feasibility Study, completed June 2008. While significant accomplishments have been made in realizing the vision developed by the Citizen's Planning Committee (CPC), the work that remains includes implementing the access strategies in the surrounding community to improve access to and from the BART Station. Planned improvements that need capital funding to proceed include pedestrian focused streetscape improvements on surrounding streets such as Telegraph, Martin Luther King, Jr. Way, and West MacArthur Boulevard, and bicycle lane connectivity from the BART Station to the nearby employment centers and surrounding neighborhood.

Recommended CWTP request based on approved PDA: \$13.5 million

G. Potential/Future PDA: Lake Merritt BART Station Area Specific Plan

When the Lake Merritt BART Area Specific Plan is complete, numerous improvements will be required to re-connect the component areas of the study through multiple transportation improvements: Chinatown, Lake Merritt BART station area, Laney College, Oakland Museum, Jack London Square area, and the Estuary. Probable projects include bicycle lanes and paths, transit circulators, improved and redesigned streets, bridges, and streetscapes, sidewalks, and a possible parking garage. Because the Plan is not yet complete, we recommend a placeholder of \$5 million in the CWTP to ensure that the plan process, EIR, and any additional studies can be completed prior to design development and construction requests.

Recommended CWTP request: \$5 million

H. Potential/Future PDA: Upper Broadway/Valdez Area Specific Plan
For the Upper Broadway/Valdez Area Specific Plan, many transportation improvements will be required to implement the dense housing and retail-oriented strategy, including connecting the component areas of the study through multiple transportation improvements and inclusion of a parking garage for the retail area. Streetscapes, street improvements and changes in alignment, transit support, bike lanes, and pedestrian amenities will all be needed. Because the Plan is not yet complete, we recommend a placeholder of \$5 million in the CWTP to ensure that the plan process, EIR, and any additional studies can be completed prior to design development and construction requests.

Recommended CWTP request: \$5 million

SECTION 5 TOTAL NEED: \$452 million
Total Recommended CWTP request: \$253 million

6. **Goods Movement: Truck Facilities, Truck Route Rehabilitation**
While the Oakland Harbor Intermodal Terminal and 7th Street Reconstruction are Projects proposed by the Port of Oakland that are related to the Army Base Transportation Infrastructure Improvements, these could also be incorporated in the Goods Movement Program category. The City, as the goods movement center of the Bay Area, has a great need for trucking facilities outside of residential neighborhoods and rehabilitation of truck routes.

SECTION 6 TOTAL NEED: \$100 million
Recommended CWTP request: \$25 million

7. **Transit Facilities: Enhanced Transit on Broadway**
The City of Oakland has ambitions to build an enhanced transit network starting with a new or improved facility running along Broadway from Jack London Square to 40th Street. In order to realize this dream, studies need to be completed that show the feasibility of the project. Assessments of potential ridership, financial support required, vehicle types, operations concerns, maintenance needs, the location of service yards, and conceptual design of the street need to be completed.

SECTION 7 TOTAL NEED: Unknown
Recommended CWTP request: \$5 million

8. Parking Management: Parking Meter Enhancements

Parking is part of a multi-modal approach to developing neighborhood transportation infrastructure and encouraging economic activity. It should be actively managed to maximize efficient use of a public resource. Parking policy and regulations should help the City meet other transportation, land use and environmental goals. Capital enhancements, such as smart meters, differential pricing facilities, directional "real-time" signs, fleet vehicles and equipment for parking management are needed.

SECTION 8 TOTAL NEED: \$10 million

Recommended CWTP request: \$5 million

9. Lake Merritt Channel/Estuary Area/Oakland Greenway Connection Improvements

A second new project is the Lake Merritt Channel/Estuary Area/Oakland Greenway Connection Improvements project. Identification of this project and support for its components in the Countywide Transportation Plan will allow state and federal funding to augment local funding for projects such as a planned Bicycle/Pedestrian bridge over the railroad tracks to the Estuary, Bay Trail bridge crossings at the Fruitvale, Park, and High Street Bridges, completion of the Lake Merritt channel trail from 7th Street to the Estuary, and design and implementation of the East Bay Greenway project that runs underneath BART from 50th Avenue to the San Leandro border. The projects were planned and developed in the City's Lake Merritt Master Plan, the Estuary Plan and Open Space, Conservation, and Recreation Elements of the General Plan.

SECTION 9 TOTAL NEED: \$77 million

Recommended CWTP request: \$30 million

10. Caldecott Tunnel - Sound Walls for Oakland

As a result of the approval of the construction of the 4th Bore of the Caldecott tunnel, Oakland residents near the tunnel and along Highway 24 will be severely impacted by noise from the additional traffic. Oakland will be submitting three sound wall requests to ACTC for projects to ameliorate the noise. These projects were highly rated by the ACTC, however, in-depth studies, which include contacting the affected residents and gaining consensus on their use and application, still remain to be completed.

SECTION 10 TOTAL NEED: \$10 million

Recommended CWTP request: \$7 million

Other Countywide Programs

Most other program areas will be funded at a countywide and regional level, and do not require specific City requests. The list of programs we are recommending does not include, and does not need to include, all categories for which Oakland would be eligible and for which we would expect funds to be available on a proportional basis to the City. Other programs may address ideas like transit/eco-passes, car share support, alternative fuel vehicles, fleet replacement, etc.

SUSTAINABLE OPPORTUNITIES

Economic:

Implementation of these projects and programs will support and improve the function and effectiveness of our local transportation system for goods movement and other industry and commercial business. Transportation systems are the backbone of Oakland's economic success and future development of our City. Planning and construction of projects will provide opportunities for employment to local consultants and contractors, which offer employment to Oakland residents and support Oakland businesses.

Environmental:

Many of these projects and programs encourage bicycle, pedestrian and transit use and strengthen connections to transit stations; others reduce traffic congestion. All projects have the potential to decrease greenhouse gas emission and other pollutants in the environment.

Social Equity:

These projects will provide greater accessibility, mobility, and safety to persons who depend on transit and non-motorized transportation for access to jobs and services. These improvements will provide greater opportunities for all Oakland residents to have good access to local jobs and housing choices.

DISABILITY AND SENIOR CITIZEN ACCESS

The proposed projects will all be in compliance with the Americans with Disabilities Act. As such, they will improve access for seniors and persons with disabilities.

RECOMMENDATION(S) AND RATIONALE

Staff recommends Council endorse the Resolution and list of transportation projects in Attachment A as Oakland's top priorities for funding in the 25-year 2012 Countywide Transportation Plan. In order for the City to be eligible for state, federal, and most regional funds, and for the reauthorization of Measure B transportation funds, these projects and programs must be submitted to the CWTP.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the resolution.

Respectfully submitted,

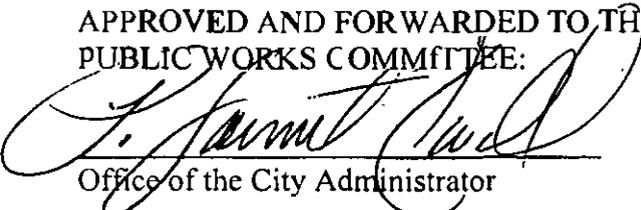


Vitaly B. Troyan, Director
Public Works Agency

Reviewed by:
Michael J. Neary, P.E.
Assistant Director, Public Works Agency

Prepared by:
Iris Starr, Division Manager
Infrastructure Plans and Programming

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:



Office of the City Administrator

Attachments:

- A. 2012 (25-Year) Alameda Countywide Transportation Plan City of Oakland Project and Program Proposals for Discretionary Funding
- B. Priority Development Areas (PDAs) Map, 2010

Item: _____
Public Works Committee
April 26, 2011

Attachment A

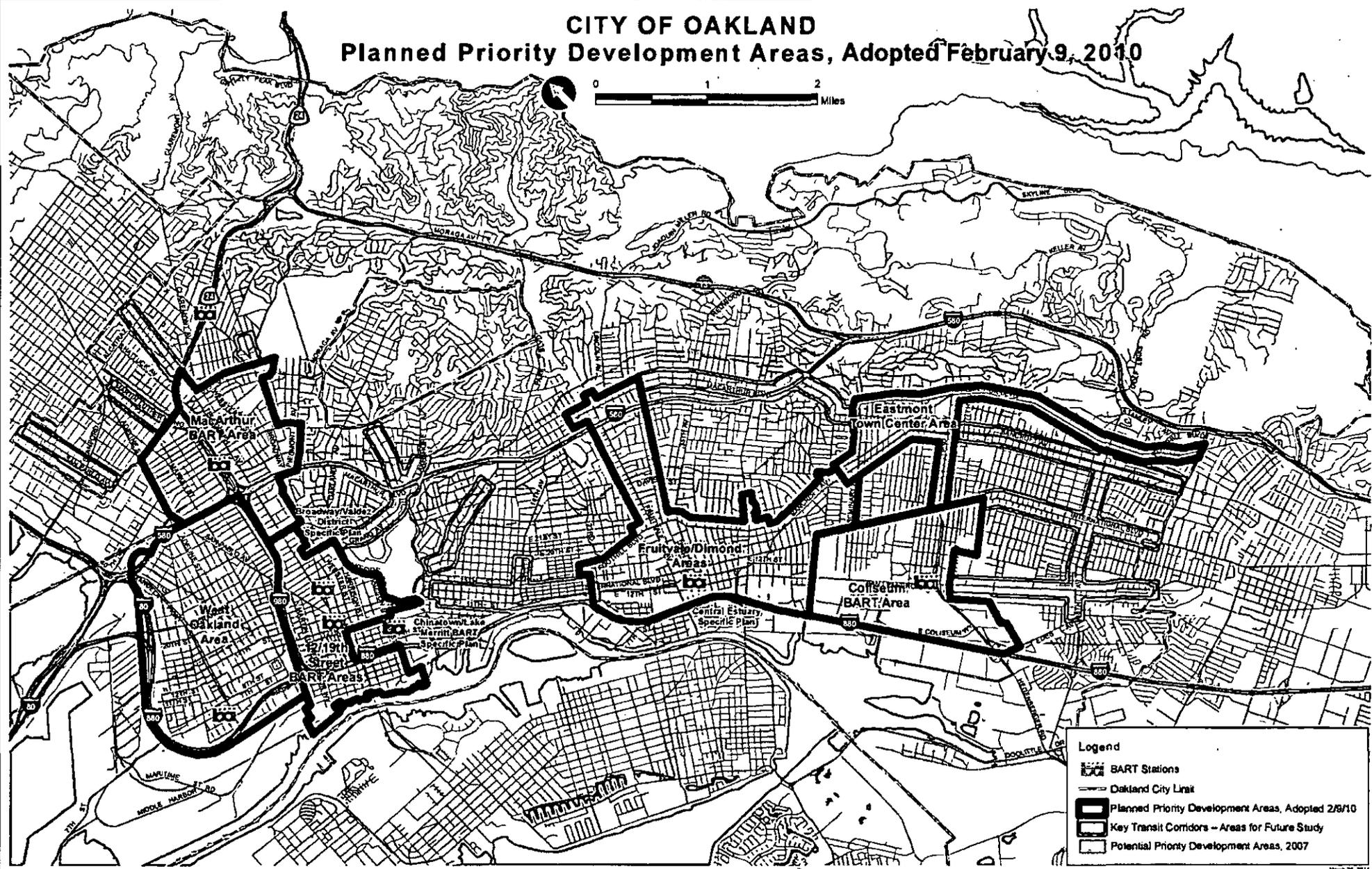
**2012 (25-Year) Alameda Countywide Transportation Plan
City of Oakland Project and Program Proposals for Discretionary Funding**

	Total Estimated Cost (Millions)	2008 CWTP Existing Commitment	Oakland's 2012 CWTP Proposal
CITY of OAKLAND PROJECTS			
1. i-880: 42nd/High Street Access Improvements	\$ 25	\$ 19	\$ 12
2. i-880: Broadway/Jackson Access Improvements	\$ 131	\$ 17	\$ 30
3. Oakland Army Base Transportation Infrastructure Improvements*	\$ 113		\$ 40
TOTAL PROJECTS	\$ 269	\$ 36	\$ 82
CITY of OAKLAND PROGRAMS			
1. Local Streets and Roads	\$ 487		\$ 200
A. Residential Street Paving and Pothole Repair			
B. Commercial Street Paving and Repair; Bus Pads			
C. Industrial Street Paving and Repair			
D. Sidewalk Repair and Replacement			
E. ADA Curb Ramp Installation/Other Required Improvements			
2. Local Streets and Road Operations	\$ 97	\$ 22	\$ 25
A. Citywide Intelligent Traffic System (ITS)			
B. Signal Operations, Striping, and Signs			
C. Fleet and Equipment for Safe Operations			
3. Local Road Safety Program	\$ 35		\$ 25
A. Railroad Crossings			
B. Street Realignment			
C. Neighborhood Traffic Safety			
4. Bicycle and Pedestrian Safety and Enhancements	\$ 25		\$ 20
A. Bicycles			
B. Pedestrians			
5. Transit Enhancements: Transit Villages (PDAs)	\$ 452	\$ 57	\$ 253
A. Oakland Coliseum BART Station Area	\$ 105		30
B. Downtown: 12th and 19th Street BART Station areas	\$ 139		139
C. West Oakland BART Station area	\$ 137		25
area	\$ 32		20
E. Eastmont Transit Center and key corridors	\$ 15		15
F. MacArthur BART Station area	\$ 14		14
G. Lake Merritt BART Station Area Specific Plan			5
H. Upper Broadway/Valdez Area Specific Plan			5
6. Goods Movement Truck Facilities, Truck Route Rehabilitation*	\$ 100		25
7. Transit Enhancement on Broadway			5
8. Parking Management: Parking Meter Enhancements	\$ 10		5
9. Lake Merritt Channel/Estuary Area/East Bay Greenway Connections Improvements	\$ 77		30
10. Caldecott Tunnel - Sound Walls for Oakland	\$ 10		7
TOTAL PROGRAMS	\$ 1,734	\$ 79	\$ 595
TOTAL REQUEST	\$ 2,003	\$ 115	\$ 677

* The Oakland Harbor Intermodal Terminal and 7th Street Reconstruction are Projects proposed by the Port of Oakland that are related to the Army Base Transportation Infrastructure Improvements, and could also be incorporated in the Goods Movement Program category. The City fully supports these projects.

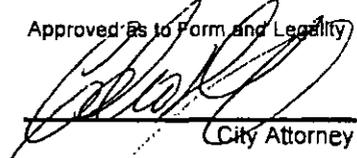
CITY OF OAKLAND

Planned Priority Development Areas, Adopted February 9, 2010



Legend

-  BART Stations
-  Oakland City Limit
-  Planned Priority Development Areas, Adopted 2/9/10
-  Key Transit Corridors - Areas for Future Study
-  Potential Priority Development Areas, 2007

OAKLAND CITY COUNCIL


City Attorney

RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

**RESOLUTION ENDORSING AND ESTABLISHING SPECIFIC PROGRAMS
AND PROJECTS AS OAKLAND'S TOP PRIORITIES FOR FUNDING IN
THE 25-YEAR 2012 COUNTYWIDE TRANSPORTATION PLAN**

WHEREAS, the Alameda Countywide Transportation Plan is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon; and

WHEREAS, the Alameda Countywide Transportation Plan is updated every four years and serves as a vital guide for the transportation infrastructure investment decisions in Alameda County; and

WHEREAS, the Alameda County Transportation Commission will use the 2012 Alameda Countywide Transportation Plan to develop a Regional Transportation Plan and a new Transportation Expenditure Plan or "Measure B Reauthorization Plan" for future placement on the ballot; and

WHEREAS, the City of Oakland wants the Alameda Countywide Transportation Plan, Regional Transportation Plan, and the Transportation Expenditure Plan to include Oakland's transportation funding priorities, extend Projects and Programs which are in the existing 2008 Plan that are not yet implemented, and fund a limited number of new Projects and Programs; and

WHEREAS, the City has important and transformative transportation projects that are needed to spur Oakland's economic development and strongly support our location and role as the goods movement center of the Bay Area; and

WHEREAS, the Oakland Projects proposed for inclusion in the 2012 Alameda Countywide Transportation Plan are economic development access improvements for Interstate 1-880 at 42nd and High Street, I-880 at Broadway to Jackson Street, Street Infrastructure Reconstruction at the former Oakland Army base, and Lake Merritt Channel/Estuary Area/East Bay Greenway Access Connection Improvements; and

WHEREAS, the City has documented over \$478 million in needs simply to repave streets, repair sidewalks, and install ADA-compliant curb ramps; and

WHEREAS, the Oakland Programs proposed for inclusion in the 2012 Alameda Countywide Transportation Plan are: Local Streets and Roads Rehabilitation: Paving and Emergency Repair; Transit Enhancement: Transit Villages; Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS); Signal Operations, Local Road Safety Program: Railroad Crossings and Street Realignment; Bicycle and Pedestrian Safety and Enhancements; Transit Facilities: Transit Improvements on Broadway; Parking Management: Parking Meter Enhancements; Goods Movement: Truck Facilities and Truck Route Rehabilitation; and

WHEREAS, the City of Oakland recommends that the highest possible percentage of funds be directed into the Local Streets and Road Rehabilitation, Safety, and Operations Improvements Programs, and that Oakland be provided additional resources above and beyond our regional "fair share" as our streets carry not only private vehicles, but transit buses, emergency vehicles, bicyclists, and pedestrians, but our streets meet the critical needs of the goods movement industry, which is based in Oakland and which supports the economic health and stability of the Bay Area; and

WHEREAS, all of these Projects and Programs are Oakland's highest priorities for inclusion in the 2012 Alameda Countywide Transportation Plan, Regional Transportation Plan, and the Transportation Expenditure Plan; now, therefore, be it

RESOLVED, that all of these Project and Program priorities be transmitted to the Alameda County Transportation Commission for inclusion in the 2012 Alameda Countywide Transportation Plan, Regional Transportation Plan, and Transportation Expenditure Plan.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

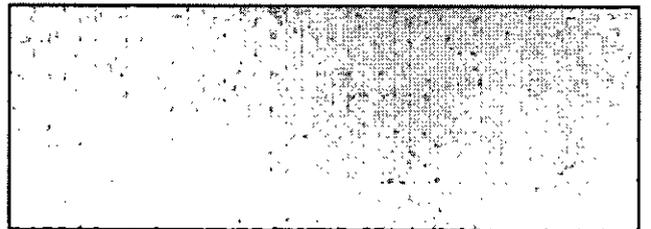
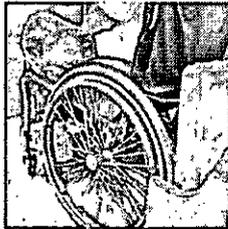
ABSENT -

ABSTENTION -

ATTEST: _____

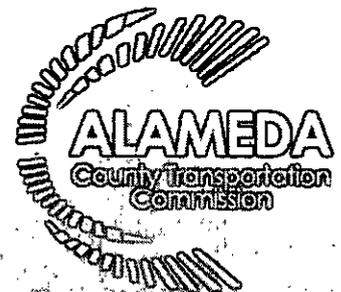
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

2012 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN



Final

January 2012



ACKNOWLEDGEMENTS

ALAMEDA COUNTY TRANSPORTATION COMMISSION & STEERING COMMITTEE MEMBERS

Supervisor Scott Haggerty,* Alameda County, District 1
Supervisor Nadia Lockyer, Alameda County, District 2
Supervisor Wilma Chan, Alameda County, District 3
Supervisor Nate Miley,*Alameda County, District 4
Supervisor Keith Carson, Alameda County, District 5
Vice Mayor Rob Bonta,*City of Alameda
Mayor Farid Javandel, City of Albany
Councilmember Laurie Capitelli, City of Berkeley
Mayor Tim Sbranti,* City of Dublin
Councilmember Ruth Atkin,* City of Emeryville
Vice Mayor Suzanne Chan,* City of Fremont
Councilmember Olden Henson,* City of Hayward
Mayor John Marchand, City of Livermore
Former Mayor Marshall Kamena,* City of Livermore
Councilmember Luis Freitas,* City of Newark
Councilmember Larry Reid,* City of Oakland
Councilmember Rebecca Kaplan,* City of Oakland
Vice Mayor John Chiang, City of Piedmont
Mayor Jennifer Hosterman,* City of Pleasanton
Councilmember Joyce Starosciak,*
City of San Leandro
Mayor Mark Green,* City of Union City
Director Greg Harper,*AC Transit
Director Tom Blalock,* BART
Councilmember Kriss Worthington,* City of Berkeley
(Steering Committee Only)
**Steering Committee Members*

COMMUNITY ADVISORY WORKING GROUP (CAWG) MEMBERS

Charissa M. Frank, Economic Development
Committee (Oakland)
Andy Fields, California Alliance for Jobs
Arthur B. Geen, Alameda County
Taxpayer's Association
Chaka-Khan Gordon, Transportation Justice
Working Group
Earl Hamlin, League of Women Voters

Unique S. Holland, Alameda County Office of Education
Lindsay S. Imai Hong, Urban Habitat
Dr. Roop Jindal, Alameda CTC CAC
David Kakishiba, Oakland Unified School District,
Board of Education
JoAnn Lew, Alameda CTC CWC
Teresa McGill, Davis Street Family Resource Center
Gabrielle M. Miller, Genesis, and Corpus Christi Catholic
Church (Piedmont)
Betsy Morris, East Bay Bicycle Coalition
Betty Mulholland, PAPCO
Eileen Y. Ng, United Seniors of Oakland and Alameda
County (USOAC)
James W. Paxson, East Bay Economic
Development Alliance
Patrisha Piras, Sierra Club
Joel Ramos, TransForm (Community Planner)
Anthony R. Rodgers, Alameda County Labor Council
Dr. Raj Salwan, Board of Director for the City of Fremont
Chamber of Commerce
Diane Shaw, ElderCare (Fremont CA) Ponderosa Square
Homeowners Association
Sylvia Stadmir, Alameda CTC PAPCO
Midori Tabata, Alameda CTC BPAC
Pam L. Willow, Alameda County Public Health Department
Hale Zukas, Alameda CTC PAPCO

TECHNICAL ADVISORY WORKING GROUP (TAWG) MEMBERS

Alex Amoroso, City of Berkeley
Aleida Andrino-Chavez, City of Albany
Eric Angstadt, City of Oakland
Marisol Benard, New Haven Unified School District
Kate Black, City of Piedmont
Jeff Bond, City of Albany
Jaimee Bourgeois, City of Dublin
Charlie Bryant, City of Emeryville
Mintze Cheng, City of Union City
Keith R. Cooke, City of San Leandro
Wendy Cosin, City of Berkeley
Brian Dolan, City of Pleasanton
Soren Fajeau, City of Newark - Engineering Division

ACKNOWLEDGEMENTS

Jeff Flynn, Livermore Amador Valley Transit Authority
Don Frascinella, City of Hayward
Susan Frost, City of Livermore
Jim Gannon, Fremont Unified School District
Robin Giffin, City of Pleasanton
Mike Gougherty, Water Emergency
Transportation Authority
Terrence Grindall, City of Newark
Cindy Horvath, Alameda County Planning
Diana Keena, City of Emeryville
Paul Keener, Alameda County Public Works Agency
Obaid Khan, City of Alameda - Public Works Department
Wilson Lee, City of Union City
Tom Liao, City of San Leandro
Albert Lopez, Alameda County
Joan Malloy, City of Union City
Gregg Marrama, BART
Val Menotti, BART
Neena Murgai, Alameda County Public Health Department
Matt Nichols, City of Berkeley
Erik Pearson, City of Hayward
James Pierson, City of Fremont
Jeri Ram, City of Dublin
David Rizk, City of Hayward
Marc Roberts, City of Livermore
Brian Schmidt, ACE Rail
Peter Schultze-Allen, City of Emeryville
Jeff Schwob, City of Fremont
Tina Spencer, AC Transit
Iris Starr, Public Works Agency
Mike Tassano, City of Pleasanton
Lee Taubeneck, Caltrans
Andrew Thomas, City of Alameda
Jim Townsend, East Bay Regional Park District (EBRPD)
Bob Vinn, City of Livermore
Marnie Waffle, City of Dublin
Bruce Williams, City of Oakland
Bob Rosevear, Caltrans
Karl Zabel, Hayward Area Recreation and Park District
(HARD)

ALAMEDA CTC STAFF

Art Dao, Executive Director
Tess Lengyel, Deputy Director of Policy, Public Affairs
and Legislation
Beth Walukas, Deputy Director of Planning

CONSULTANTS

Nelson\Nygaard Consulting Associates
Cambridge Systematics
Nancy Whelan Consulting
MIG, Inc.
Eisen | Letunic
Community Design + Architecture

SPECIAL THANKS

Special thanks to Assembly member Robert Wieckowski, author of Assembly bill 1086, who provided the opportunity to develop and place this plan before voters in November 2012.

TABLE OF CONTENTS

	Page
BACKGROUND AND SUMMARY.....	1-1
TRANSPORTATION INVESTMENTS	2-1
GOVERNING BODY AND ORGANIZATIONAL STRUCTURE.....	3-1
IMPLEMENTING GUIDELINES	4-1
APPENDIX A: FULL LIST OF TEP INVESTMENTS BY MODE	



BACKGROUND AND SUMMARY

FULFILLING THE PROMISE TO VOTERS

In November 2000, Alameda County voters approved Measure B, a half-cent local transportation sales tax, scheduled to sunset in 2022. Virtually all of the major projects promised to and approved by the voters in that measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the current Measure B expenditure plan ends in 2022. Through careful management, leveraging of other funding opportunities and consensus-based planning, the promises of the 2000 voter-approved measure have been largely fulfilled and essential operations are ongoing.

While most of the projects promised in Measure B have been implemented or are underway, the need to continue to maintain and improve the County's transportation system remains critically important. Alameda County continues to grow, while funding from outside sources has been cut or has not kept pace. Unless the County acts now to increase local resources for transportation, by 2035, when Alameda County's population is expected to be 24% higher than today, it is anticipated that vehicle miles traveled will increase by 40%:

- Average morning rush hour speeds on the county's freeways will fall by 10%
- Local roads will continue to deteriorate
- Local transit systems will continue to face service cuts and fare increase, and
- Biking and walking routes, which are critical to almost every trip, will continue to deteriorate, impacting safety, public health and the environment.

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the TEP or the plan) responds to the county's continued transportation needs through the extension and

augmentation of a consistent, locally generated and protected funding stream to address the County's transportation needs. A key feature of the local transportation sales tax is that it cannot be used for any purpose other than local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, or as amended.

The ballot measure supported by this plan augments and extends the existing half-cent sales tax for transportation in Alameda County known as Measure B, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, this expenditure plan covers the period from approval in 2012 for an unlimited period unless otherwise terminated by the voters, programming a total of \$7.7 billion in new transportation funding in the first thirty years. Voters will have the opportunity to review and approve comprehensive updates to this plan at least once prior to the end of 2042 and every 20 years thereafter.

The expenditure plan funds critical improvements to the county's transit network, including expanding transit operations and restoring service cuts and expanding the Bay Area Rapid Transit (BART) system within Alameda County, to move more people on transit. It expands transportation services for seniors and people with disabilities, responding to the needs of an aging population. The plan also funds projects to relieve congestion throughout the county, moving people and goods more efficiently, by supporting strategic investments on I-80, I-580, I-680, I-880, and State Routes 84 and 262. In addition, the plan recognizes growth in bicycle and pedestrian travel by completing major trails and bikeways and making substantial improvements in pedestrian safety and access.

STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

Voters in Alameda County have long recognized the need to provide stable and local funding for the County's transportation needs. In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. An even wider margin of voters reauthorized this tax in 2000, with over 81.5% support. Detailed expenditure plans have guided the use of these funds. The current plan provides over \$100 million each year for essential operations, maintenance and construction of transportation projects. It authorized the expenditure of funds for the extension of BART to Warm Springs, transit operations, rapid bus improvements throughout the county, bicycle and pedestrian trails and bridges, a countywide Safe Routes to School Program, and specialized transportation services for seniors and people with disabilities. It has also provided congestion relief throughout Alameda County by widening I-238, constructing the I-680 express lane, improving I-580 and I-880, and upgrading surface streets and arterial roadways.

Most of the 27 major projects authorized by the current expenditure plan have been completed or are under construction, many ahead of schedule. Annual audits by independent certified public accountants have verified that 100% of the public funds authorized in the current plan have been spent as promised.

The current projects and programs are governed by the current Measure B Expenditure Plan.

BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

The current local transportation sales tax has provided a substantial share of the total funding available for transportation projects in Alameda County, far exceeding annual state and federal commitments. State and federal sources have diminished over time, and local sources have come to represent over 60% of the money available for transportation in the county. The current measure has been indispensable in helping to meet the county's growing needs in an era of shrinking resources.

The county's ability to keep up with street maintenance needs, such as filling potholes and repaving roadways, is fundamentally dependent on

these local funds. Targeted improvements funded through the current expenditure plan such as the new express lane on I-680 and the widening of I-238 have relieved congestion on critical county commute corridors. A new Warm Springs BART station will soon open in the southern part of the county as the beginning of a new connection to Silicon Valley. The current plan has supported transit operations, improved the safety of children getting to schools throughout the county and funded special transportation services that provide over 900,000 trips for seniors and people with disabilities every year.

These local funds have also allowed the county to compete effectively for outside funds by providing local matching money. The existing expenditure plan has attracted supplemental funds of over \$3 billion from outside sources for Alameda County transportation investments.

WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

While the existing measure will remain intact through 2022, the 2012 Alameda County Transportation Expenditure Plan (TEP) has been developed for three reasons:

- The capital projects in the existing measure have been largely completed, with many projects implemented ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.
- Due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are most important to Alameda County residents:
 - o Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and less service.
 - o Reductions in local funding to programs for seniors and persons with disabilities have resulted in cuts in these programs as the

- populations depending on them continue to increase.
- o Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
- o Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.
- Since the recession began, bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all-time high. This new expenditure plan will allow local funding to fill in the gaps created by declining state and federal revenue and will keep needed services in place and restore service cuts for many providers.

HOW THIS PLAN WAS DEVELOPED

This expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and the TEP over the past two years.

Public engagement and transparency were the foundations of the development of these plans. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county’s diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

The TEP also benefited from a performance-based project evaluation process undertaken for the CWTP. This allowed policies and goals to be expressed in quantifiable terms and competing transportation investments to be compared to one another

objectively. This led to a more systematic and analytical selection process for investment priorities.

City councils for all 14 cities in the county and the County Board of Supervisors each held public meetings and voted to approve this expenditure plan and recommended submission of the sales tax measure to the voters.

VISION AND GOALS

The development of the Countywide Transportation Plan and the Transportation Expenditure Plan began with establishing a new vision and goals for the county’s transportation system:

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

The vision recognizes the need to maintain and operate the County’s existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. 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 and efficient
- Cost effective
- Well maintained
- Safe
- Supportive of a healthy and clean environment

TAXPAYER SAFEGUARDS

The commitments in this expenditure plan are underscored by a set of strong taxpayer safeguards to ensure that they are met. These include an annual independent audit and report to the taxpayers; ongoing monitoring and review by an Independent Watchdog Committee; requirement for full public review and periodic voter approval for a comprehensive update to the expenditure plan at least once prior to the end of 2042 and every 20 years thereafter; and strict limits on administrative expenses charged to these funds.

Local Funds Spent Locally

The revenue generated through this transportation sales tax will be spent exclusively on projects and programs in Alameda County. All of the projects and programs included in the expenditure plan are considered essential for the transportation needs of Alameda County.

WHAT DOES THE EXPENDITURE PLAN FUND?

Table 1 Summary of Investments by Mode

Mode	Funds Allocated ¹
Transit & Specialized Transit (48%)	\$3,732
Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program	\$1,857
Specialized Transit For Seniors and Persons with Disabilities	\$774
Bus Transit Efficiency and Priority	\$35
BART System Modernization and Expansion	\$710
Regional Rail Enhancements and High Speed Rail Connections	\$355
Local Streets & Roads (30%)	\$2,348
Major Commute Corridors, Local Bridge Seismic Safety	\$639
Freight Corridors of Countywide Significance	\$161
Local Streets and Roads Program	\$1,548
Highway Efficiency & Freight (9%)	\$677
Highway/Efficiency and Gap Closure Projects	\$600
Freight & Economic Development Program	\$77
Bicycle and Pedestrian Infrastructure and Safety (8%)	\$651
Sustainable Land Use & Transportation Linkages (4%)	\$300
Priority Development Area (PDA)/ Transit-Oriented Development (TOD) Infrastructure Investments	\$300
Technology, Innovation, and Development (1%)	\$77
TOTAL NEW NET FUNDING (2013-42)	\$7,786

¹ Dollar figures for programs receiving a percentage of net funds throughout the TEP are based on the \$7.7 billion estimate of total net tax receipts over the initial thirty years of the TEP in escalated dollars.



TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan describes a program anticipated to generate \$7.7 billion in the first 30 years designed to sustainably, reliably and effectively move people and goods within the county and to connect Alameda County with the rest of the Bay Area. The projects and programs that follow describe the plan for investments between the approval of the tax in 2012 and its subsequent collections pursuant to comprehensive updates, at least once before the end of 2042 and every 20 years thereafter. These improvements are necessary to address current and projected transportation needs in Alameda County, current legislative mandates, and reflect the best efforts to achieve consensus among varied interests and communities in Alameda County.

The linkage between sustainable transportation and development has never been clearer. Recent legislation, including SB 375, requires transportation planning agencies to focus on connecting transportation with development policies to ensure that communities develop in a way that supports biking, walking and transit while maximizing accessibility for all modes. Transportation planning must also find ways to reduce the number of miles driven, reducing the production of greenhouse gases.

The projects and programs in this plan are designed to strengthen the economy and improve quality of life in Alameda County, and reduce traffic congestion. They include maintenance of existing infrastructure, targeted investments to improve highway safety, remove bottlenecks on major commute corridors, enhance rail, bus and ferry transit systems, and make it safer and easier to bike and walk throughout the county.

Two types of investments are funded in this plan: capital investments which are allocated specific dollar amounts in the plan, and programmatic investments which are allocated a percentage of net revenues to be distributed to program recipients on a monthly or periodic basis. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental

analyses, as applicable. Examples of programmatic investments include local road maintenance and transit operations which provide funds to local jurisdictions to complete on-going operations and maintenance tasks. The following summarizes total expenditures by mode including both capital and programmatic investments.

PUBLIC TRANSIT AND SPECIALIZED TRANSIT (48%)

Increasing the number of people that can be served by high capacity public transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified for public transit in this plan were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can make use of the transit system. By more than doubling the amount of local sales tax funds available to transit operations and maintenance, this plan represents a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid further service cuts and preserve affordability of transit.

LOCAL STREETS AND ROADS (30%)

Local streets and roads are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local road. Alameda County has more than 3,400 road miles of aging streets and roads, many of which are in need of repair: intersections need to be reconfigured, traffic lights need to be synchronized and potholes need to be filled. Most important, these roads are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

HIGHWAY EFFICIENCY, FREIGHT AND ECONOMIC DEVELOPMENT (9%)

Aging highway systems continue to operate under substantial pressure as travel patterns become more

diverse and the demands of moving goods and people increases. While the era of major highway construction has come to an end in the Bay Area, there are many opportunities to increase the safety, efficiency and productivity of highway corridors in Alameda County. The highway investments included in this plan focus on improving safety, relieving bottlenecks at interchanges, closing gaps and improving efficiency with carpool and high occupancy vehicle infrastructure, and increasing safety on major truck route corridors.

In addition to focusing on making highways more efficient, this plan recognizes the need to move goods safely and effectively. Recognizing the economic importance of the Port of Oakland, highways must provide connections between goods and market, and do so with minimal impacts on our residential neighborhoods.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)

Virtually every trip begins or ends on foot. Alameda County's bicycle and pedestrian infrastructure is the "glue" that holds the network together by extending the reach of transit service, providing a non-polluting and sustainable travel mode, and contributing to public health and quality of life. A particular focus is on the County's youth to encourage adoption of safe and healthy habits through Safe Routes to Schools.

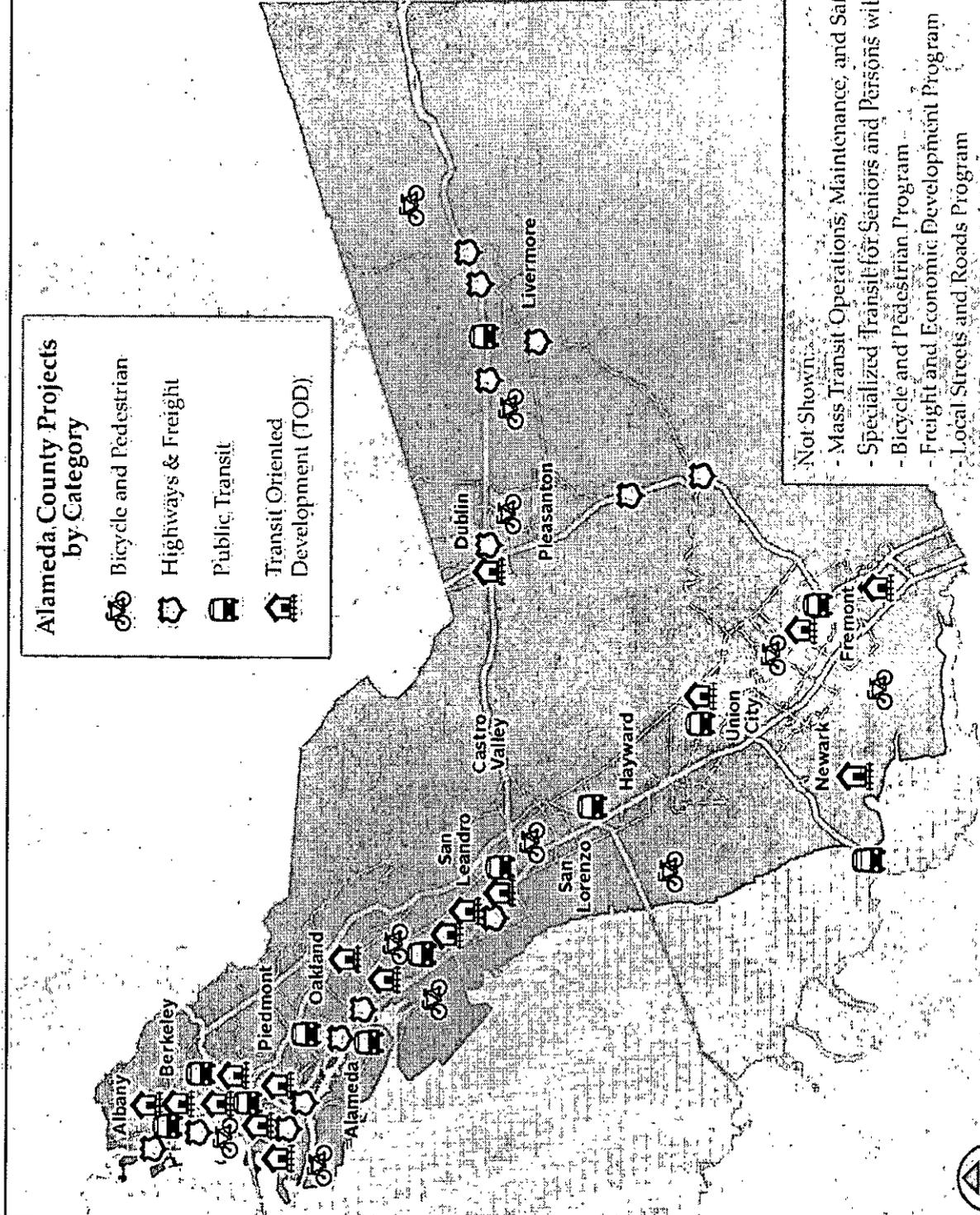
SUSTAINABLE LAND USE AND TRANSPORTATION (4%) AND TECHNOLOGY AND INNOVATION (1%)

Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. This plan includes investments in every part of the County, enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options. In addition, a Technology, Innovation and Development Program will support technological advances in transportation management and information.

The map on the follow page shows the investments planned for ail modes and in all parts of the County.

Alameda County Projects by Category

-  Bicycle and Pedestrian
-  Highways & Freight
-  Public Transit
-  Transit Oriented Development (TOD)



- Not Shown:
- Mass Transit Operations, Maintenance, and Safety Program
 - Specialized Transit for Seniors and Persons with Disabilities
 - Bicycle and Pedestrian Program
 - Freight and Economic Development Program
 - Local Streets and Roads Program
 - Major Commute Corridor Improvements
 - Technology, Innovation, and Development Program

For illustrative purposes only
 Date: 5/20/2014 10:49:41 AM



PUBLIC TRANSIT AND SPECIALIZED TRANSIT INVESTMENTS



A total of 48% of net revenue from this tax will be dedicated to public transit systems. Funds for operations and maintenance will be provided to bus transit

operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority) as well as to ferries and the ACE commuter rail system. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and persons with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support transportation access to schools. Major capital investments include upgrades to the existing BART system and a BART extension in the eastern part of the County, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements across the Dumbarton Bridge.

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

This proposed 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.

The proposed Transit Operations program has the following primary components.

Mass Transit Pass-Through Program (21.55% of net revenue, estimated at \$1.668 M)

Pass-through funds are disbursed to AC Transit, BART, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley

Transit Authority (LAVTA) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2012-2042 (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
Total Transit Operations	21.55%	\$1,668

Access to School 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 the 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, based upon Alameda CTC action, for projects and programs with proven ability 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
- Enhance rider information and education about transit options
- Enhance affordability for transit riders
- Implement recommendations for transit service improvements from Community Based Transportation Plans

These funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

SPECIALIZED TRANSIT FOR SENIORS AND PERSONS WITH DISABILITIES (10% OF NET REVENUE, \$774 M)

This program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds will be provided to transit operators to operate specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds will be provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. The program includes three components.

Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at \$464 M)

This funding will assist the East Bay Paratransit Consortium to meet the requirements of the American's With Disabilities Act. These funds will be disbursed to and directed by the two agencies that operate the East Bay Paratransit Consortium:

- AC Transit will receive 4.5% of net proceeds annually, estimated at \$348 M from 2012 to 2042 towards meeting its responsibilities under the Americans with Disabilities Act.
- BART will receive 1.5% of net proceeds annually, estimated at \$116 M from 2012 to 2042, towards meeting its responsibilities under the Americans with Disabilities Act.

City-based and Locally Mandated Pass-through funding (3% of net revenue, estimated at \$232 M)

Pass-through funding provided to each of the four subareas of the County will be used for implementation of locally developed solutions to the

mobility challenges of older adults and persons with disabilities. Funds will be distributed monthly based on the percentage of the population over age 70 in each of four planning areas for city-based and mandated paratransit services of local bus transit providers:

- North County – including the cities of, Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.
- Central County – including the cities of Hayward and San Leandro or unincorporated areas.
- South County – including the cities of Fremont, Union City, and Newark, as well as Union City Transit.
- East County – including the cities of Livermore, Dublin, Pleasanton, unincorporated areas, and LAVTA.

Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory Planning Committee (PAPCO), a group of seniors and disabled riders that advise the Alameda CTC. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.

Coordination and Gap Grants (1% of net revenue, estimated at \$77 M)

These funds, administered by the Alameda CTC, will be used for the purposes of coordinating services across jurisdictional lines or filling gaps in the system's ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC for projects and programs with proven ability to:

- Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
- Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
- Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
- Improve the efficiency and effectiveness of ADA-mandated and local services.

BUS TRANSIT EFFICIENCY AND PRIORITY (\$35 M)

A total of \$35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

AC Transit East Bay Bus Rapid Transit (BRT) Projects (\$25 M)

Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

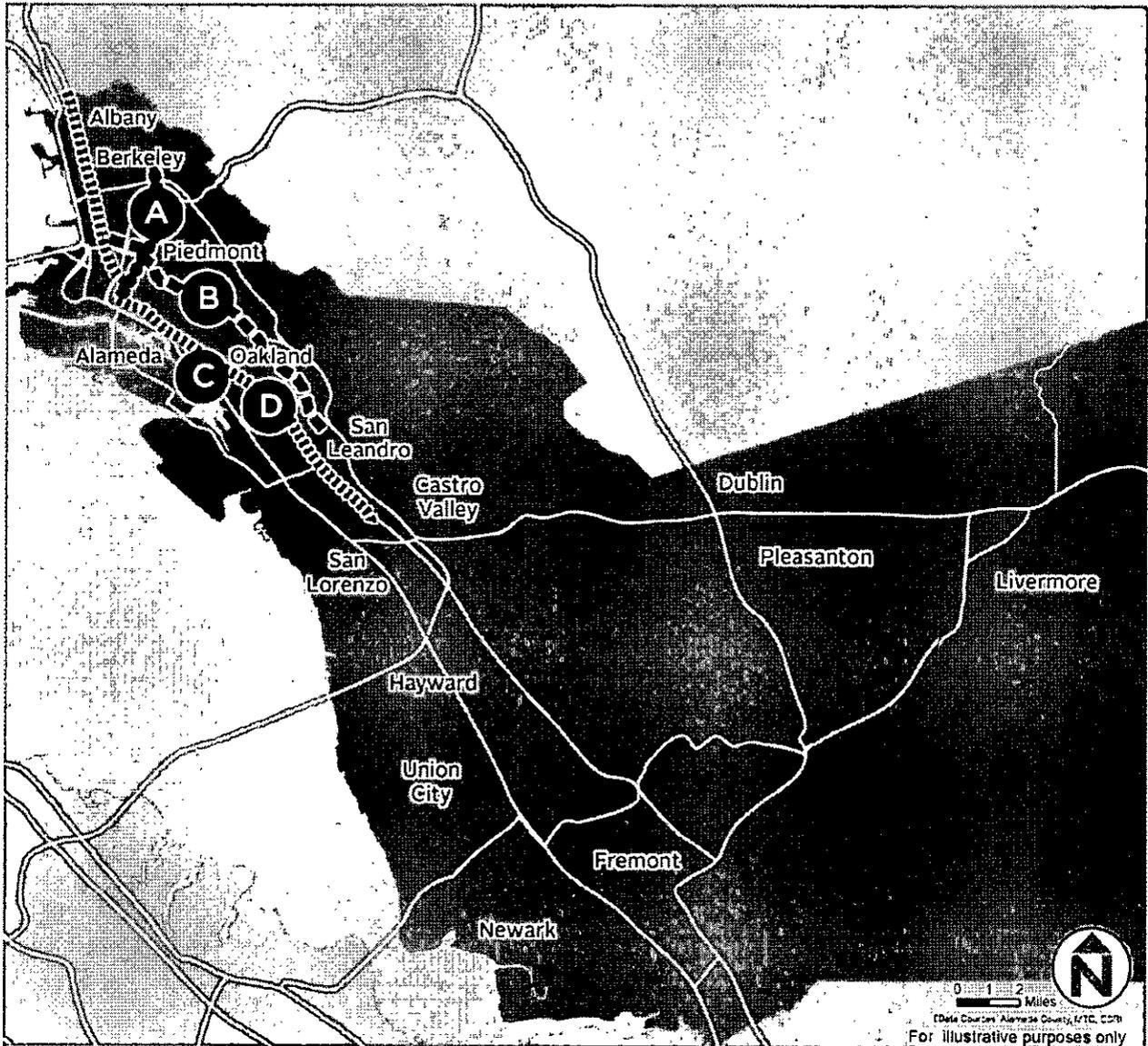
- The Telegraph Avenue/East 14th/International Boulevard project will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential improved rapid bus services to UC Berkeley.
- The Grand/MacArthur BRT project will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide needed local match to attract leveraged funds to the other corridors which are currently under development.

College/Broadway Corridor Transit Priority (\$10 M)

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well utilized College/Broadway corridor.

BUS TRANSIT INVESTMENTS



- A** — College/Broadway Corridor: Transit Priority
- B** — AC Transit Grand Macarthur Bus Rapid Transit
- C** — City of Alameda to Fruitvale BART Bus Rapid Transit
- D** — AC Transit Teiograph Ave/ East 14th/ International Blvd Project

Not Shown:

- Specialized Transit for Seniors and Persons with Disabilities
- Innovative grants including potential youth transit pass program
- Mass Transit Operations, Maintenance and Safety Program for AC Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit

BART SYSTEM MODERNIZATION AND EXPANSION (\$710 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 providing 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 System Modernization and Capacity Enhancements (\$310 M)

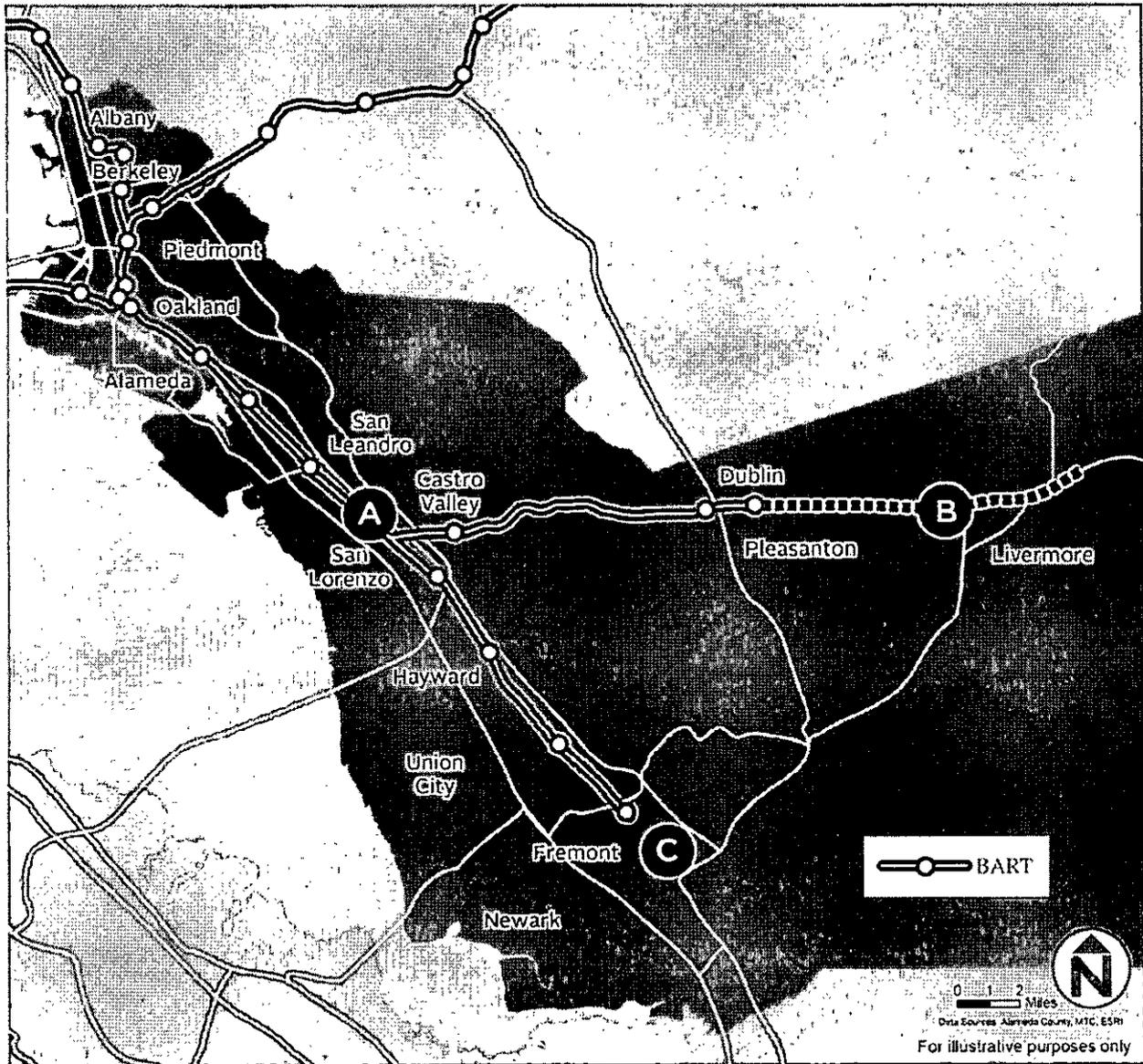
BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

- 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 & wayfinding, air conditioning, lighting & 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



- A** Bay Fair Connector / BART METRO
- B** BART Extension to Livermore
- C** Irvington BART Station

Not Shown:
- BART Station Modernization and Capacity Improvements
- Specialized Transit for Seniors and People with Disabilities

REGIONAL RAIL ENHANCEMENTS AND HIGH SPEED RAIL CONNECTIONS (\$355 M)

Investments include maintenance and service enhancements on existing rail lines and the development of new rail service over the Dumbarton Bridge. 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 Rail Corridor Implementation (\$120 M)

The Dumbarton Rail Corridor Project will extend commuter services across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. The project will link multiple transit services including Caltrain, the Altamont Express, Amtrak's Capitol Corridor, BART, and East Bay bus systems at a multi-modal transit center in Union City. The environmental process will determine the most effective service in this corridor.

Union City Intermodal Station (\$75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Rail, 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.

Capital 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 per day, matching frequencies between Sacramento and Oakland.

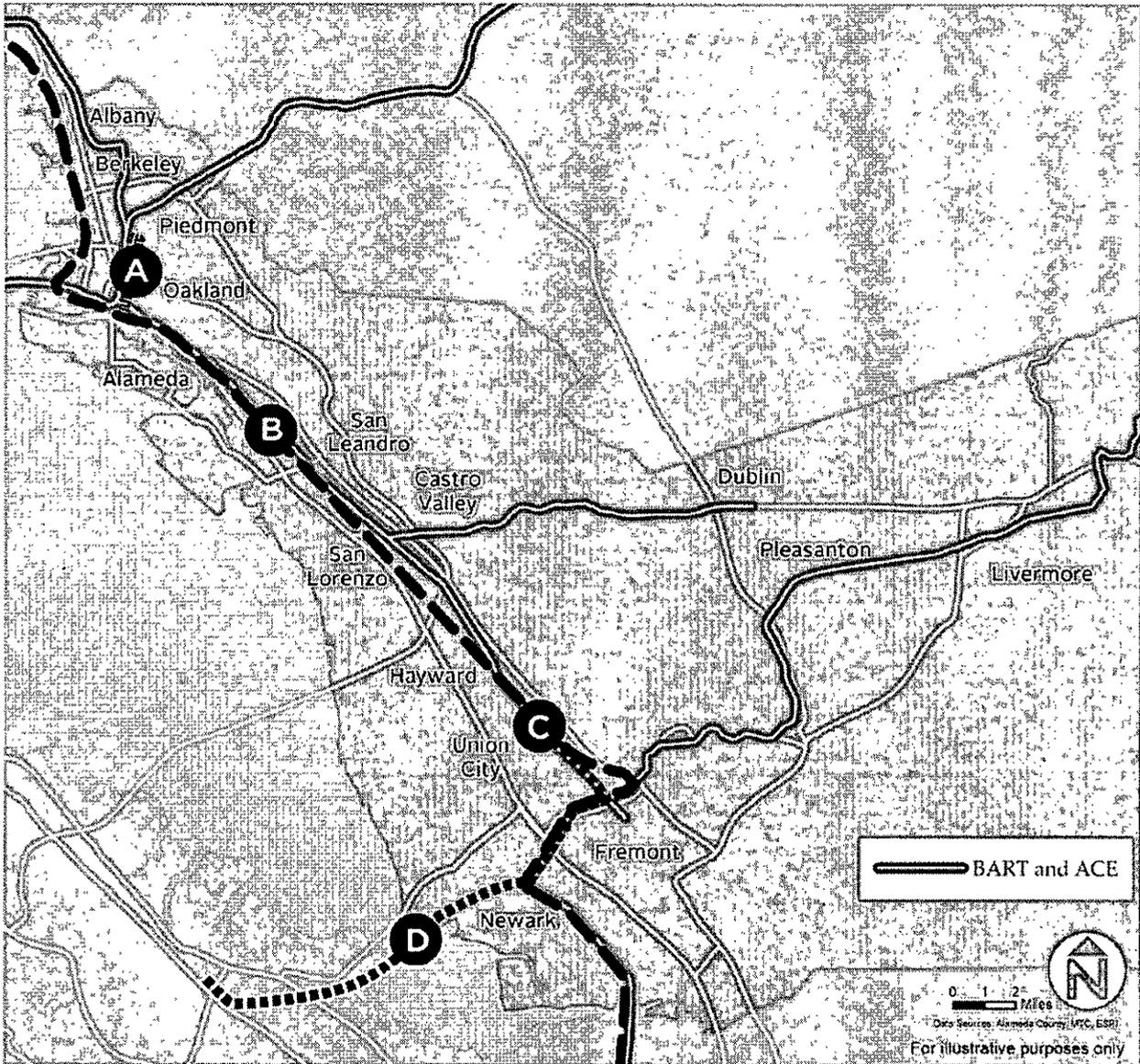
Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for use as regional rail and other transportation purposes 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.

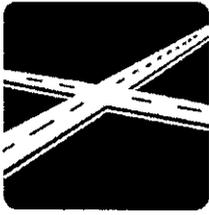
REGIONAL RAIL INVESTMENTS



- A** Broadway Corridor Transit
- B** Capitol Corridor Service Expansion
- C** Union City Intermodal Station
- D** Dumbarton Rail Corridor

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

LOCAL STREETS AND ROADS



A total of 30% of the net revenue anticipated from this tax is dedicated to the improvement of local streets and roads. Streets and roads investments include two major

components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.

The Streets and Roads program in this Expenditure Plan involves shared responsibility – local cities and the County will set their local priorities within a framework that requires complete streets to serve all users and types of transportation, honors best practices and encourages agencies to work together. More specifically, streets and roads expenditures will be designed to benefit all modes of travel by improving safety, accessibility, and convenience for all users of the street right-of-way. The plan also focuses on important commute corridors that carry the majority of the driving public and cross city boundaries, ensuring enhanced cooperation and coordination between agencies.

LOCAL STREETS AND ROADS MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES, \$1,548 M)

In recognition that local streets and roads are the backbone of our transportation system, this program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a “complete streets philosophy” where all modes and users are

considered in the development of the local road system. A minimum of 15% of all local streets and roads funds will be spent on project elements directly benefitting bicyclists and pedestrians.

The Local Streets and Roads Maintenance and Safety program is designed as a pass-through program, with funds being provided to local jurisdictions to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the current Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the TEP. This program is intended to augment, rather than replace, existing transportation funding.

MAJOR COMMUTE CORRIDORS, LOCAL BRIDGE AND SEISMIC SAFETY INVESTMENTS (\$800 M)

Major commute routes, illustrated on the map on page 2-14, serve a high percentage of the daily commuters in Alameda County and the majority of trips for other purposes. These roads are crucial for the movement of goods to stores and consumers, for transit riders and for motorists, and for bicyclists and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

This program focuses funding on improvements to major roads, bridges, freight improvements and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

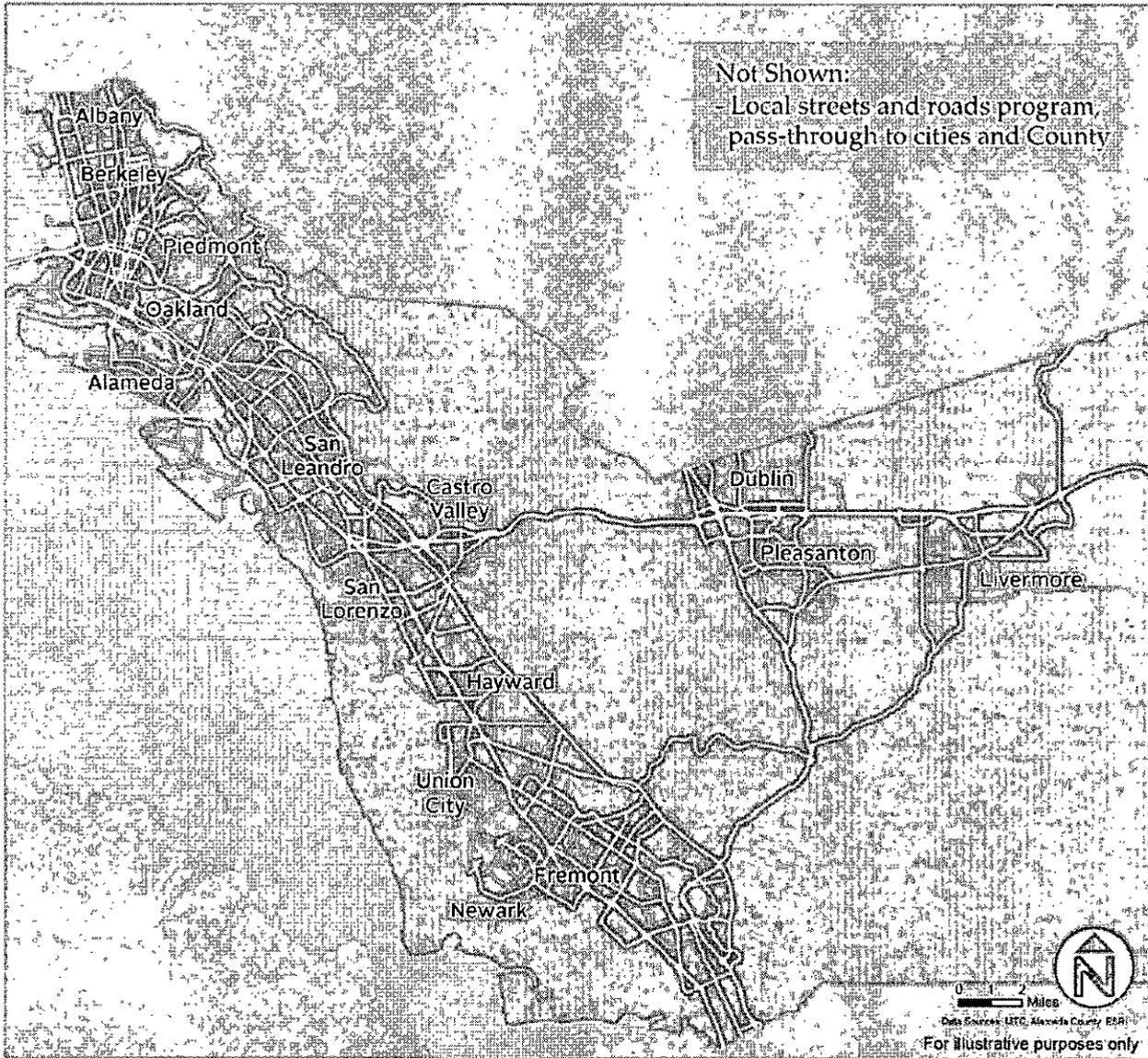
- North County Major Roadways: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale bridge replacements; Powell Street bridge widening at Christie; East 14th Street improvements, Oakland Army Base transportation infrastructure improvements.
- Central County Major Roadways: Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian

Boulevard improvements, Tennyson Road grade separation.

- South County Major Roadways: East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Ave widening, Mowry Ave., Newark local streets.
- East County Major Roadways: Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening, Bernal Bridge construction.
- Countywide Freight Corridors: Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

Projects will be developed by local agencies working in cooperation with neighboring jurisdictions and the Alameda CTC to reduce congestion, remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in these corridors. Projects will be funded based on project readiness, constructability, geographic equity, and cost effectiveness as determined by the Alameda CTC working with local jurisdictions as part of the Alameda CTC Capital Improvement Program which is updated every two years.

LOCAL STREETS AND ROADS



Examples of Major Roadways for Improvement:

- North County:** Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail road Crossing, Park St, High St, Fruitvale Bridge, Powell St Bridge, East 14th St, and Oakland Army Base transportation improvements
- Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets
- South County:** East-west connector, I-680/I-880 cross connectors, Fremont Blvd, Route 84 in Fremont, Central Ave Overcrossing, Thornton Ave, Mowry Ave, and Newark local streets
- East County:** Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.
- Countywide Freight Corridors:** Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.

HIGHWAY EFFICIENCY AND FREIGHT INVESTMENTS



The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies on a largely built-out system. Funding has been

allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the availability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by the Alameda CTC every two years.

Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.

A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately \$77 M, allocated specifically to goods movement and related projects.

I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and bicyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in

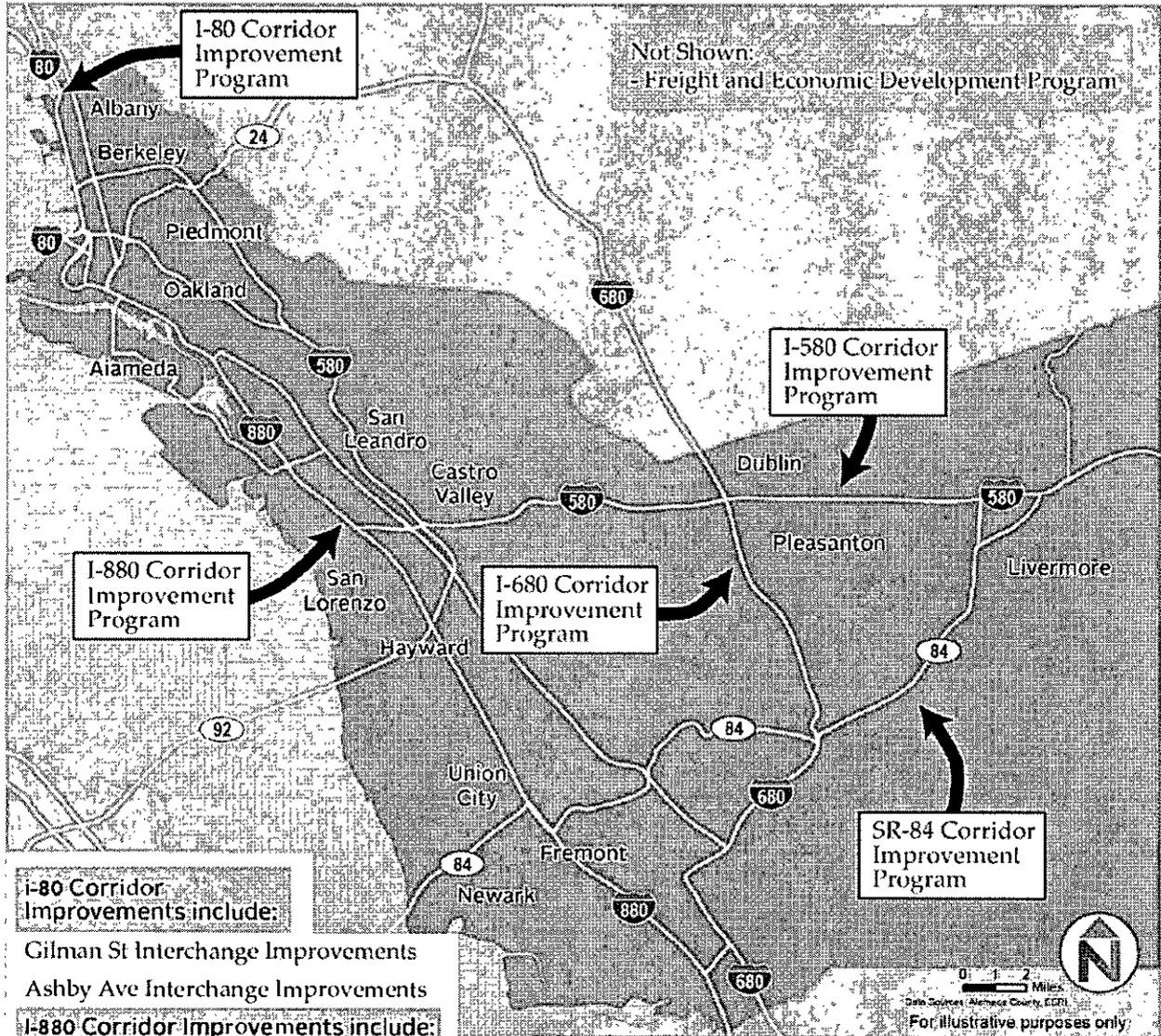
Berkeley, which will improve conditions for all modes in both Emeryville and Berkeley.

The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at-grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80 will reduce local traffic congestion in Berkeley and Emeryville and will improve bicycle and pedestrian access. The project includes associated corridor improvements on Ashby Avenue.



HIGHWAY EFFICIENCY AND FREIGHT INVESTMENTS



i-80 Corridor Improvements include:

- Gilman St Interchange Improvements
- Ashby Ave Interchange Improvements

I-880 Corridor Improvements include:

- Broadway-Jackson Multimodal Transportation and Circulation Improvements
- Oak Street Interchange Improvements
- 23rd/29th Ave Interchange Improvements
- 42nd St/High St Interchange Improvements
- Northbound High Occupancy Vehicle and High Occupancy Toll Extension from A St to Hegenberger
- Winton Ave Interchange Improvements
- Industrial Pkwy Interchange Improvements
- Whipple Rd Interchange Improvements
- Rte 262 (Mission) Improvements and Grade Separation

I-580 Corridor Improvements include:

- I-580/I-680 Interchange Improvements
- Isabel Ave Interchange Improvements
- Greenville Rd Interchange Improvements
- Vasco Rd Interchange Improvements

I-680 Corridor Improvements include:

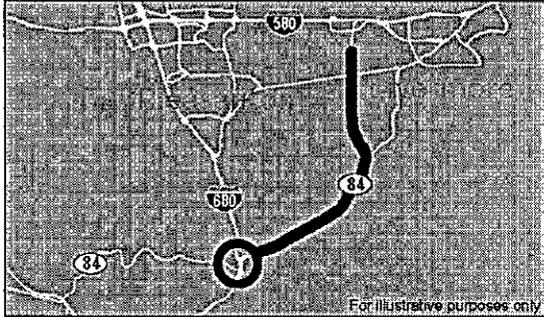
- High Occupancy Vehicle and High Occupancy Toll Lane from SR-237 to Alcosta (both directions)

SR-84 Corridor Improvements include:

- SR-84 Expressway (Pigeon Pass to Jack London)
- SR-84/I-680 Interchange and SR-84 Widening

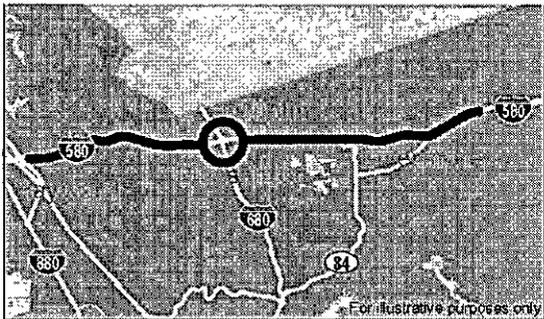
**STATE ROUTE 84 FROM I-580 TO I-680
(\$132 M)**

Two significant improvements are planned for this corridor to complete improvements at the SR 84 and I-680 interchange and widening SR 84 to support safety, connectivity and efficiency.



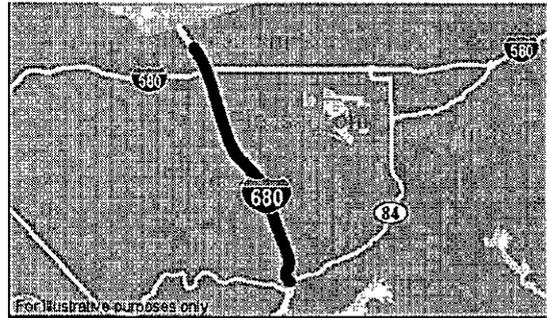
**I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE
(\$48 M)**

Investments in the I-580 corridor include improvements to the I-580/I-680 Interchange to provide relief on one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



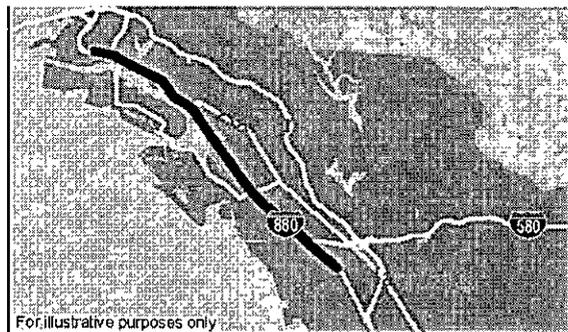
**I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE
(\$60 M)**

Implementation of the I-680 HOV/HOT lane in both directions from Route 237 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive \$60 M to construct carpool/high occupancy toll lanes on I-680 between Alcosta Boulevard and Route 84 in both directions.



I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY (\$284 M)

I-880 corridor improvements include projects to upgrade and improve key interchanges throughout the corridor beginning with the Broadway/Jackson interchange and Oak Street interchange in Oakland and Alameda to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.



Funds are included for I-880 Broadway-jackson multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square.

Funds for interchange improvements at Whipple Road and Industrial Boulevard in the Central part of the County are also included, as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists, other road users, and goods movement in Central and Southern Alameda County.

In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, \$77 M)

These discretionary funds will be administered by the Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include:

- Planning, development and implementation of projects that enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other modes.
- Planning, development and implementation of projects that reduce greenhouse gas production in the transport of goods.
- Planning, development and implementation of projects that mitigate environmental impacts of freight movement on residential neighborhoods.
- Planning, development and implementation of projects that enhance coordination between the Port of Oakland, Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental and noise impacts of freight operations while promoting a vibrant economy.

These proposed funds will be distributed by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include local jurisdictions including cities, Alameda County, the Port of Oakland and the Oakland Airport.

BICYCLE AND PEDESTRIAN INVESTMENTS



Key investments in bicycle and pedestrian infrastructure include completion of the major trails in the County. Funding will allow for the completion of three key

trails: the County's East Bay Greenway, which provides a viable commute and community access route for many cyclists and pedestrians from Oakland to Fremont, and the Bay Trail and Iron Horse trails in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.

A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible and to support accessibility for seniors and the disabled. It is important to note that in addition to these dedicated funds, local bicycle and pedestrian projects will also be funded through the Local Streets and Roads and Sustainable Transportation and Land Use Linkages funding categories.

COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY (\$264 M)

This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on the next page. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing local congestion, improving safe access to schools, supporting community health and reducing greenhouse gas emissions. Funds may be applied to

the construction and maintenance of the three major trails, as well as local connectors and access routes.

LOCAL BICYCLE AND PEDESTRIAN SAFETY PROGRAM (5% OF NET REVENUE, \$387 M)

This proposed program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete the County's bicycle and pedestrian infrastructure system. The proposed program consists of two components.

Bicycle and Pedestrian Direct Allocation to Cities and Alameda County (3% of net revenue, estimated at \$232 M)

Pass-through funding will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of population. Jurisdictions will be expected to implement, operate and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.

Bike and Pedestrian Grant Program (2% of net revenue, estimated at \$154 M)

These funds, administered by the Alameda CTC, will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe bicycling. These proposed funds will be periodically distributed by the Alameda CTC for projects and programs that:

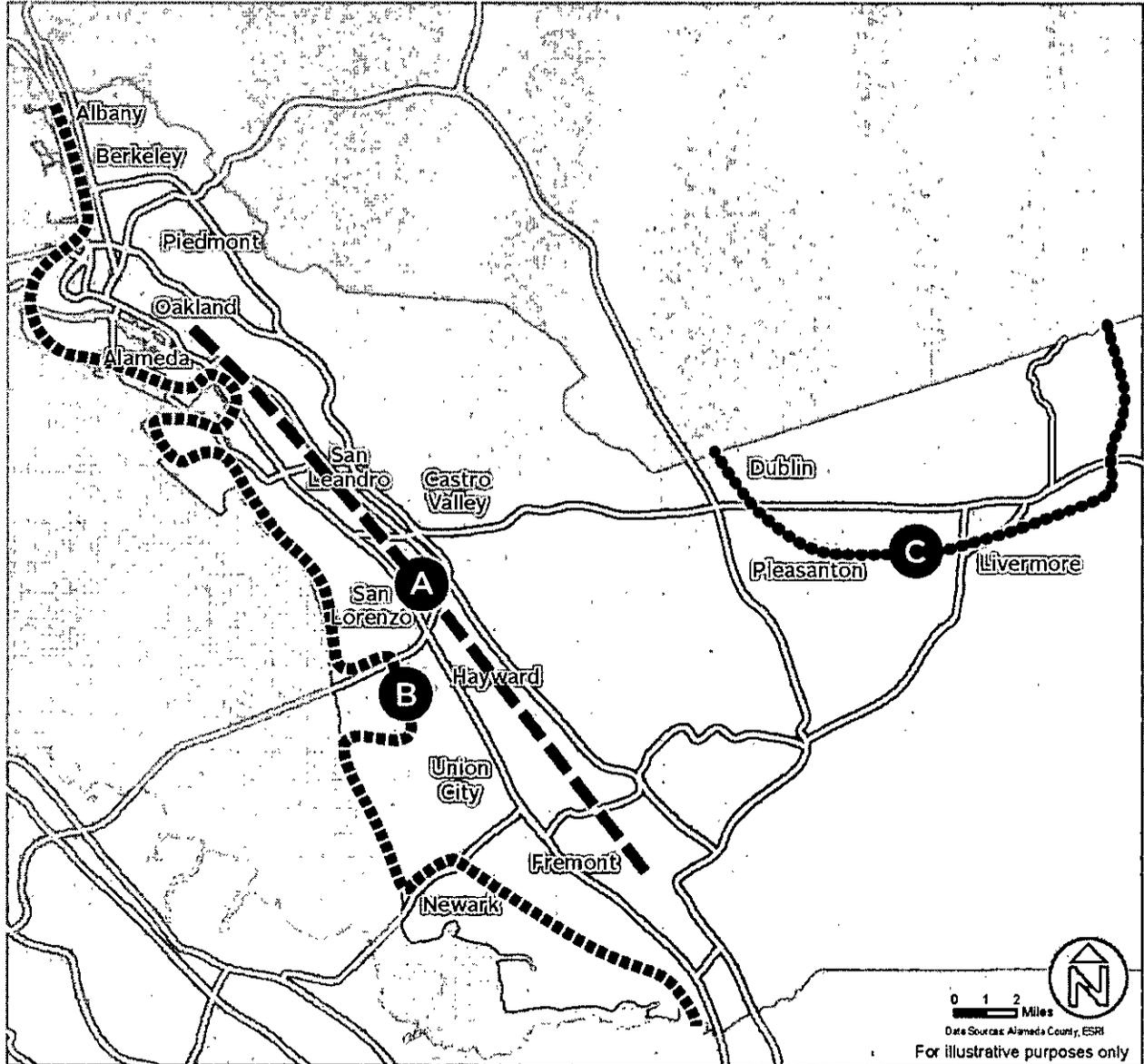
- Provide bicycle education and training
- Increase the number of trips made by bicycle and on foot
- Improve coordination between jurisdictions
- Maintain existing trails
- Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan

BICYCLE AND PEDESTRIAN INVESTMENTS

- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas
- Leverage other sources of funding

Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.

BICYCLE AND PEDESTRIAN INVESTMENTS



East Bay Greenway
from Oakland to Fremont



Bay Trail Gap Closure
and Access projects



Iron Horse Trail Gap Closure
and Access projects

Not Shown:

- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Pass-through program to cities and County
- Grant program for regional projects and trail maintenance

INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



Investments in sustainable transportation and land use linkages recognize the need to plan our transportation system along with the land uses that are going to serve the

growing demand for housing and jobs in Alameda County. A total of 4% of net revenue or about \$300 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about \$77 M, is dedicated to Investments in new technology, innovation and development.

PRIORITY DEVELOPMENT AREA/TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS (\$300 M)

These investments target immediate term opportunities for enhancing access, improving safety and creating new infrastructure and supporting construction at BART stations, as well as station area development and transit oriented development at sites identified for early implementation throughout the County. Funds in this category may be spent on project development, design, and environmental clearance as well as construction, operations and maintenance of new infrastructure in these areas. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by the Alameda CTC every two years. Examples of eligible station areas to be included in this category are:

North County Station Areas and Priority Development Areas

- Broadway Valdez Priority Development Area (PDA)
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area (PDA)
- 19th Street BART Station Area

- MacArthur BART Station Area
- Ashby BART Station Area
- Berkeley Downtown Station Area

Central County Station Areas and Priority Development Areas

- Downtown San Leandro Transit Oriented Development (TOD)
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

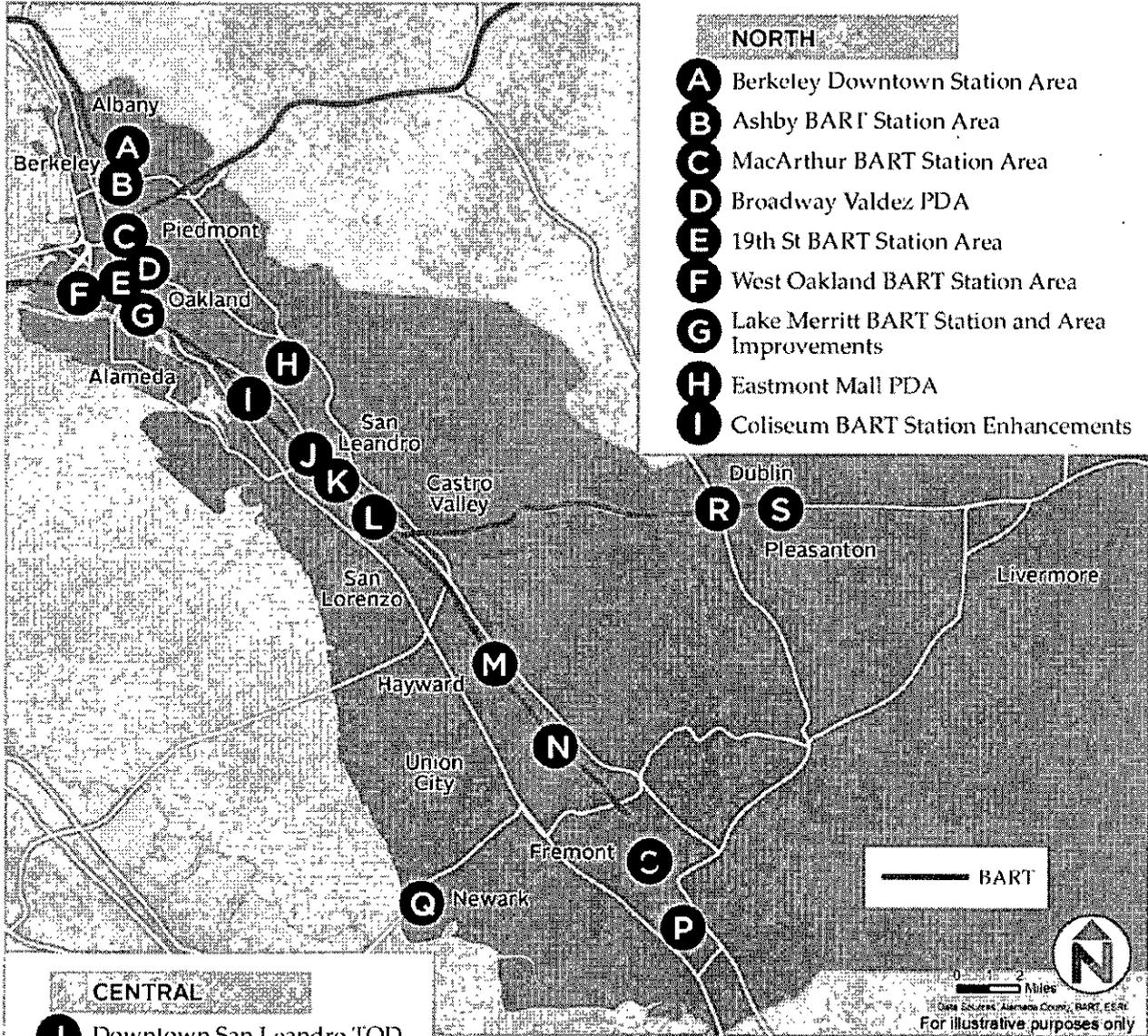
South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape Project
- Union City Intermodal Infrastructure Improvements
- Dumbarton Transit Oriented Development (TOD) Infrastructure improvements

East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin Transit Oriented Development (TOD)
- East Dublin / Pleasanton BART Station and Area Improvements

INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



- NORTH**
- A** Berkeley Downtown Station Area
 - B** Ashby BART Station Area
 - C** MacArthur BART Station Area
 - D** Broadway Valdez PDA
 - E** 19th St BART Station Area
 - F** West Oakland BART Station Area
 - G** Lake Merritt BART Station and Area Improvements
 - H** Eastmont Mall PDA
 - I** Coliseum BART Station Enhancements

- CENTRAL**
- J** Downtown San Leandro TOD
 - K** San Leandro City Streetscape
 - L** Bay Fair BART Transit Village
 - M** South Hayward BART Station Area

- EAST**
- R** West Dublin BART Station and Area Improvements
 - S** Downtown Dublin TOD
 - C** East Dublin/Pleasanton BART Station and Area Improvements

- SOUTH**
- N** Union City Intermodal Infrastructure Improvements
 - O** Fremont Boulevard Streetscape
 - P** BART Warm Springs West Side Access Improvements
 - Q** Dumbarton TOD Infrastructure Improvements

Not Shown:
Technology, Innovation, and Development Program

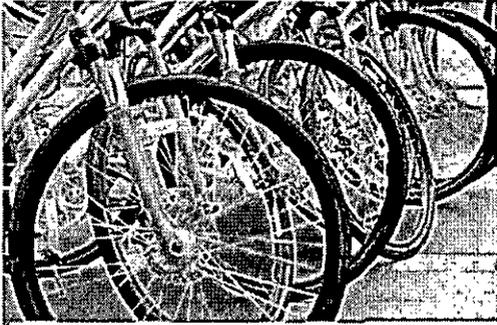
The locations drawn on this map are general locations of eligible types of investments

INVESTMENTS IN NEW TECHNOLOGY, INNOVATION AND DEVELOPMENT (1% OF NET REVENUE, \$77 M)

These proposed discretionary funds are designed to be administered by the Alameda CTC to develop innovative approaches to meeting the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include:

- Planning, development, implementation and maintenance of new technology and innovative strategies designed to improve the efficiency or effectiveness of the County's transportation system.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to increase utilization of non-auto modes or to increase the occupancy of autos with the goal of reducing congestion and greenhouse gas production.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to reduce transportation related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Environmental mitigation for transportation projects including land banking.
- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.
- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

These proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.



GOVERNING BODY AND ORGANIZATIONAL STRUCTURE

Implementation of this sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. In enacting this ordinance, voters will authorize the Alameda County Transportation Commission (referred to herein as the Alameda CTC) to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, as it may be amended as described in the implementation guidelines. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

The Alameda County Transportation Commission was created in July 2010 through a merger of two existing agencies: the Alameda County Transportation Improvement Authority, which administered the existing Measure B half-cent transportation sales tax, and the Alameda County Congestion Management Agency, which was responsible for long-range planning and programming of transportation funds. The merger was designed to save taxpayer money by developing a single, streamlined organization focused on planning, funding and delivering countywide projects and programs with local, regional, state and federal funds in the most efficient and effective manner to serve the county's transportation needs. The merger has resulted in millions of dollars of savings to taxpayer's on an annual basis.

GOVERNING BODY AND ADMINISTRATION

The Alameda CTC is governed by a Commission comprised of 22 members, with the following representation:

- All five Alameda County supervisors
- Two Oakland representatives
- One representative from each of the other 13 cities
- AC Transit
- BART

The Commission is assisted by staff dedicated to implementation and monitoring of sales tax projects and programs. The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs will not exceed 4% of the proceeds of the tax. In addition, \$XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.

INDEPENDENT WATCHDOG COMMITTEE

The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of sales tax funds by the Alameda CTC. The Independent Watchdog Committee (IWC) reports directly to the public.

GOVERNING BODY AND ORGANIZATIONAL STRUCTURE

The responsibilities of this committee are:

- The IWC must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- The IWC will have full access to the Alameda CTC's independent auditor and will have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.
- The IWC will publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

IWC members are private citizens who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax. Membership is limited to individuals who live in Alameda County. Members are required to submit a statement of financial disclosure and membership is restricted to individuals without economic interest in any of the Alameda CTC's projects or programs. The IWC is designed to reflect the diversity of Alameda County. Membership is as follows:

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and approved by the Alameda CTC Board of Directors as follows:
 - o One representative from the Alameda County Taxpayer's Association
 - o One representative from the Sierra Club

- o One representative from the Alameda County Labor Council
- o One representative from the East Bay Economic Development Alliance
- o One representative from the Alameda County Paratransit Advisory Committee (PAPCO)
- o One representative from the East Bay Bicycle Coalition
- o One representative from the League of Women's Voters

The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

ADVISORY COMMITTEES

The Alameda CTC is assisted by the advice of technical and public advisory committees. These committees, described below, meet regularly and are charged with carrying out important functions on behalf of the Alameda CTC.

Alameda County Technical Advisory Committee (ACTAC)

The ACTAC is the technical advisory committee to the Alameda CTC. The ACTAC members provide technical expertise, analysis and recommendations related to transportation planning, programming and funding with the Alameda CTC Executive Director functioning as Chair.

Paratransit Advisory and Planning Committee (PAPCO)

PAPCO addresses funding, planning, and coordination issues regarding specialized transportation services for seniors and persons with disabilities in Alameda County. PAPCO has the responsibility of making direct recommendations to the Board of Directors of the Alameda CTC on funding for senior and disabled transportation services. PAPCO is supported by a Technical Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC reviews all competitive applications submitted to the Alameda CTC for bicycle and pedestrian safety funds from Measure B, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to the Alameda CTC for funding. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance, upon request.

Other Committees

The Alameda CTC will establish other community and technical advisory committees as necessary to implement the projects and programs in the TEP and to inform and educate the public on the use of funds for projects and programs in the TEP.



IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (TEP) is guided by principles that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in this plan, in the most efficient and effective manner possible, consistent with the direction provided by the voters of Alameda County.

ADMINISTRATION OF THE PLAN

1. **Funds only Projects and Programs in TEP:** Funds collected under this measure may be spent only for the purposes identified in the Transportation Expenditure Plan, or as it may be amended by the Alameda CTC governing body.
2. **All Decisions Made in Public Process:** The Alameda County Transportation Commission (Alameda CTC) is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Alameda CTC Board of Directors will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of the Alameda CTC, annual strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this plan.
3. **Salary and Administration Cost Caps:** The Alameda CTC will have the authority to hire professional staff and consultants to deliver the projects and programs included in this plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Alameda CTC for this tax will not exceed 1% of the proceeds of the tax.

The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 4% of the proceeds of this tax.

The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.

4. **Amendments Require 2/3 Support:** To modify and amend this plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.
5. **Augment Transportation Funds:** Pursuant to California Public Utilities Code 180001 (e), it is the intent of this expenditure plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

COMPREHENSIVE PLAN UPDATE PROCESS

6. **Comprehensive Plan Updates:** While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs, technology, and circumstances change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B funds), collected from implementation in 2013 through subsequent tax collections for an unlimited period, unless otherwise terminated by the voters.
7. **Comprehensive Plan Update Schedule:** The TEP will undergo a comprehensive update at least one time no later than the last general election prior to the end of 2042 and then at least once every 20 years thereafter.

- 8. **Approval of a Comprehensive Updated Plan:** In order to adopt a comprehensive updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents, businesses and community organizations to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the comprehensive plan update.

A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Commissioners and shall be taken back to the local jurisdictions including the cities, Alameda County and transit agencies for review and comment. The comprehensive plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote.

All meetings at which a comprehensive plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will be done to allow for maximum public input into the development of updating the plan.

TAXPAYER SAFEGUARDS, AUDITS AND ACCOUNTABILITY

Accountability is of utmost importance in delivering public investments with public dollars. The Alameda CTC is committed to transparency and accountability as a public agency along with its many jurisdictional partners and there are many measures built into this measure to ensure voter accountability in expenditure of funds.

- 9. **Annual Audits and Independent Watchdog Committee Review:** Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.
- 10. **Strict Project Deadlines:** To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a

period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

- 11. **Timely Use of Funds:** Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.
- 12. **Annual Budget and Strategic Plan:** Each year, the Alameda CTC adopts an annual budget that projects the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs and projects. The Alameda CTC will also prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria. Both the budget and the Strategic Plan will be adopted at a public meeting of the Alameda CTC Commissioners.
- 13. **Commitments from Fund Recipients:** All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, detailing their roles and responsibilities in spending sales tax funds and including local hiring requirements. Funding agreements will include performance and accountability measures. In addition, fund recipients will conduct an annual audit to ensure that funds are managed and spent according to the requirements of this expenditure plan.
- 14. **Capital Improvement Program Updates:** Project descriptions will be detailed and fully defined for inclusion in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.

15. **Geographic Equity:** Funding formulas for all programs will be revisited within the first five years of the plan to ensure overall geographic equity based on population and /or other equity factors. Funding for capital projects will be evaluated through the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area.

RESTRICTIONS ON FUNDS

16. **No Expenditures Outside of Alameda County:** Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.
17. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including but not limited to the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project, and will have clearly defined project descriptions, limits and locations as a result of the environmental process.
18. **Complete Streets:** It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.
19. **Local Contracting and Jobs:** The Alameda CTC will develop a policy supporting the hiring of local contractors, businesses and residents from

Alameda County as applicable in the expenditure of these funds.

20. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan could be considered as eligible recipients of funds through a Plan amendment

PROJECT FINANCING GUIDELINES AND MANAGING REVENUE FLUCTUATIONS

21. **Fiduciary Duty:** By augmenting and extending the transportation sales tax, the Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by the Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects pursuant to the policies adopted by the Alameda CTC. All interest income generated by these proceeds will be used for the purposes outlined in this TEP and will be subject to audits.
22. **Project and Program Financing:** The Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of this tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects included in the TEP and any programs included in the TEP that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's annual Strategic Plan and will be subject to public comment before any bond sale is approved.
23. **Programming of Funds:** Actual revenues may, at times, be higher than expected in this plan due to changes in receipts and additional funds may become available due to increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Estimates of actual revenue will be calculated annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects

IMPLEMENTING GUIDELINES

and programs described in this plan, at the direction of the Alameda CTC Commissioners.

24. **Fund Allocations:** Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, or should a project not require all funds programmed for that project, funding will remain within its modal category such as Transit, Roads, Highways, Sustainable Transportation and Land Use, or Bicycle and Pedestrian Safety, and be reallocated to projects or programs in the same funding category at the discretion of the Alameda CTC.

25. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Transit & Specialized Transit (48%)	Mass Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		ACE	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		WETA	\$38.70	0.5%
		LAVTA	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Transit Program for Students and Youth	Access to School Program	\$15.00	0.19%
		Sub-total	\$1,857.64	24%
	Specialized Transit For Seniors and Persons 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 Gap Grants	\$77.40	1.0%
		Sub-total	\$774.02	10%
	Bus Transit Efficiency and Priority	Telegraph Avenue/East 14th/International Boulevard project	\$10.0	14%
		Alameda to Fruitvale BART Rapid Bus	\$9.0	
		Grand/MacArthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		Sub-total	\$35.0	
	BART System Modernization and Capacity Enhancements	Irvington BART Station	\$120.0	14%
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		BART to Livermore	\$400.0	
		Sub-total	\$710.0	
	Regional Rail Enhancements and High Speed Rail Connections	Dumbarton Rail Corridor	\$120.0	14%
		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		
Sub-total		\$355.0		
TOTAL		\$3,731.66	48%	

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 the 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.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Local Streets & Roads (30%)	Major Commute Corridors, Local Bridge Seismic Safety	North County Example Projects		10%
		Solano Avenue Pavement resurfacing & beautification; San Pablo Avenue Improvements; SR 13/Ashby Avenue Corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge widening at Christie; East 14th Street; Oakland Army Base transportation infrastructure improvements		
		Central County Example Projects		
		Crow Canyon Road safety; San Leandro LS&R*; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation		
		South County Example Projects		
		East-West Connector in North Fremont and Union City; I-680/I-880 cross connectors; widen Fremont Boulevard from I-880 to Grimmer Boulevard; upgrades to relinquished Route 84 in Fremont; Central Avenue overcrossing; Thornton Ave widening; Newark LS&R		
		East County Example Projects		
		El Charro road improvements; Dougherty Road widening; Dublin Boulevard widening; Greenville Road widening; Bernal Bridge Construction		
		Sub-total		
	Countywide Freight Corridors			
Outer Harbor Intermodal Terminal; 7th Street Grade Separation and Roadway Improvement; Truck Routes serving the Port of Oakland				
	Sub-total	\$161.0		
	Direct Allocation to Cities and County	Local streets and roads program	\$1,548.03	20%
	TOTAL		\$2,348.03	30%

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 the Alameda CTC every two years and will include geographic equity provisions.

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

*This includes \$30 million for San Leandro local streets and roads improvements

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Highway Efficiency & Freight (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.0	8%
		I-80 Ashby Interchange improvements	\$52.0	
		Sub-total	\$76.0	
	SR-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.0	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		Sub-total	\$132.0	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.0	
		I-580 Local Interchange Improvement Program: Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2); Central County I-580 spot intersection improvements	\$28.0	
		Sub-total	\$48.0	
	I-680 Improvements	I-680 HOT/HOV Lane from SR-237 to Alcosta	\$60.0	
		Sub-total	\$60.0	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway/Jackson multimodal transportation and circulation improvements	\$75.0	
		Whipple Road / Industrial Parkway Southwest Interchange improvements	\$60.0	
		I-880 Industrial Parkway Interchange improvements	\$44.0	
		I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th Ave., Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street	\$85.0	
		Sub-total	\$284.0	
Highway Capital Projects	Sub-total	\$600.0		
Freight & Economic Development	Freight and economic development program	\$77.40	1%	
TOTAL			\$677.40	9%

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 the Alameda CTC every two years and will include geographic equity provisions.

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

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Bicycle and Pedestrian (8%)	Bicycle and Pedestrian Infrastructure & Safety	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	\$264.0	3%
		Bicycle and pedestrian direct allocation to cities and Alameda County	\$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	TOTAL		\$651.0	8%
Sustainable Land Use & Transportation Linkages (4%)	Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments	North County Example Projects*		4%
		Broadway Valdez Priority Development Area; Eastmont Mall Priority Development Area; BART station areas: Oakland Coliseum; Lake Merritt; West Oakland; 19th St; MacArthur; Ashby; Berkeley Downtown		
		Central County Example Projects		
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape Project; South Hayward BART Station Area		
		South County Example Projects		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape Project; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		East County Example Projects		
		West Dublin BART Station and Area Improvements; Downtown Dublin TOD; East Dublin/ Pleasanton BART Station and Area Improvements		
	Sub-total	\$300.00		
	TOTAL	\$300.00	4%	
Technology (1%)	Technology, Innovation, and Development	Technology, Innovation, and Development program	\$77.40	1%
TOTAL NEW NET FUNDING (2013-42)			\$7,786	

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 the Alameda CTC every two years and will include geographic equity provisions.

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

* Preliminary allocation of North County Funds subject to change by Alameda CTC: Coliseum BART Area (\$40 M), Broadway Valdez (\$20 M), Lake Merritt (\$20 M), West Oakland (\$20 M), Eastmont Mall (\$20 M), 19th Street (\$20 M), MacArthur (\$20 M), Ashby (\$18.5 M), Berkeley Downtown (\$20 M).

DRAFT

City Attorney

OAKLAND CITY COUNCILFILED
OFFICE OF THE CITY CLERK
OAKLAND

RESOLUTION No. _____ C.M.S.

2012 FEB 16

PM 5:20

Introduced by Councilmember _____

A RESOLUTION TO ENDORSE AND SUPPORT THE APPROVAL OF THE ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN AND RECOMMEND TO THE ALAMEDA COUNTY BOARD OF SUPERVISORS PLACEMENT OF AN EXTENSION AND AUGMENTATION OF THE EXISTING TRANSPORTATION SALES TAX ON THE NOVEMBER 2012 BALLOT

WHEREAS, Alameda County's Measure B half-cent sales tax was approved by Alameda County voters in November 2000 as a twenty-year tax through 2022; and

WHEREAS, the majority of projects named in the Measure are complete or well underway; and

WHEREAS, pressing new mobility needs require funding; and

WHEREAS, state and federal funding sources available for transportation funding are increasingly constrained; and

WHEREAS, The Alameda County Transportation Commission has approved a new Alameda County Transportation Expenditure Plan pursuant to the authority of Public Utilities Code Section 180000 et seq.; and

WHEREAS, the new Transportation Expenditure Plan covers the period from 2013-2042; and

WHEREAS, the Transportation Expenditure Plan assumes that the Alameda County transportation sales tax is increased from ½ cent to 1 cent; and

WHEREAS, the Transportation Expenditure Plan development was guided by a Steering Committee comprised of 13 representatives from Alameda County Cities, the Board of Supervisors, AC Transit and BART, including the City of Oakland; and

WHEREAS, the Steering Committee was advised by a Community Advisory Working Group composed of 27 Alameda County community members and a Technical Advisory Working Group composed of staff members from Alameda County local jurisdictions, transportation, transit, health, enforcement and parks agencies; and

WHEREAS, the Transportation Expenditure Plan was approved by the governing body of the Alameda County Transportation Commission on January 26, 2012; and

WHEREAS, the new Transportation Expenditure Plan consists of programs and projects that are essential to improving the county's streets and roads and transit network and services, supporting the needs of seniors and disabled, providing critical multi-modal transportation solutions to expand travel choices and relieve congestion throughout the county, moving people and goods more efficiently, and reducing greenhouse gas emissions; and

WHEREAS, the interests of Oakland and its residents and businesses will benefit by the implementation of the new Transportation Expenditure Plan and the augmentation and extension of the existing half-cent sales tax for transportation in Alameda County; and

WHEREAS, the County has been granted authority by the State of California to increase the sales tax beyond current legislative limits, but only during 2012; now therefore be it

RESOLVED, that the Oakland City Council endorses and supports the approval of the 2012 Alameda County Transportation Expenditure Plan; and be it

FURTHER RESOLVED, that the City of Oakland recommends that the Alameda County Board of Supervisors place an extension and augmentation of the existing transportation sales tax on the November, 2012 ballot.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, SCHAAF and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California