

ALAMEDA COUNTY 2014 TRANSPORTATION EXPENDITURE PLAN

City of Oakland

Transportation Opportunities

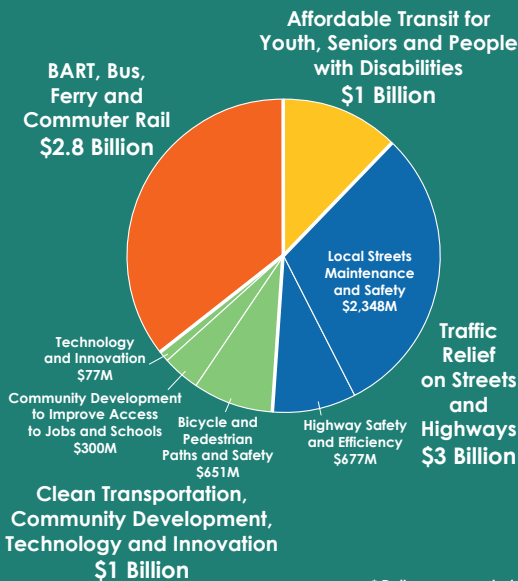


2014 TRANSPORTATION EXPENDITURE PLAN

Transportation investments are needed throughout Alameda County. As the population grows and demand for transportation increases, without new funding Alameda County will lose jobs, experience more traffic on streets and highways, suffer potential service cuts on buses and BART, and see more costly transportation services for youth, seniors and people with disabilities. The 2014 Plan will address our needs, create jobs and support a sustainable future.

INVESTMENTS IN THE FUTURE

The measure on the 2014 ballot will fund projects in the 2014 Plan and will generate almost \$8 billion* for essential transportation improvements in every city and throughout Alameda County.



Innovative Transportation Solutions

Transportation Expenditure Plan on November 2014 ballot

The 2014 Transportation Expenditure Plan (Plan) and ballot measure will go before voters in November 2014 to provide essential funding for BART expansion and upgrades, local street maintenance, bicycle and pedestrian paths and safety, affordable transportation for seniors, youth and people with disabilities, and local community investments that create jobs, improve air quality and provide traffic relief.

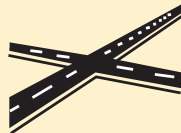
2014 Plan priorities



Expand BART, bus and commuter rail for reliable, safe and fast services, including BART expansion and improvements within Alameda County, bus service expansion and commuter rail service improvements.



Keep fares affordable for seniors, youth and people with disabilities, including affordable senior shuttles, vans and services that help keep seniors independent, critical funding for student transit passes to ensure youth can affordably get to school. The Plan also funds reliable and inexpensive transportation for people with disabilities.



Provide traffic relief, including funds to every city in the County to repave streets, fill potholes and upgrade local transportation infrastructure. The Plan also invests in aging highway corridors to upgrade on- and off-ramps, using modern technology to manage traffic and improve safety.



Improve air quality and provide clean transportation by reducing pollution using innovative technology and expanding bike and pedestrian paths, and BART, bus and commuter rail expansion and operations.



Create good jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County.

LOCAL TRANSPORTATION FUNDING

The 2014 Plan has been developed for important reasons:

- Most capital projects approved in the 2000 Measure B by 81.5 percent of voters in Alameda County have been completed ahead of schedule. Without a new plan, the County will be unable to fund any new major projects to address growing transportation needs.
- 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.
- The demand on Alameda County's roads, highways, BART and buses is increasing.

The 2014 Plan will help close these gaps and keep Alameda County moving.

STRICT ACCOUNTABILITY AND PERFORMANCE MEASURES ENSURE DELIVERY

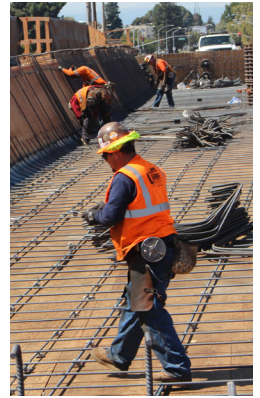
The 30-year Plan includes strict accountability measures to ensure all \$8 billion for County transportation improvements are spent on approved projects. The 2014 Plan requires:

- ✓ **Open and transparent public processes** to allocate funds.
- ✓ **Annual independent audits.**
- ✓ **An independent watchdog committee** made up of people who live in Alameda County.
- ✓ **Annual compliance reports** distributed to the public that detail costs and how specific performance measures are met.



2014 Plan will strengthen economy and improve quality of life

The projects in the 2014 Plan are designed to strengthen the economy and improve quality of life in Alameda County, reduce traffic congestion, improve air quality and create jobs. Targeted investments will maintain existing infrastructure, improve safety, remove bottlenecks on major commute corridors, enhance and expand BART, commuter rail, bus and ferry transit systems; keep fares affordable for seniors, youth and people with disabilities; and make it safer and easier to bike and walk throughout the county.



Projected City of Oakland transportation funding

	Estimated Revenue First Year of 2014 Measure (FY14-15)			Total 2014 Plan Funding 2015-2045
	Current Funding (FY13-14)	Current and 2014 Plan Investments	Percentage Increase	
Local streets maintenance and safety	\$9,340,000	\$17,960,000	92%	\$577,340,000
Bicycle and pedestrian paths and safety	\$1,090,000	\$1,990,000	83%	\$60,270,000
Paratransit for seniors and people with disabilities*	\$930,000	\$1,870,000	101%	\$63,270,000

* The current value is based on an adopted FY13-14 formula. The 2014 Plan value is based on the population over age 70 in Alameda County's four planning areas.

Investments for the City of Oakland and Northern Alameda County

- AC Transit — double the funding to increase/restore services
- AC Transit bus rapid transit projects: Grand Ave./MacArthur Blvd. and Telegraph Ave./East 14th St./International Blvd.
- Affordable student transit pass program and Safe Routes to Schools
- Affordable and accessible transit for seniors and people with disabilities
- BART expansion and modernization at BART stations in Oakland
- Bay Trail and East Bay Greenway bicycle and pedestrian projects
- College Ave./Broadway transit priority projects and targeted improvements along Broadway and Broadway Streetcar
- Commuter rail service enhancements (Capitol Corridor)
- Freight improvements: Outer Harbor Intermodal Terminal, 7th St. grade separation, Oakland Army Base transportation infrastructure improvements and truck routes serving the Port of Oakland
- Improvements on major commute corridors in Oakland
- I-880 Broadway/Jackson St. multimodal transportation improvements
- I-880 local access and safety improvements at 23rd Ave./29th Ave., 42nd Ave./High St. and Oak St. interchanges
- I-880 northbound carpool/express lane from A St. to Hegenberger Rd.
- Investments in transit oriented development at Eastmont Transit Center, the Broadway Valdez Specific Plan area and other major transit centers
- Operations and maintenance funding for ferry services