F.5 Approval of the 2014 Alameda County Transportation Expenditure Plan and recommendation for the Alameda County Board of Supervisors to place a 30-year extension and augmentation of the existing transportation sales tax on the November 4, 2014 general election ballot – from Senior Civil Engineer Fajeau. (RESOLUTION)

Background/Discussion – At the March 27, 2014 City Council meeting, Mr. Arthur Dao, Executive Director of the Alameda County Transportation Commission (Alameda CTC) and Ms. Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation of the Alameda CTC, provided the City Council with a presentation of the 2014 Alameda County Transportation Expenditure Plan (TEP). A new ballot measure supported by this plan would augment and extend the existing half-cent sales tax for transportation programs and projects in Alameda County for a 30-year term. The Alameda CTC Board approved the 2014 TEP on January 23, 2014. The Alameda CTC is seeking formal approval of the TEP from all Alameda County jurisdictions, as well as a recommendation for the Board of Supervisors to place the measure funding this plan on the November 4, 2014 general election ballot.

Historical Perspective and Future Needs

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. All of the major projects promised to and approved by the voters in the 2000 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.

In 2012, 66.53 percent of Alameda County voters supported a 2012 Transportation Expenditure Plan, which was just 721 votes shy of achieving the two-thirds majority required to pass. Because of the strong voter support and the ongoing and growing need for transportation investments in Alameda County, the Alameda CTC unanimously approved a slightly revised 2014 Transportation Expenditure Plan that includes a sunset date. The Alameda CTC is recommending the 2014 Plan for approval by the cities in Alameda County and the Board of Supervisors, so that voters will have an opportunity to reauthorize and augment Measure B to fund critical transportation projects included in the detailed 2014 TEP that directly benefit all jurisdictions in Alameda County.

Without new transportation investments, Alameda County will lose jobs, experience increased traffic, suffer potential service cuts on buses and BART, and see more costly transportation services for seniors and people with disabilities. Over the term of the 2014 TEP, Alameda County's population will grow by almost 30 percent, and the senior population will double—this growth demands investments to meet current and future transportation needs in Alameda County.

For over 25 years, Alameda CTC has successfully delivered transportation projects throughout Alameda County that create good quality, local jobs while delivering transportation solutions. These projects were funded in large part by Measure B. Alameda CTC combined agencies, saving millions of dollars per year, and earned AAA financial credit ratings—the highest possible—and 100 percent of its annual audits have been verified by independent auditors and a citizens watchdog committee made up of Alameda County residents. These ratings underscore the strong financial management and accountability measures at Alameda CTC. Reauthorizing and augmenting Measure B is critical to meet local and countywide transportation needs, and the 2014 TEP has the highest level of accountability, including strict limits and oversight of the funds.

Benefits of the TEP for Alameda County and City of Newark Residents and Businesses

The ballot measure supported by the 2014 TEP will augment and extend the existing half-cent transportation sales tax by a half cent through March 31, 2045. Recognizing that transportation needs, technology, and circumstances change over time, the 2014 TEP covers the period from the approval date and subsequent sales tax collections for 30 years, programming nearly $8 billion in new transportation funding. All funding decisions by Alameda CTC and the jurisdictions that receive these funds will be made through open and transparent public processes. All expenditures, as well as performance and cost-effectiveness measures will be reviewed by an Independent Watchdog Committee made up of Alameda County residents. In addition, annual independent audits will be performed on expenditures by Alameda CTC and all jurisdictions that receive these funds to ensure they are spent in accordance with the 2014 TEP. The 2014 TEP will:

- 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, and critical funding for student transit passes to ensure youth can affordably get to school. It 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. It 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.

While the above benefits positively impact all of Alameda County, the 2014 TEP and associated ballot measure would also directly benefit the City of Newark's residents and businesses. The TEP includes potential funding for several local projects including the Central Avenue Railroad

Overpass, Thornton Avenue Widening, Dumbarton Corridor area investments and transit oriented development improvements, and other Newark streets and roads projects. Funding for any given project is not guaranteed. Projects will be funded through the Alameda CTC Capital Improvement Program based on geographic equity and the state of readiness for each project.

In addition to capital project funding, the 2014 TEP will provide increased direction allocations to the City of Newark for local streets maintenance and safety, bicycle and pedestrian paths and safety, and paratransit for seniors and people with disabilities. The combined direct annual allocation to the City is anticipated to increase from approximately $680,000 under the current Measure B program to $1,250,000 under the 2014 TEP. This will significantly improve the City's ability to maintain its local street and road infrastructure for all roadway users.

The Alameda CTC has also committed to reviewing the local streets and roads direct allocation formula within the first five years of implementation of the 2014 TEP. The current formula is weighted to provide additional funding to North County cities at the expense of the remaining County jurisdictions. A more equitable distribution of these funds would further benefit Newark.

Attachments

Action - It is recommended that the City Council, by resolution, approve the 2014 Alameda County Transportation Expenditure Plan and recommend that the Alameda County Board of Supervisors place a 30-year extension and augmentation of the existing transportation sales tax on the November 4, 2014 general election ballot.

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWARK APPROVING THE 2014 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN AND RECOMMENDATION THAT THE ALAMEDA COUNTY BOARD OF SUPERVISORS PLACE A 30-YEAR EXTENSION AND AUGMENTATION OF THE EXISTING TRANSPORTATION SALES TAX ON THE NOVEMBER 4, 2014 GENERAL ELECTION BALLOT

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 Transportation Expenditure Plan review and update was guided by a Transportation Expenditure Plan Steering Committee comprised of 13 representatives from Alameda County Cities, the Board of Supervisors, AC Transit, and BART; and

WHEREAS, the Transportation Expenditure Plan was developed in conjunction with the Alameda Countywide Transportation Plan, the long-range policy document that guides transportation investments, programs, policies, and advocacy for Alameda County; a steering committee, technical working group, and community working group guided development of both plans using performance based criteria; and

WHEREAS, the 2014 Transportation Expenditure Plan was unanimously approved by the governing body of the Alameda County Transportation Commission on January 23, 2014; and

WHEREAS, the detailed, 30-year Transportation Expenditure Plan will expand BART, bus, and rail services within Alameda County; keep transit fares affordable for youth, seniors, and people with disabilities; provide traffic relief on city streets and highways using new technology; improve air quality, reduce greenhouse gas emissions, and support an environmentally sustainable future; create good jobs within Alameda County and meet the County's growing transportation needs; and

WHEREAS, the interests of Alameda County and its residents and businesses will benefit by the implementation of the 30-year Transportation Expenditure Plan through the augmentation and extension of the existing half-cent sales tax for transportation in Alameda County;

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Newark does hereby approve the 2014 Alameda County Transportation Expenditure Plan and request that the Alameda County Board of Supervisors place a 30-year extension and augmentation of the existing transportation sales tax on the November 4, 2014 general election ballot.

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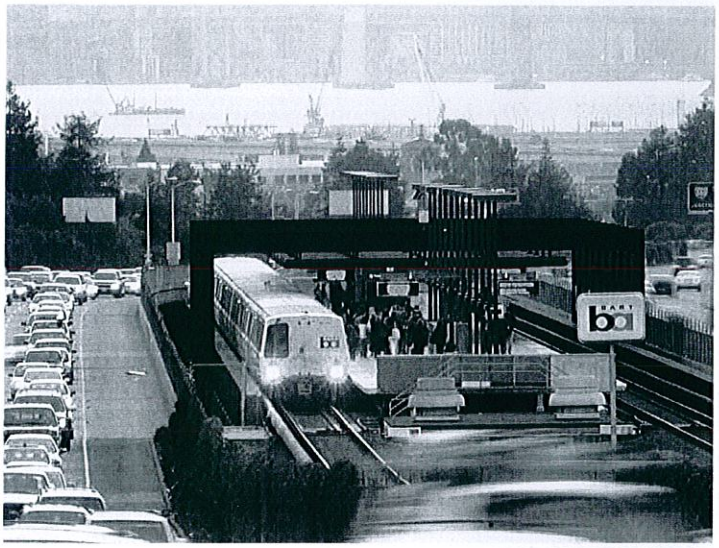
2014 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN



January 2014

ALAMEDA
County Transportation
Commission

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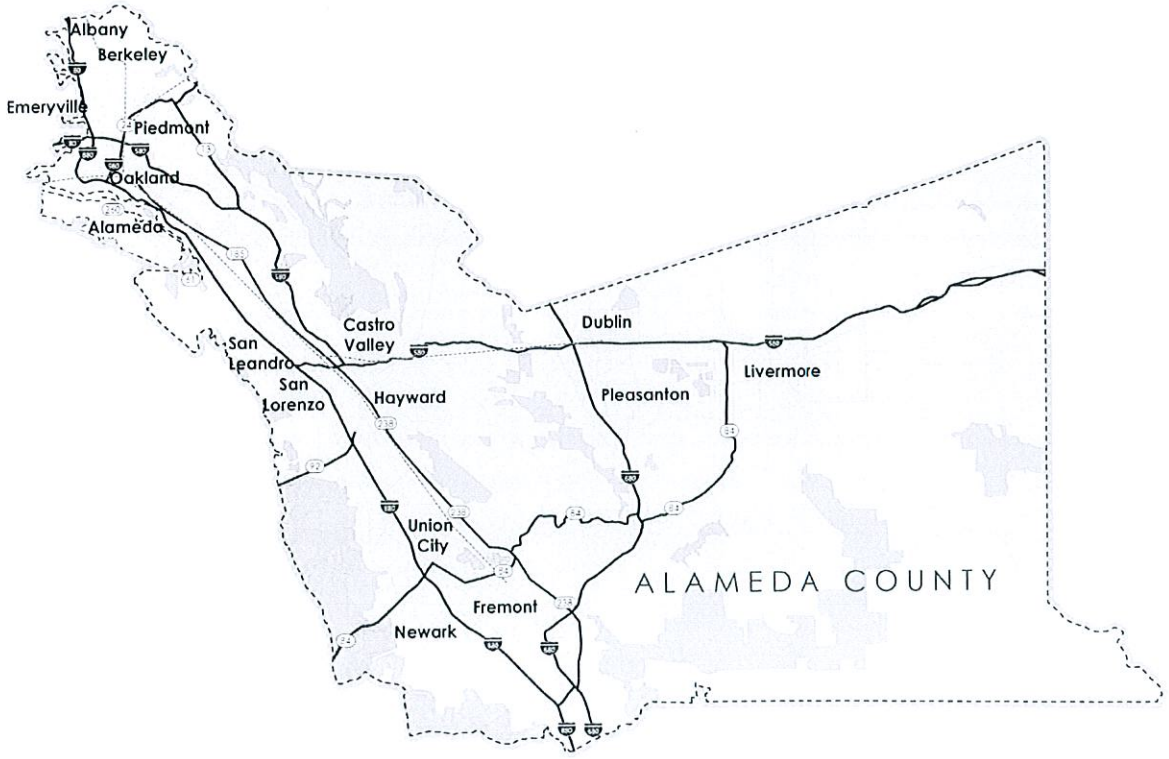


INTRODUCTION

New transportation investments are needed throughout Alameda County. Over the term of this Plan, Alameda County's population will grow by almost 30%, and the senior population will double. This means more demand on our streets, highways and transit. Without new funding, Alameda County will lose job opportunities, experience increased traffic on degraded streets and highways, suffer potential service cuts on buses and BART and see more costly transportation services for youth, seniors and people with disabilities.

Transportation projects create jobs. For over 25 years, the Alameda County Transportation Commission (Alameda CTC) has successfully delivered projects that create good quality, local jobs while delivering transportation solutions. It is funding BART to the Oakland Airport and an extension toward Silicon Valley, local street maintenance, bicycle and walking safety programs for youth and seniors, bus operations and maintenance, and highway efficiency projects to relieve traffic and provide commuter choices. Alameda CTC combined agencies, saving millions of dollars per year, and earned AAA financial credit ratings—the highest possible—and 100% of its annual audits have been verified by independent auditors and a citizens watchdog committee made up of Alameda County residents.

This Plan benefits people who live in Alameda County. This detailed Plan will expand BART, bus, and rail services within Alameda County, keep transit fares affordable for youth, seniors, and people with disabilities, provide traffic relief on city streets and highways using new technology, improve air quality, and create good quality, local jobs. It supports an environmentally sustainable future, transforming our transportation network over the coming decades to meet our growing needs, while supporting jobs as our local economy continues to recover. This Plan will:

- **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, and critical funding for student transit passes to ensure youth can affordably get to school. It 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. It 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.

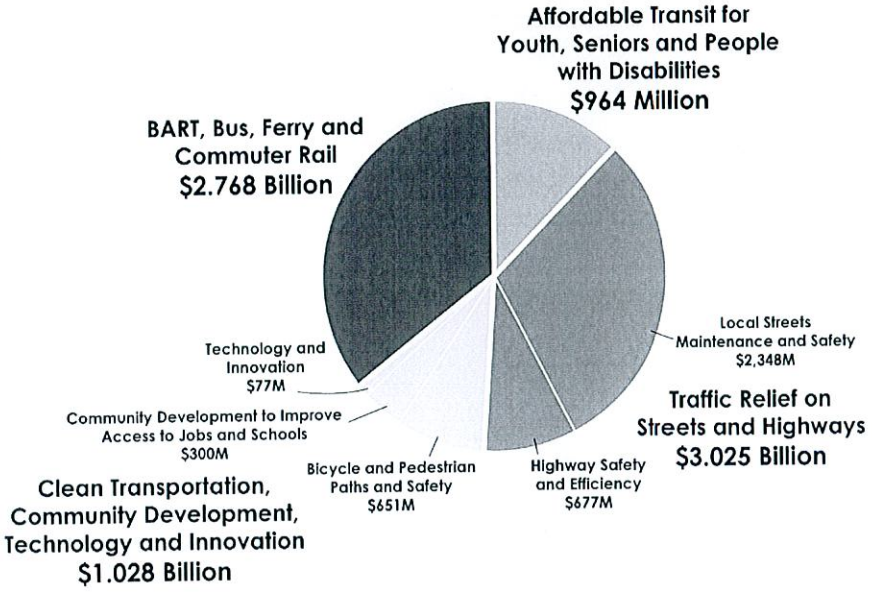
Strict accountability and performance measures ensure delivery. The 30-year Plan includes strict accountability measures to ensure all $8 billion for County transportation improvements are spent on approved projects. It requires open and transparent public processes to allocate funds, annual independent audits, an independent watchdog committee made up of people who live in Alameda County, and annual compliance reports distributed to the public that detail costs and how specific performance measures are met.

ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN SUMMARY

Summary of Investments	FUNDS ALLOCATION* ($ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	**$2,768**
BART Expansion and Maintenance	$749
Bus Operations, Maintenance and Rapid Bus Projects	$1,548
Commuter Rail Improvements	$432
Ferry Services in Alameda County	$39
Affordable Transit for Youth, Seniors and People with Disabilities	**$964**
Affordable Youth Transit to School and Transit Innovation	$190
Affordable Transit for Seniors and People with Disabilities	$774
Traffic Relief on Streets and Highways	**$3,025**
City and County Streets*	$2,348
Highway Safety and Efficiency	$677
Clean Transportation, Community Development, Technology and Innovation	**$1,028**
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	$651
Community Development Projects to Improve Access to Jobs and Schools	$300
Technology and Innovation	$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	**$7,785**

Notes:
*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.
**Estimated funds from 2015 to 2045 are anticipated to be almost $8 billion.

$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	$1,455.15	18.8%
		Altamont Commuter Express	$77.40	1.0%
		BART Maintenance	$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	$38.70	0.5%
		Livermore Amador Valley Transit Authority	$38.70	0.5%
		Union City Transit	$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	$15.00	0.19%
		Subtotal	**$1,857.63**	**24%**
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	$232.20	3.0%
		East Bay Paratransit - AC Transit	$348.31	4.5%
		East Bay Paratransit - BART	$116.10	1.5%
		Coordination and Service Grants	$77.40	1.0%
		Subtotal	**$774.01**	**10%**
	Rapid Bus Projects	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	
		Subtotal	**$35.0**	
	BART System Modernization and Expansion	Irvington BART Station	$120.0	
		Bay Fair Connector/BART METRO	$100.0	
		BART Station Modernization and Capacity Program	$90.0	
		BART to Livermore	$400.0	
		Subtotal	**$710.0**	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	$120.0	
		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	
		Subtotal	**$355.0**	
	TOTAL		**$3,731.64**	**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 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.

Table 1: List of Investments				
Type	**Investment Category**	**Project/Program**	**Amount ($ x millions)**	**% of Total Funds**
Local Streets Maintenance and Safety (30%)	**Congestion Relief, Local Bridge Seismic Safety**	**North County Example Projects**		**10%**
		Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route (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 streets*; 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 streets		
		East County Example Projects		
		El Charro road improvements; Dougherty Road widening; Dublin Boulevard widening; Greenville Road widening; Bernal Bridge Construction		
		Subtotal	**$639.00**	
		Countywide Freight Corridors		
		Outer Harbor Intermodal Terminal; 7th Street Grade Separation and Roadway Improvement; Truck Routes serving the Port of Oakland		
		Subtotal	**$161.00**	
	Direct Allocation to Cities and County	Local streets maintenance and safety 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 maintenance and safety improvements.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
Traffic Relief on Highways (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	$24.00	8%
		I-80 Ashby Interchange improvements	$52.00	
		Subtotal	**$76.00**	
	SR-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	$122.00	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	$10.00	
		Subtotal	**$132.00**	
	I-580 Improvements	I-580/I-680 Interchange improvements	$20.00	
		I-580 Local Interchange Improvement Program: Interchange improvements – Greenville, Vasco, Isabel Avenue (Phase 2); Central County I-580 spot intersection improvements	$28.00	
		Subtotal	**$48.00**	
	I-680 Improvements	I-680 High Occupancy Vehicle/Toll (HOV/HOT) Lane between SR-237 and Alcosta	$60.00	
		Subtotal	**$60.00**	
	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: Interchange improvements at Winton Avenue; 23rd/29th Ave., Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street	$85.00	
		Subtotal	**$284.00**	
	Highway Capital Projects	**Subtotal**	**$600.00**	
	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.

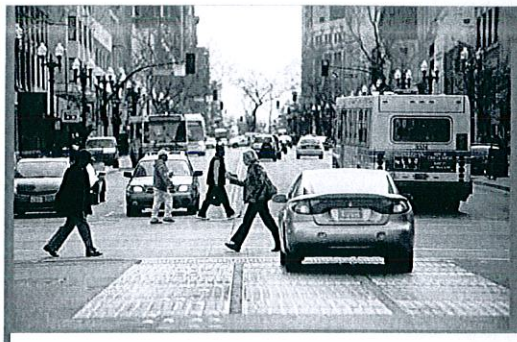
Table 1: List of Investments

Type	Investment Category	Project/Program	Amount ($ x millions)	% of Total Funds
Bicycle and Pedestrian Paths and Safety (8%)	**Bicycle and Pedestrian Infrastructure & Safety**	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	$264.00	3%
		Bicycle and pedestrian direct allocation to cities and Alameda County	$232.20	3%
		Bicycle and pedestrian grant program for regional projects and trail maintenance	$154.80	2%
	TOTAL		**$651.00**	**8%**
Community Develop-ment Investments (4%)	**Community Investments That Improve Transit Connections to Jobs and Schools**	**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 Transit Oriented Development (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		
		Subtotal	**$300.00**	
	TOTAL		**$300.00**	**4%**
Technology (1%)	**Technology, Innovation, and Development**	Technology, Innovation, and Development program	**$77.40**	**1%**
TOTAL NEW NET FUNDING (2015-45)			**$7,785**	

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). These funds may also be used to fund shuttles that serve Alameda County residents and businesses.



BACKGROUND

THE 2014 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN

The 2014 Alameda County Transportation Expenditure Plan (referred to throughout this document as the Plan) responds to the county's continued transportation needs through the extension and augmentation of a locally generated and protected funding stream. These funds 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 may be amended.

The 2014 ballot measure supported by this Plan augments and extends the existing Alameda County Measure B half-cent transportation sales tax by a half-cent to April 1, 2045. It is anticipated that the sales tax extension and augmentation in this ballot measure would generate about $8 billion for essential transportation improvements in every city and throughout Alameda County.

The 2014 Transportation Expenditure Plan funds critical improvements that will:

- **Expand BART, bus and commuter rail for reliable, safe and fast services.** The Plan includes expansions and improvements to BART within Alameda County, bus service expansion and commuter rail service improvements.
- **Keep fares affordable for seniors, youth and people with disabilities.** The Plan funds affordable senior shuttles, vans and services that expand transportation choices and help keep seniors independent. The Plan provides critical funding for student transit passes to ensure youth can affordably get to school. It also expands funding for reliable and inexpensive transportation for people with disabilities.
- **Provide traffic relief.** The Plan provides critical funds to every city in the County to repave streets, fill potholes, and upgrade local transportation infrastructure. The Plan also invests in key aging highway corridors to upgrade on and off ramps and uses modern technology to manage traffic and improve safety.
- **Improve air quality and clean transportation.** The Plan reduces pollution by using innovative technology and investing in alternatives to driving, including significant improvements in bike and pedestrian facilities and BART, bus and commuter rail expansion and operations.
- **Create good jobs within Alameda County.** The expenditure plan requires local contracting to create good quality jobs that support residents and businesses in Alameda County.

TAXPAYER SAFEGUARDS

The commitments in this expenditure plan are underpinned by a set of strong taxpayer safeguards to ensure that they are met. These include:

- An annual independent audit and report to the taxpayers on expenditures and performance measures;
- Ongoing monitoring and review by an Independent Watchdog Committee; 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.

THE 2014 TRANSPORTATION EXPENDITURE PLAN WAS DEVELOPED WITH FULL PUBLIC INVOLVEMENT

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. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and this Plan.

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, and 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 2014 Plan 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 effective investment priorities.

City councils in the county and the County Board of Supervisors each held public meetings and voted to approve this 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 by establishing a vision and set of goals for the County's transportation system:

Vision: 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. Transportation in Alameda County will be guided by transparent decision-making and measureable performance indicators, and will be supported by these goals:

Goals: Alameda County's transportation system will be:

- Multimodal (BART, bus, train, ferry, bicycle, walking and driving)
- Accessible, affordable and equitable for people of all ages, incomes, abilities and geographic locations
- 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

WHY EXTEND AND AUGMENT A MEASURE NOW?

While the existing measure will remain intact through 2022, the 2014 Plan has been developed for several reasons:

- **Most capital projects in the existing measure have been completed ahead of schedule.** Without a new plan, the County will be unable to fund any new major projects to address pressing mobility 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 2014 Plan will allow local funding to fill in the gaps created by declining state and federal revenue, keep needed services in place and restore service cuts for many providers.
- **The demand on Alameda County's roads, highways, BART and buses is increasing.** Alameda County's population is growing, and as the economy improves, more people and goods are moving on roads and transit. Investments are needed to maintain and improve the current transportation system to ensure it can effectively accommodate current and future growth.

STATUS OF THE 2000 MEASURE B EXPENDITURE PLAN—FULFILLING THE PROMISE TO VOTERS

Voters in Alameda County have always 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 2000 Plan provides over $120 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 affordable transportation services for seniors and people with disabilities. It has also provided congestion relief throughout Alameda County by widening Interstate (I) 238, constructing the I-680 express lane, improving I-580 and I-880, and upgrading surface streets and arterial roadways.

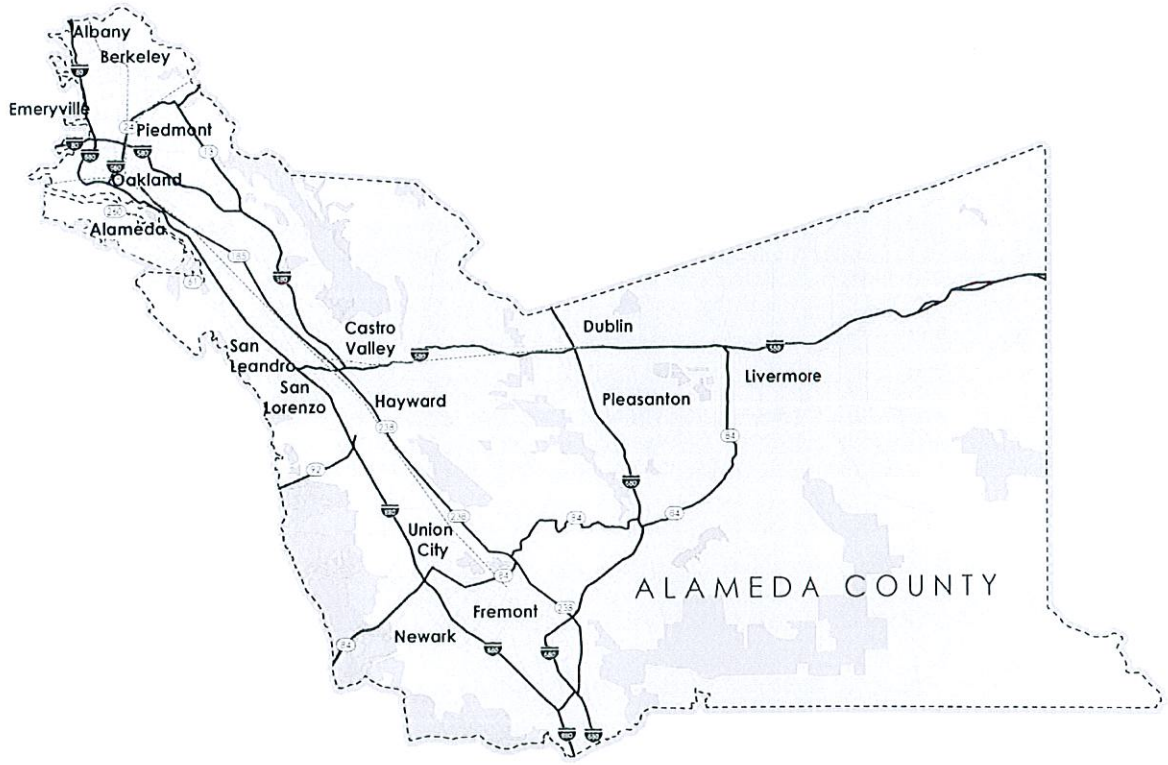
Most of the 27 major projects in the 2000 Plan have been completed or are under construction, many ahead of schedule. Annual audits by independent certified public accountants have verified that 100% of the public funds authorized in the 2000 Plan have been spent as promised.

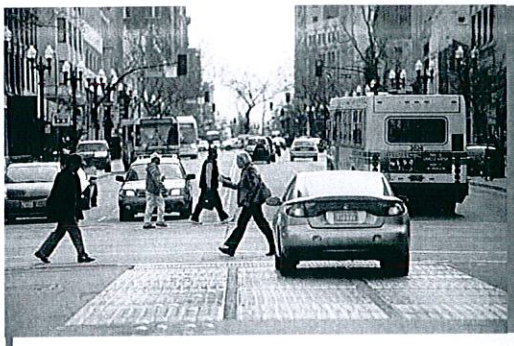
BENEFITS FROM THE 2000 MEASURE B EXPENDITURE PLAN

The 2000 Plan 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 2000 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 2000 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 open soon in the southern part of the county as the beginning of a new connection to Silicon Valley. The 2000 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 a local match fund source. The 2000 Plan has attracted over $3 billion of additional funds from outside sources for Alameda County transportation investments.


Albany
Berkeley
Emeryville
Piedmont
Oakland
Alameda
Castro Valley
Dublin
San Leandro
San Lorenzo
Hayward
Pleasanton
Livermore
Union City
ALAMEDA COUNTY
Fremont
Newark



TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan includes almost $8 billion in funding over 30 years. The investments described in this Plan will be made from 2015 to 2045, if voters approve the ballot measure in 2014. 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 projects in this Plan are designed to strengthen the economy and improve quality of life in Alameda County, reduce traffic congestion, improve air quality and create jobs. 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 operations and maintenance investments which are allocated a percentage of net revenues to be distributed 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 operations and maintenance investments include providing funds to local jurisdictions to complete ongoing operations and maintenance tasks such as transit operations and local street maintenance. The following summarizes total expenditures by type including both capital and operations and maintenance investments.

BART, BUS, SENIOR AND YOUTH TRANSIT (48%)

Increasing the number of people that can be served by BART, buses, commuter rail, and senior and youth transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified 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. 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 MAINTENANCE AND SAFETY (30%)

Local streets are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local street. Alameda County has more than 3,400 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 importantly, these streets are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

TRAFFIC RELIEF ON HIGHWAYS (9%)

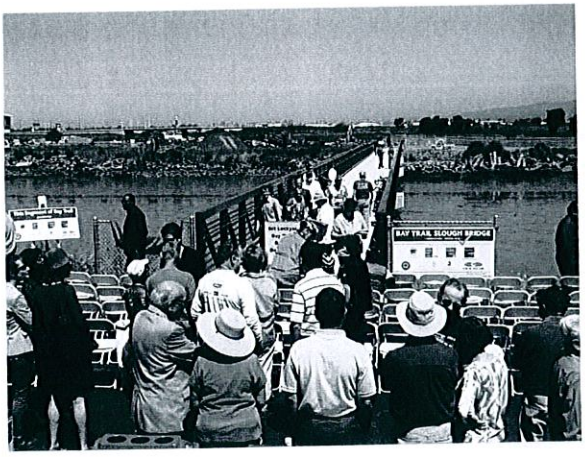
Aging highway systems continue to operate under substantial pressure as travel patterns become more diverse and the demand for moving goods and people increases. While the era of major highway construction has come to an end in the Bay Area, there are many opportunities to increase the safety and efficiency 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 highway corridors where sales tax investments will be made to implement high occupancy toll (HOT) or express lanes, the net toll revenues generated will be used to fund additional improvements within those corridors, including transit capital projects and operations.

In addition to focusing on highway efficiencies, 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 to residential neighborhoods.

BICYCLE AND PEDESTRIAN PATHS AND SAFETY (8%)

Most trips begin or end 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.



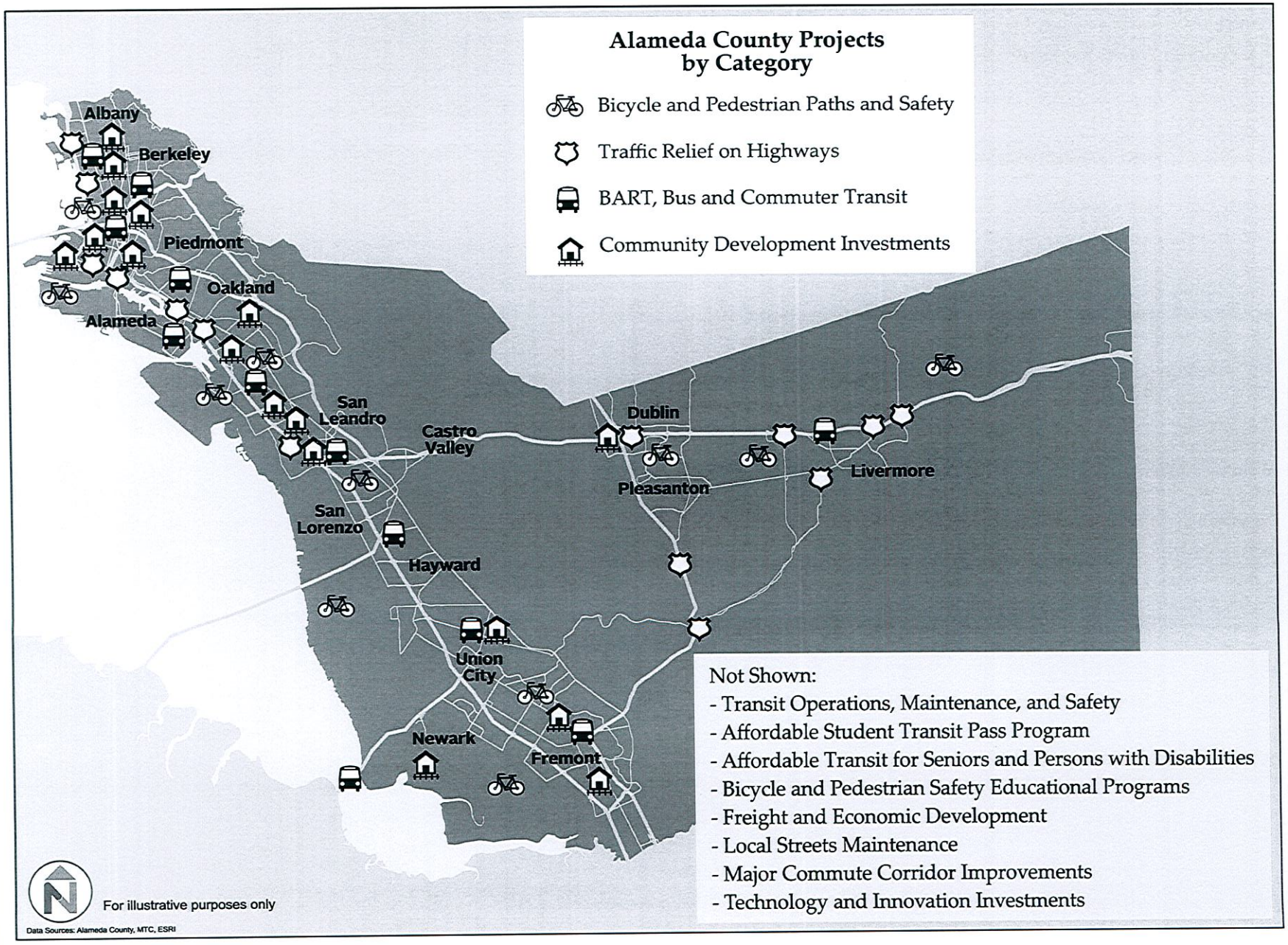
COMMUNITY DEVELOPMENT INVESTMENTS (4%) AND TECHNOLOGY AND INNOVATION (1%)

Transportation investments in local communities are strengthened when development focuses on bringing together transportation choices, housing and expanded access to jobs and schools. 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.

For transportation projects funded in this Plan to promote the development of housing and jobs near transit areas, project sponsors will mitigate direct displacement as a result of projects.

In addition, a Technology, Innovation and Development Program will support technological advances in transportation management and information.

The map on the following page shows the investments planned in all areas of the County.


Alameda County Projects
by Category
Bicycle and Pedestrian Paths and Safety
Traffic Relief on Highways
BART, Bus and Commuter Transit
Community Development Investments
Albany
Berkeley
Piedmont
Oakland
Alameda
San Leandro
Castro Valley
Dublin
Pleasanton
Livermore
San Lorenzo
Hayward
Union City
Newark
Fremont
Not Shown:
- Transit Operations, Maintenance, and Safety
- Affordable Student Transit Pass Program
- Affordable Transit for Seniors and Persons with Disabilities
- Bicycle and Pedestrian Safety Educational Programs
- Freight and Economic Development
- Local Streets Maintenance
- Major Commute Corridor Improvements
- Technology and Innovation Investments
For illustrative purposes only
Data Sources: Alameda County, MTC, ESRI

BART, BUS, SENIOR AND YOUTH TRANSIT

A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing BART system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

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

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

This funding will support the following:

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

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

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

Affordable Youth Transit Pass Program ($15 million)

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

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

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

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

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

- Enhance rider information and education about transit options
- Enhance affordability for transit riders
- Implement recommendations for transit service improvements from Community Based Transportation Plans and the County's transit plan

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

AFFORDABLE TRANSIT FOR SENIORS AND PEOPLE WITH DISABILITIES (10% OF NET REVENUE, $774 M)

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

Funding for East Bay Paratransit Consortium (6% of net revenue, estimated at $464 M)

This funding will assist the East Bay Paratransit Consortium in meeting the requirements of the ADA. 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 2015 to 2045, towards meeting its responsibilities under the ADA.
- BART will receive 1.5% of net proceeds annually, estimated at $116 M from 2015 to 2045, towards meeting its responsibilities under the ADA.

City and local Transit Operator funding (3% of net revenue, estimated at $232 M)

Funding provided to each of the four subareas of the County will be used for implementation of locally developed solutions to address the mobility challenges of older adults and people 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 and Planning Committee (PAPCO), a group of seniors and people with disabilities that advises 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 Service Grants (1% of net revenue, estimated at $77 M)

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

- Improve mobility for seniors and people with disabilities by filling gaps in the services available to this population.
- Provide education and encouragement to seniors and people 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.

RAPID BUS AND TRANSIT IMPROVEMENTS ($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)

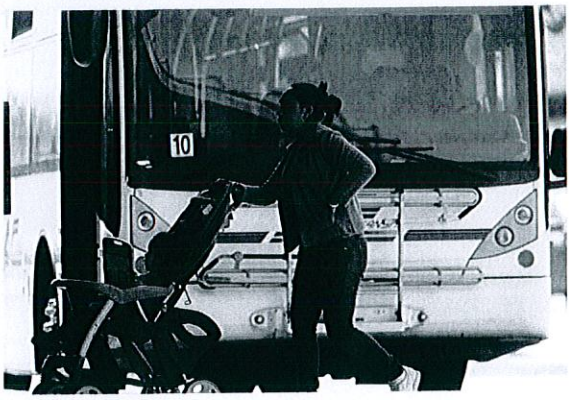
Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- **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.

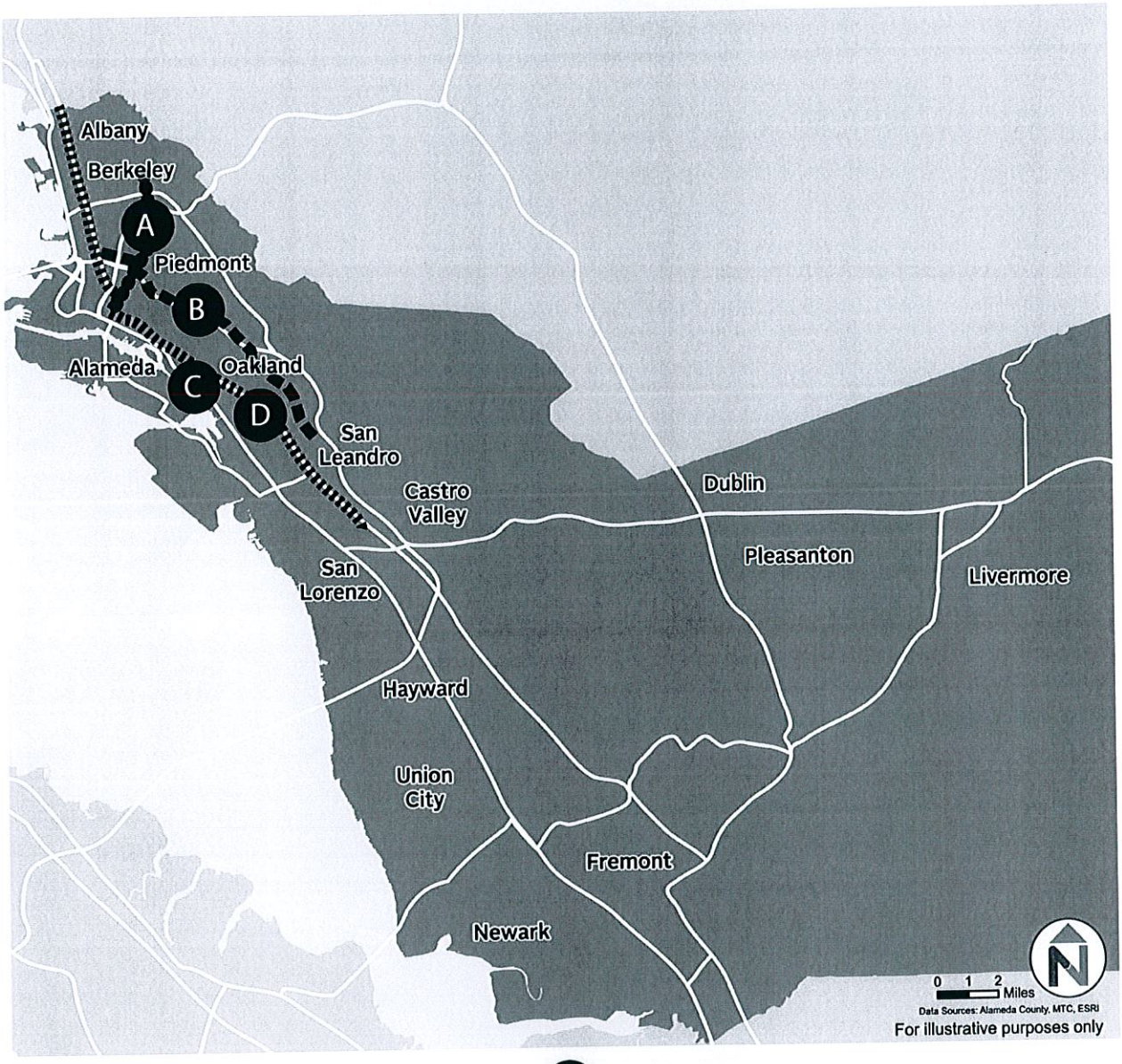
Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide the needed leverage as local matching funds to attract outside funds 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.



RAPID 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 Telegraph Ave/ East 14th/ International Blvd Project

Not Shown:
- Affordable Transit for Seniors and Persons with Disabilities
- Innovative grants including an affordable youth transit pass program
- Transit Operations, Maintenance and Safety Investments

BART EXTENSION AND SYSTEM IMPROVEMENTS ($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 provide local funding for a proposed BART extension in the eastern part of the county.

BART to Livermore ($400 M)

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

BART Station Upgrades and System Improvements ($310 M)

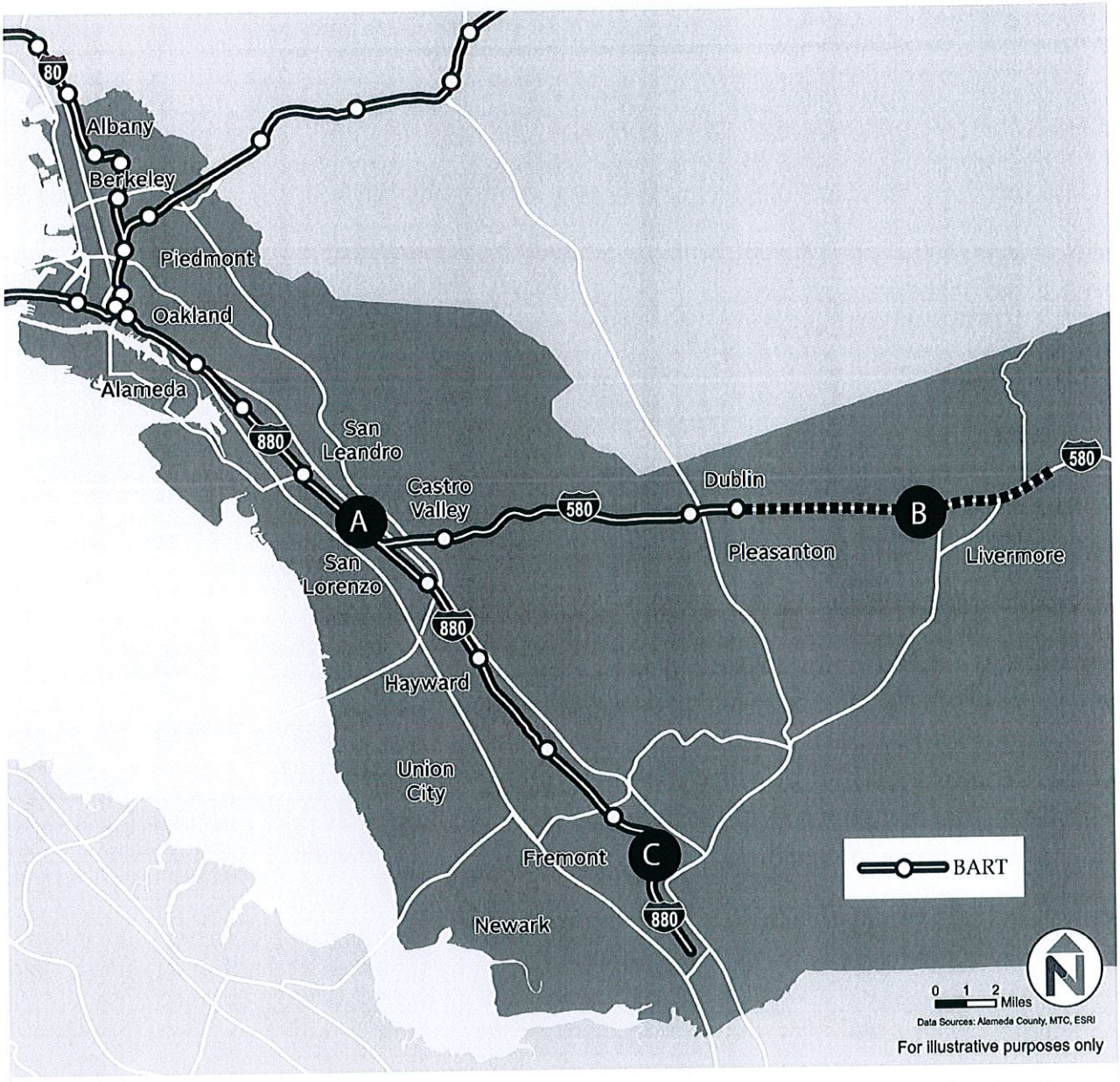
BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

- **The Bay Fair Connector/BART METRO project will receive $100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive $90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.

- **The Irvington BART Station will receive $120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



- **A** Bay Fair Connector / BART METRO
- **B** BART Extension to Livermore (within the I-580 corridor)
- **C** Irvington BART Station

Not Shown:

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

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS ($355 M)

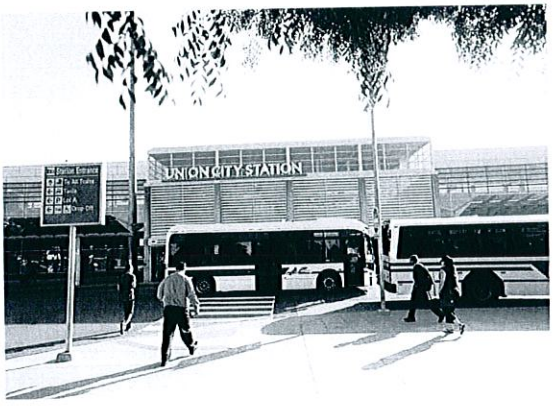
Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future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

Dumbarton Corridor Area Transportation Improvements ($120 M)

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

Union City Intermodal Station ($75 M)

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



Capitol Corridor Service Expansion ($40 M)

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

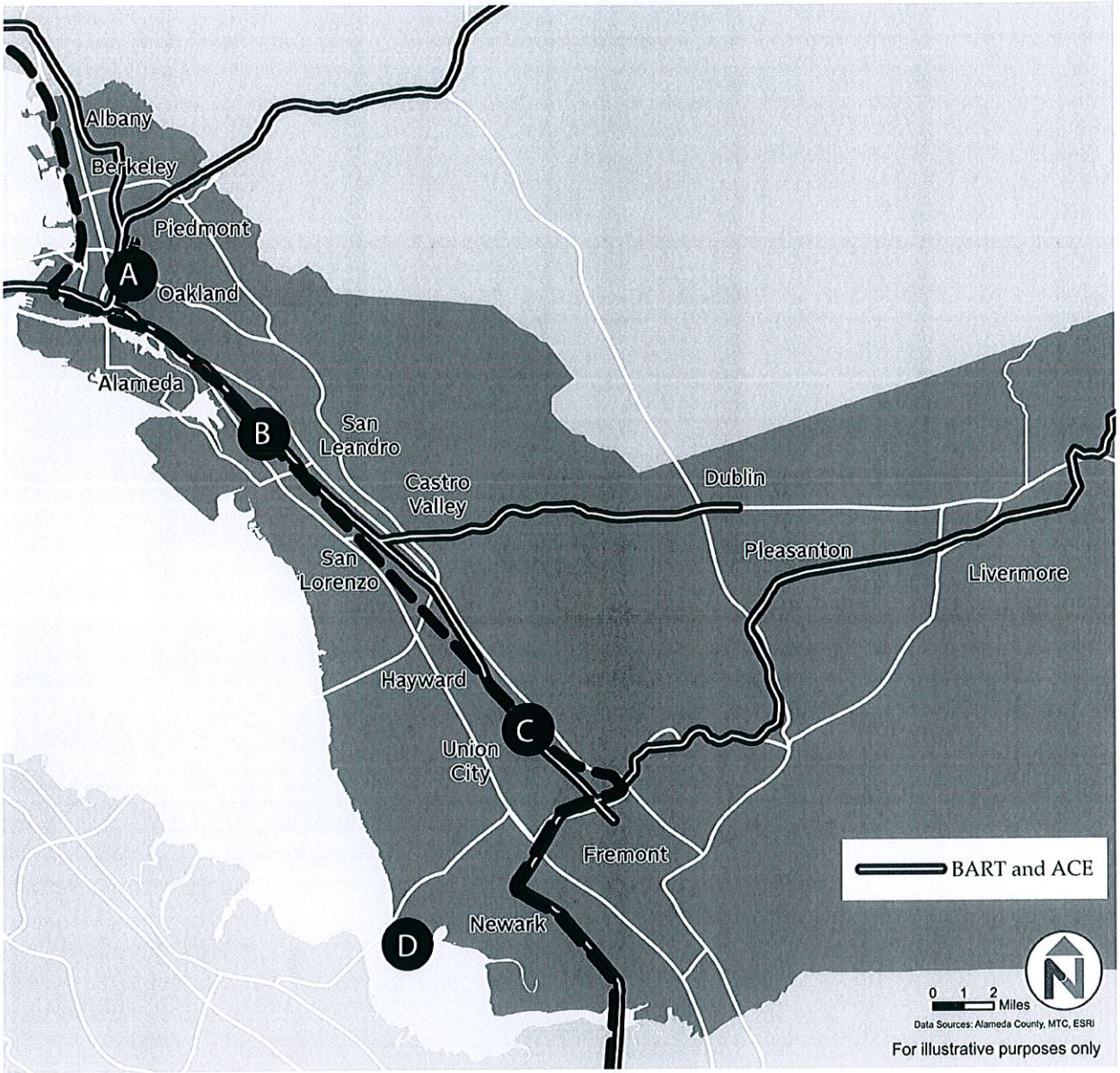
Railroad Corridor Right of Way Preservation and Track Improvements ($110 M)

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

Oakland Broadway Corridor Transit ($10 M)

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

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



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

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

LOCAL STREETS MAINTENANCE AND SAFETY

A total of 30% of the net revenue is dedicated to the improvement of local streets. These investments include two major components: a program that provides funding for local jurisdictions to maintain streets 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 Local Streets program in this 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 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 MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES, $1,548 M)

In recognition that local streets 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 street maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a "complete streets philosophy" where all types of transportation and users are considered in the development of the local street system. A minimum of 15% of all local streets funds will be spent on project elements directly benefitting bicyclists and pedestrians.

The Local Streets Maintenance and Safety program provides funds directly 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 2000 Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the Plan. 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 26, 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, transit riders and motorists, and bicyclists and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

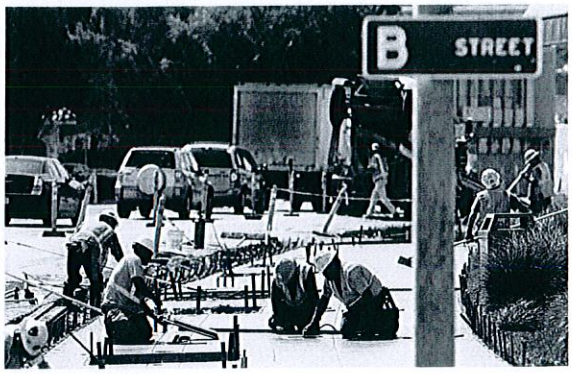
This program focuses funding on improvements to major roads, bridges, freight improvements and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

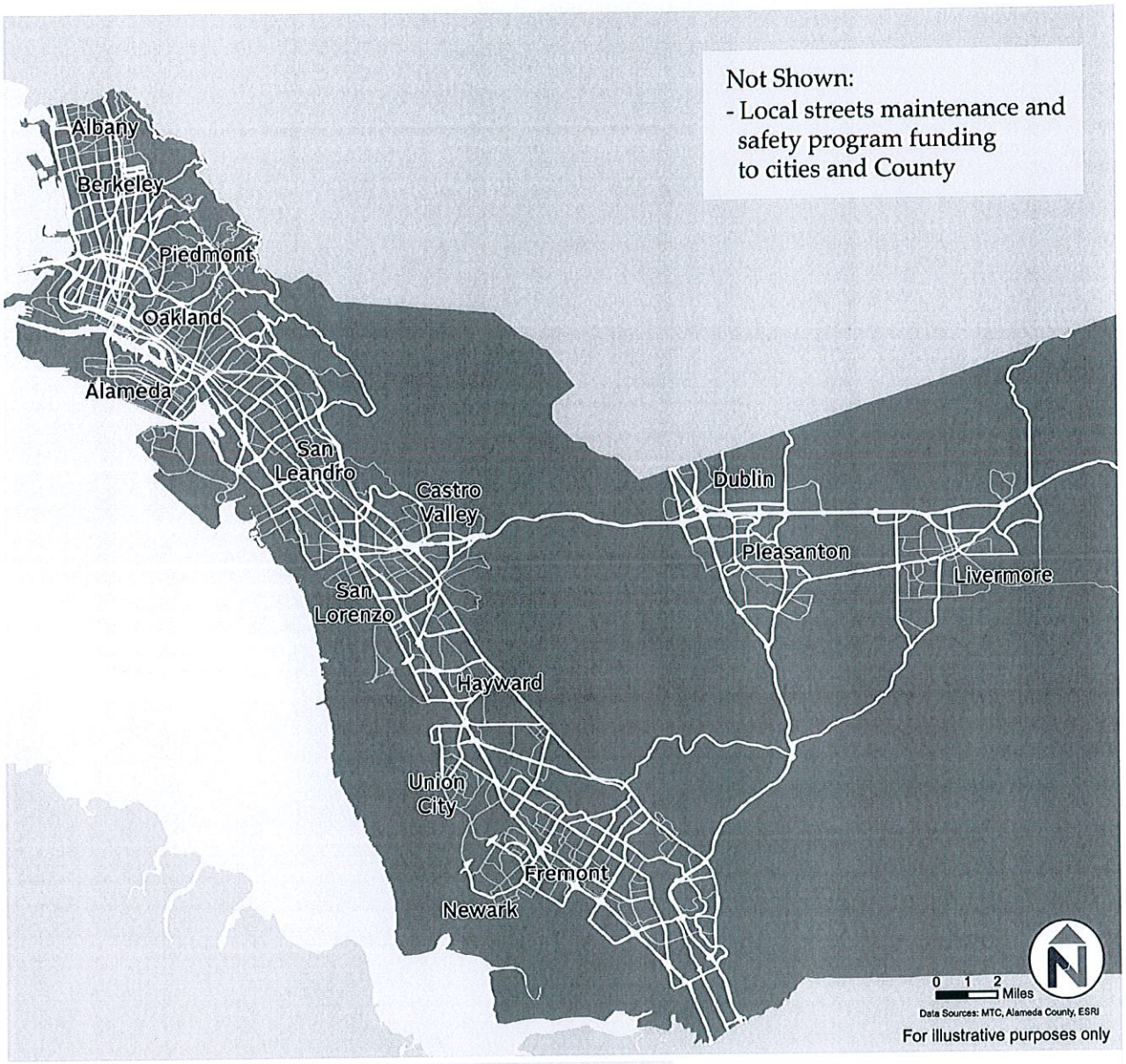
- **North County Major Roadways**: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements and 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 and 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 Avenue widening, Mowry Avenue and Newark local streets.

- **East County Major Roadways**: Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening and 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 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 Alameda CTC working with local jurisdictions as part of the Alameda CTC Capital Improvement Program which is updated every two years.





Examples of Major Commute Corridor Improvements:

North County:	Solano Ave., San Pablo Ave., Ashby Ave., Marin Ave., Gilman Railroad 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

The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies and reduce traffic 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 ability 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 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.

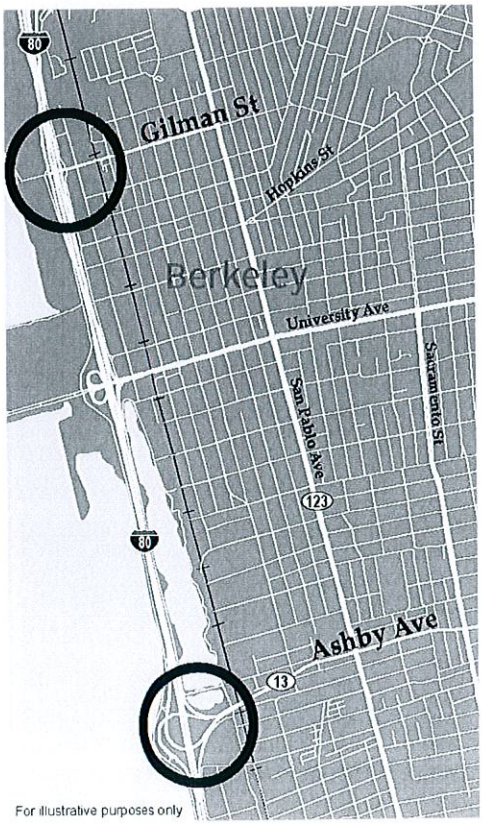
A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately $77 M, allocated specifically to goods movement and related projects.

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

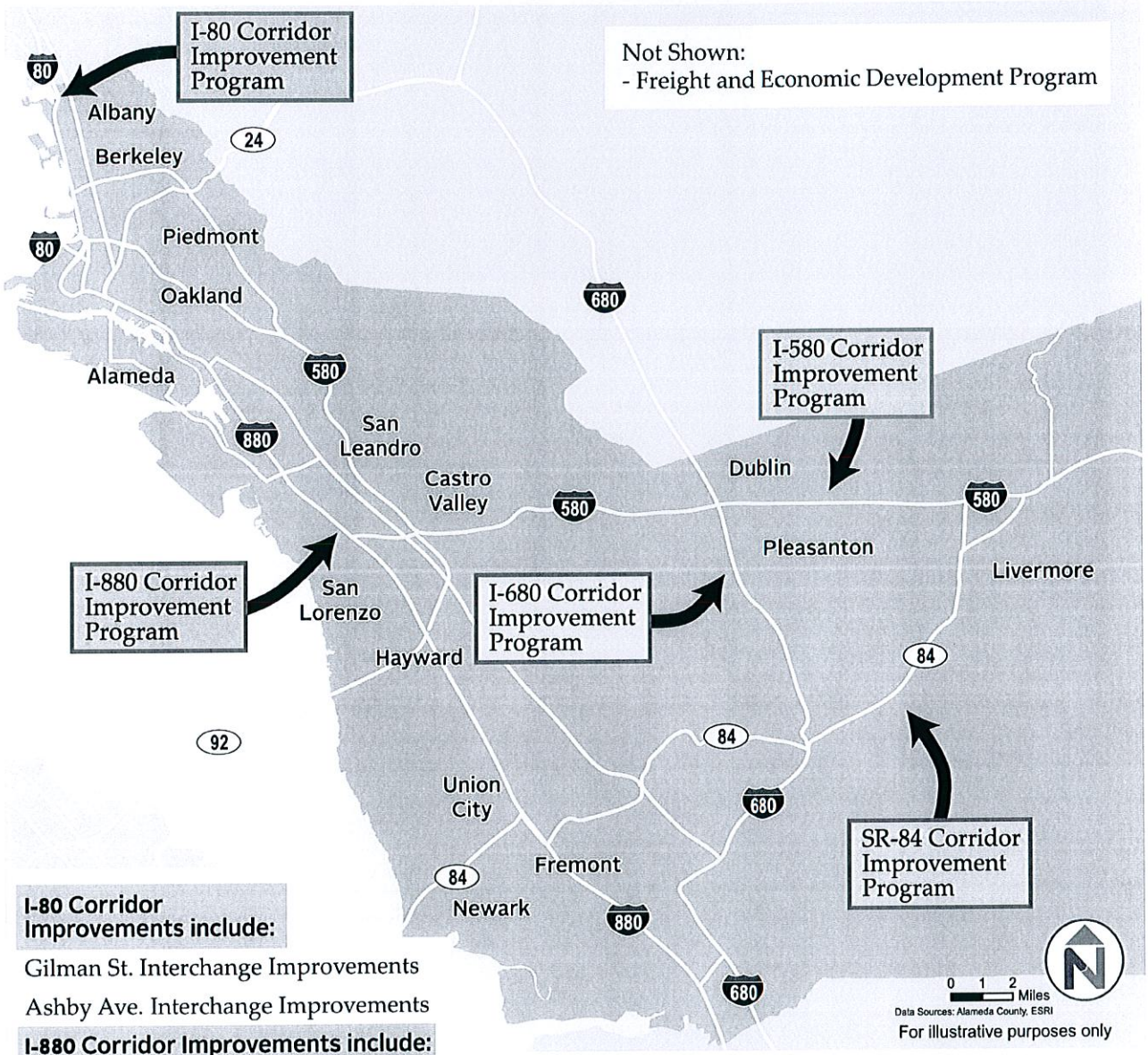
I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and bicyclists and pedestrians. Key investments will be made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



For illustrative purposes only



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 St. 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)

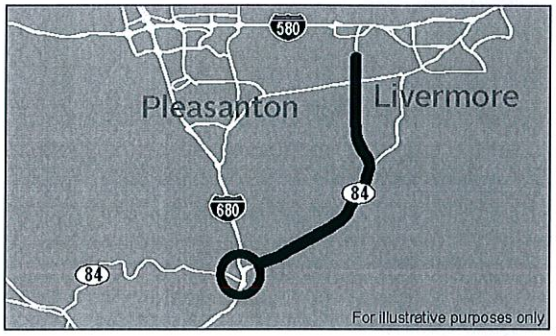
SR-84 Corridor Improvements include:

SR-84 Expressway (Pigeon Pass to Jack London)

SR-84/I-680 Interchange and SR-84 Widening

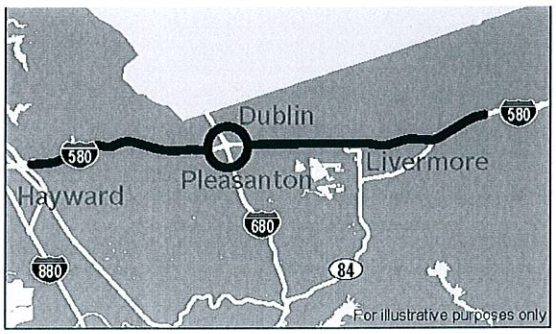
STATE ROUTE 84 FROM I-580 TO I-680 ($132 M)

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



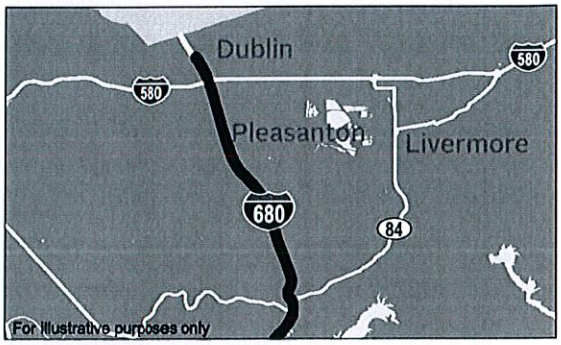
I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE ($48 M)

Investments in the I-580 corridor include improvements to the I-580/I-680 Interchange to provide traffic 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.



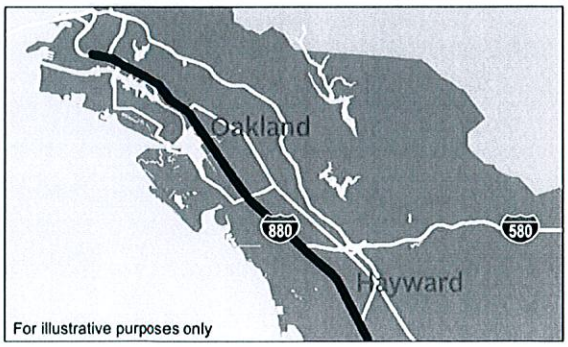
I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE ($60 M)

Implementation of the I-680 high occupancy vehicle/toll (HOV/HOT) lane in both directions from SR 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/HOT lanes on I-680 between Alcosta Boulevard and SR 237 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 Parkway 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 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 types of transportation.
- Reduce greenhouse gas production in the transport of goods.
- Mitigate environmental impacts of freight movement on residential neighborhoods.
- Enhance coordination between the Port of Oakland, the 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 funds will be distributed by Alameda CTC to eligible public agencies within Alameda County, including local jurisdictions such as cities, Alameda County, the Port of Oakland and the Oakland Airport.

BICYCLE AND PEDESTRIAN PATHS AND SAFETY

Key investments in bicycle and pedestrian paths and safety 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 Trail 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 people with disabilities. 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 Maintenance and Safety and Community Development Investments funding categories.

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

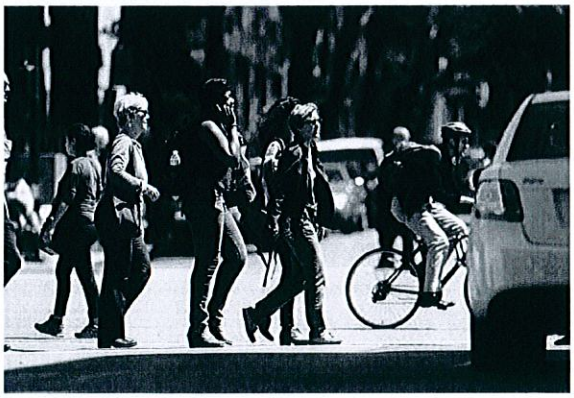
This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on page 32. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing traffic, 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 PATHS AND SAFETY (5% OF NET REVENUE, $387 M)

This 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 program consists of two components:

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

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 the 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.



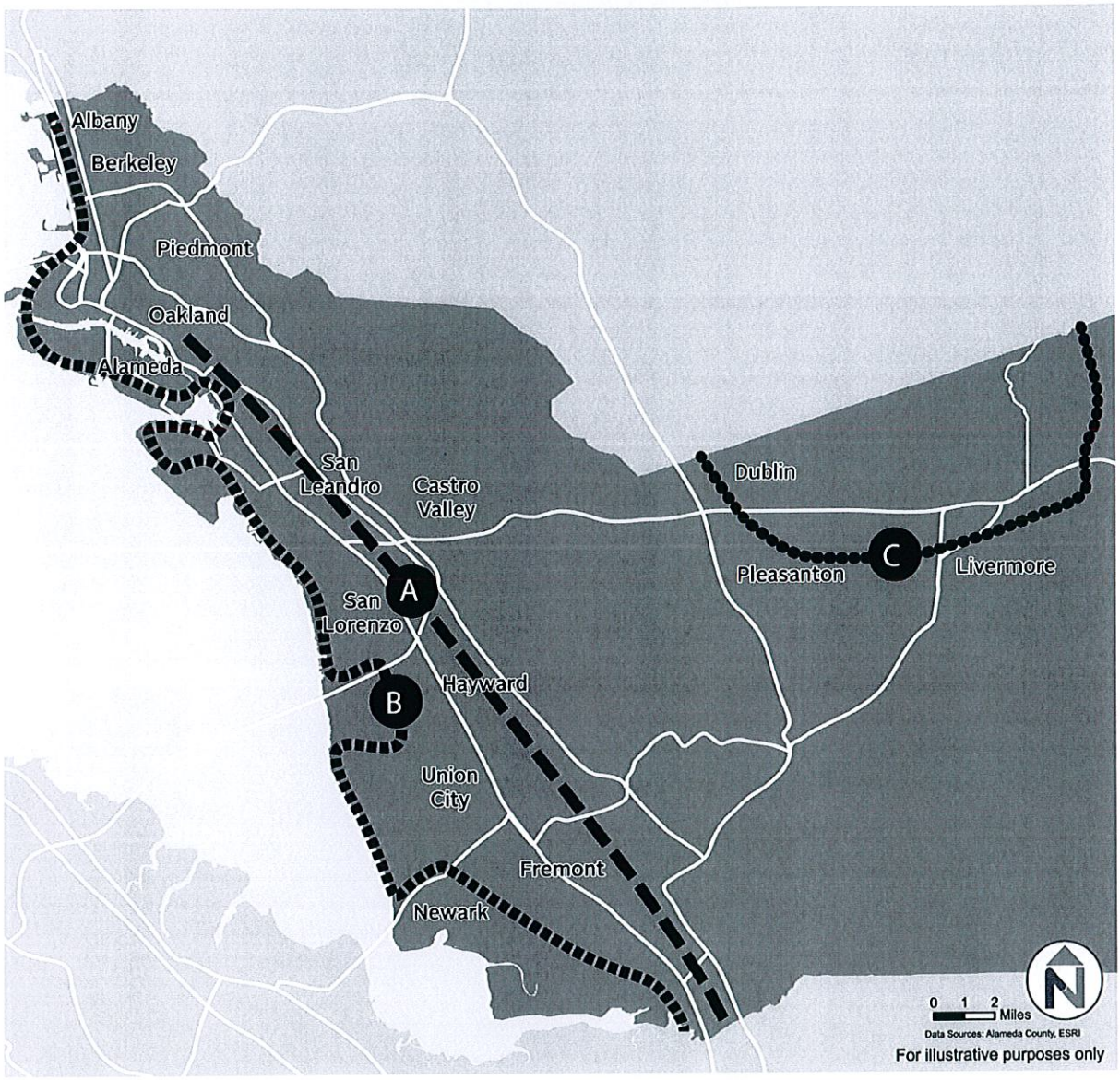
Bike and Pedestrian Grant Program (2% of net revenue, estimated at $154 M)

These funds, administered by Alameda CTC, will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities

and increasing safe bicycling. These funds will be periodically distributed by 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
- 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.



A East Bay Greenway from Oakland to Fremont

B Bay Trail Gap Closure and Access projects

C Iron Horse Trail Gap Closure and Access projects

Not Shown:
- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Funding to cities and County
- Grant program for regional projects and trail maintenance.

COMMUNITY DEVELOPMENT INVESTMENTS

Investments in sustainable transportation that improve transit connections to jobs and schools 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.

COMMUNITY DEVELOPMENT INVESTMENTS ($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. Funds may also be allocated to operate shuttles that serve Alameda County residents and local businesses. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by 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 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

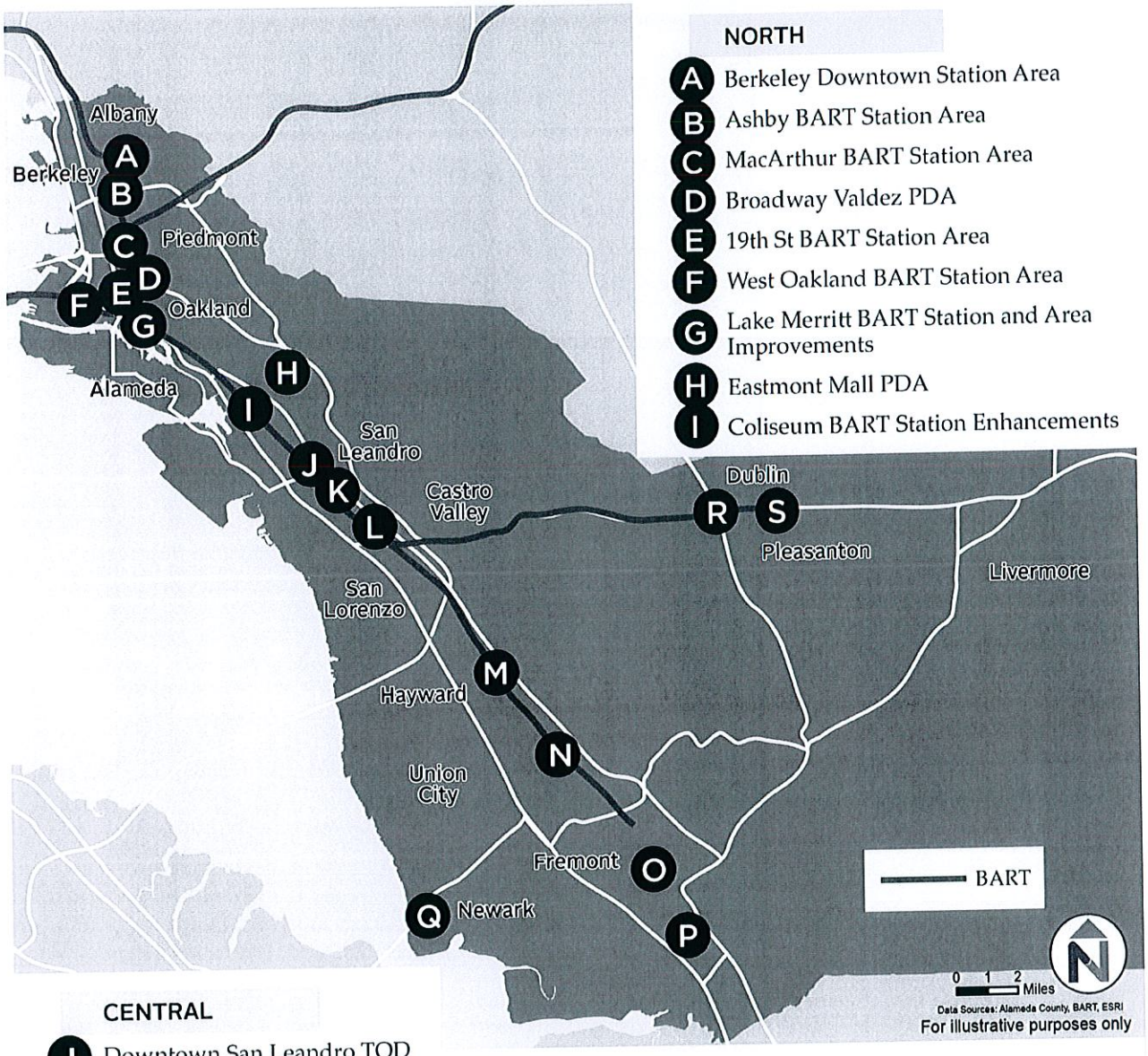
- Downtown San Leandro Transit Oriented Development (TOD)
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape Project
- Union City Intermodal Infrastructure Improvements
- Dumbarton TOD Infrastructure improvements

East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin TOD
- East Dublin / Pleasanton BART Station and Area Improvements



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

SOUTH

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

EAST

- R West Dublin BART Station and Area Improvements
  Downtown Dublin TOD
- S East Dublin/Pleasanton BART Station and Area 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 discretionary funds are designed to be administered by Alameda CTC to develop innovative approaches to meet 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 technology to:

- Increase utilization of non-auto types of transportation or to increase the occupancy of autos with the goal of reducing congestion, air pollution and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure and reduce greenhouse gas emissions.
- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the County's transportation system.
- Manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

These funds will be distributed periodically by 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 Alameda CTC to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Plan. Funds collected for this tax may be spent only for the purposes identified in the Plan, 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.

GOVERNING BODY AND ADMINISTRATION

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

- Representatives from each city in Alameda County
- All five Alameda County Supervisors
- BART
- AC Transit

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 net 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 net proceeds of the sales tax. Repayment of election costs to put the measure on the ballot is included in this Plan.

INDEPENDENT WATCHDOG COMMITTEE

The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of sales tax funds by Alameda CTC. The Independent Watchdog Committee reports directly to the public and has the following responsibilities:

- The Independent Watchdog Committee 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 Independent Watchdog Committee will have full access to 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 Independent Watchdog Committee 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.

Independent Watchdog Committee 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 annually, and membership is restricted to individuals with no economic interest in any of Alameda CTC's projects or programs.

The Independent Watchdog Committee 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 each has one representative:
  - League of Women's Voters
  - Alameda County Taxpayer's Association
  - Sierra Club
  - Alameda County Labor Council
  - East Bay Economic Development Alliance
  - Alameda County Paratransit Advisory and Planning Committee (PAPCO)
  - East Bay Bicycle Coalition

The members of the Independent Watchdog Committee 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. The Independent Watchdog Committee is the same committee as the Citizens Watchdog Committee, as defined in the 2000 Plan.

ADVISORY COMMITTEES

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 Alameda CTC.

Alameda County Technical Advisory Committee (ACTAC)

ACTAC is the technical advisory committee to Alameda CTC made up of representatives from Alameda County jurisdictions. 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 Alameda CTC Commission on funding transportation services for seniors and people with disabilities. 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)

BPAC reviews and provides input on updates to the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to Alameda CTC. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance.

Other Committees

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

IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (Plan) 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 serving the transportation needs of Alameda County.

DURATION OF THE PLAN

The duration of the Plan will be 30 years from April 2015 through March 31, 2045.

ADMINISTRATION OF THE PLAN

1. **Funds only Projects and Programs in the Plan**: Funds collected under this measure may be spent only for the purposes identified in the Plan, as it may be amended by the Alameda CTC governing body.

2. **All Decisions Made in Public Process**: Alameda CTC is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Alameda CTC Commission will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of Alameda CTC, 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**: 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 Alameda CTC for this tax will not exceed 1% of the net proceeds of the sales tax.

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

   The allocated 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 Plan amendment.

5. **Augment Transportation Funds**: Pursuant to California Public Utilities Code 180001 (e), it is the intent of this Plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

TAXPAYER SAFEGUARDS, AUDITS AND ACCOUNTABILITY

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

6. **Annual Audits and Independent Watchdog Committee Review**: Alameda CTC's financial reports are subject to an independent audit by a Certified Public Accountant (CPA) firm, on an annual basis. Expenditures are also subject to an annual review by an Independent Watchdog Committee.

The Independent Watchdog Committee will prepare an annual report on spending and progress in implementing the Plan that will be published and distributed throughout Alameda County. On a periodic basis, the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC as appropriate.

7. **Performance and Cost-Effectiveness:** To maximize transportation investments in the Plan, Alameda CTC will evaluate performance and cost-effectiveness of programs and projects, as they are being implemented.

8. **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, 2022) 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.

9. **Timely Use of Funds**: Jurisdictions receiving funds for transit operations, ongoing street maintenance, services for seniors and people with disabilities, 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.

10. **Annual Budget and Strategic Plan**: Each year, Alameda CTC will adopt an annual budget that projects expected sales tax receipts, other anticipated revenues and planned expenditures for administration, programs and projects. Alameda CTC will also prepare a 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.

11. **Commitments from Fund Recipients**: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

12. **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 will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.

13. **Geographic Equity**: Funding formulas for all programs will be revisited within the first five years of the Plan implementation 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

14. **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.

15. **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 in this Plan 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.

16. **Complete Streets**: It is the policy of Alameda CTC that all transportation investment decisions shall consider the needs of all types of transportation and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all transportation types and 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.

17. **Local Contracting and Good Jobs**: 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.

18. **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 may be considered as eligible recipients of funds through a Plan amendment.

PROJECT FINANCING GUIDELINES AND MANAGING REVENUE FLUCTUATIONS

19. **Fiduciary Duty:** By augmenting and extending the transportation sales tax, 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 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 Alameda CTC. All interest income generated by these proceeds will be used for the purposes outlined in this Plan and will be subject to audits.

20. **Project and Program Financing**: Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be repaid with the proceeds of this sales tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects or any programs included in the Plan that utilize bond proceeds. The costs and risks associated with bonding will be presented in Alameda CTC's strategic plan and will be subject to public comment before any bond sale is approved.

21. **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 Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this Plan, at the direction of the Alameda CTC Commission.

22. **Fund Allocations**: Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

23. **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.

PLAN APPROVALS

The Alameda CTC Commissioners unanimously approved this Plan on January 23, 2014:

COMMISSIONERS

Commission Chair, Supervisor Scott Haggerty

Commission Vice Chair, Councilmember Rebecca Kaplan

Supervisor Richard Valle

Supervisor Wilma Chan

Supervisor Nate Miley

Supervisor Keith Carson

Mayor Marie Gilmore

Mayor Peggy Thomsen

Councilmember Laurie Capitelli

Mayor Tim Sbranti

Vice Mayor Ruth Atkin

Mayor Bill Harrison

Councilmember Marvin Peixoto

Mayor John Marchand

Councilmember Luis Freitas

Vice Mayor Larry Reid

Mayor John Chiang

Mayor Jerry Thorne

Councilmember Michael Gregory

Mayor Carol Dutra-Vernaci

Director Elsa Ortiz

Director Thomas Blalock

COUNTY/CITIES/TRANSIT AGENCIES

Alameda County District 1

City of Oakland

Alameda County District 2

Alameda County District 3

Alameda County District 4

Alameda County District 5

City of Alameda

City of Albany

City of Berkeley

City of Dublin

City of Emeryville

City of Fremont

City of Hayward

City of Livermore

City of Newark

City of Oakland

City of Piedmont

City of Pleasanton

City of San Leandro

City of Union City, Union City Transit

AC Transit

BART

I.1 Approve changing the Newark City Council – Board of Education Joint Task Force on Youth Issues into the Newark City Council – Newark Board of Education Liaison Committee and appointing two members – from City Manager Becker. (RESOLUTION)

Background/Discussion – In 1990, the Newark City Council and the Newark Board of Education created the Joint Task Force on Youth Issues Committee to discuss and address issues affecting Newark youth. The Committee includes two appointed representatives from the Newark City Council and two appointed members from the Newark Board of Education. The City Manager and School Superintendent also attend the Committee meetings as ex-officio members. Since its formation, the Committee has facilitated numerous activities and special events relevant to Newark youth and their parents. These have included facilitating the establishment of an after school recreation program, youth seminars, parent education programs, gang prevention training, student and parent surveys, Internet safety programs, and health education programs and activities.

Over the years, the Committee members have found that the discussions at their meetings have frequently included topics of mutual interest outside the scope of the original intent and mission of the Youth Issues Committee. These discussions have been extremely valuable and have led to enhanced communication and cooperation between the two agencies.

During the Committee's February 27, 2014 meeting, members discussed the history of the Committee, recent accomplishments, and how the Committee might be more effective at addressing community-wide issues of mutual concern. The Committee discussed options for enhancing communication between the two agencies and ultimately voted unanimously to "repurpose" the Joint Task Force on Youth Issues Committee into a new City Council - Board of Education Liaison Committee. The Committee's role would expand beyond youth issues to include addressing all issues of mutual concern between the two agencies. The Committee would meet on a semi-regular basis dependent on topics/issues of relevance. Committee members will report on their activities as needed to their respective governing bodies.

The Committee would include the same two-member representation from the City Council and the Board of Education. The City Manager and School Superintendent would continue to act as ex-officio members of the Liaison Committee.

Attachment

Action - It is recommended that the City Council, by resolution, approve changing the Newark City Council – Board of Education Joint Task Force on Youth Issues into the Newark City Council – Newark Board of Education Liaison Committee and appoint two members to the Committee.

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWARK CHANGING THE NEWARK CITY COUNCIL – BOARD OF EDUCATION JOINT TASK FORCE ON YOUTH ISSUES INTO THE NEWARK CITY COUNCIL-NEWARK BOARD OF EDUCATION LIAISON COMMITTEE AND APPOINTMENT OF TWO MEMBERS TO THE COMMITTEE

WHEREAS, in 1990, the Newark City Council and the Newark Board of Education created the Joint Task Force on Youth Issues Committee to discuss and address issues affecting Newark youth; and

WHEREAS, the Committee members have found that there are topics of mutual interest outside the scope of the original mission of the Youth Issues Committee; and

WHEREAS, the Committee discussed options for enhancing communication between the two agencies and voted unanimously to "repurpose" the Joint Task Force on Youth Issues Committee into a new City Council - Board of Education Liaison Committee.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Newark hereby approves changing the Newark City Council-Board of Education Task Force on Youth Issues into the Newark City Council-Newark Board of Education Liaison Committee and appoints _____ and _____ as the City representatives to the Committee.

JBr1

I.2 Approval of appointment of Jeffrey J. Lucia to the Community Development Advisory Committee and acceptance of resignation from Tanya Mendoza – from Mayor Nagy. (RESOLUTION)(MOTION)

Background/Discussion – The Community Development Advisory Committee (CDAC) is an appointed committee that provides recommendations to the City Council for the use of Community Development Block Grant funds and to the Community Development Director on priorities for the use of Housing funds.

The CDAC consists of two City Council Members, two Planning Commissioners and the balance from the community. Tanya Mendoza, who has served on the CDAC since 2008, has resigned. Jeffrey J. Lucia, who recently applied for the Planning Commission, and indicated an interest to serve on the Community Development Advisory Committee.

Attachment

Action - It is recommended that the City Council, by resolution, appoint Jeffrey J. Lucia to the Community Development Advisory Committee and; by motion, accept the resignation of Tanya Mendoza.

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWARK APPOINTING JEFFREY J. LUCIA TO THE COMMUNITY DEVELOPMENT ADVISORY COMMITTEE

WHEREAS, the Community Development Advisory Committee consists of two City Council Members, two Planning Commissioners and the balance from the community; and

WHEREAS, the Mayor of the City of Newark has appointed Jeffrey J. Lucia to serve on the Community Development Advisory Committee; and

NOW, THEREFORE, BE IT RESOLVED that said appointment is hereby approved by the City Council of the City of Newark.

Shr1

I.3 Appointment of Sandra Marie Arellano to the Senior Citizen Standing Advisory Committee – from Mayor Nagy. (RESOLUTION)

Background/Discussion – On March 13, 2014, the City Council declared two vacancies on the Senior Citizen Standing Advisory Committee. Sandra Marie Arellano has submitted an application for one of the vacancies. Applications for the remaining vacancy will be accepted until the position is filled.

Attachment

Action - It is recommended that the City Council, by resolution, approve the appointment of Sandra Marie Arellano to the Senior Citizen Standing Advisory Committee.

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWARK APPROVING THE APPOINTMENT OF SANDRA MARIE ARELLANO TO THE SENIOR CITIZEN STANDING ADVISORY COMMITTEE

WHEREAS, two vacancies currently exist on the Senior Citizen Standing Advisory Committee; and

WHEREAS, the Mayor of the City of Newark has appointed Sandra Marie Arellano to the Senior Citizen Standing Advisory Committee for a term expiring April 14, 2016;

NOW, THEREFORE, BE IT RESOLVED that said appointment is hereby approved by the City Council of the City of Newark.

Shr2