



# BALLOT MEASURE SUBMITTAL FORM

Official Use Only: Date Stamp

## BALLOT MEASURE QUESTION

<b>Jurisdiction Name:</b> Alameda County Transportation Commission	<b>Election Date:</b> November 4, 2014
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**Note:** The information as it appears within the measure question text box will be printed on the ballot.

**Insert ballot question text here:**

Shall voters authorize implementing the Alameda County 30 year Transportation Expenditure Plan to:

- Expand and modernize BART in Alameda County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality; and
- Keep senior, student, and disabled fares affordable?

Approval augments by ½ cent and extends the existing County sales tax, with independent oversight and audits. All money will benefit local residents.

## TYPE OF MEASURE

Regular Measure       Bond Measure

## PERCENTAGE NEEDED TO PASS

66.67 %

## FULL TEXT OPTION

**Full Text to be printed in the Voter Information Pamphlet:**

YES (*note: must submit separate copy of Full Text along with this form*)

NO - A Full Text was not submitted

NO - Do not print, but it's accessible at: \_\_\_\_\_

## AUTHORIZED REPRESENTATIVE

<b>Print Name:</b> Arthur L. Dao	<b>Date:</b> August 4, 2014
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**Signature:**

CONTACT INFORMATION (for office use)	CONTACT INFORMATION (for public)
<b>Phone #:</b> <span style="background-color: black; color: black; display: inline-block; width: 150px; height: 1.2em;"></span>	<b>Phone #:</b> 510-208-7428
<b>E-Mail:</b> <span style="background-color: black; color: black; display: inline-block; width: 150px; height: 1.2em;"></span>	<b>E-Mail/Website:</b> tlengyel@alamedactc.org/www.alamedactc.org

## COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE BB

### ANALYSIS BY THE ALAMEDA COUNTY COUNSEL OF AN ALAMEDA COUNTY TRANSPORTATION COMMISSION SALES TAX MEASURE

This measure seeks voter approval of an ordinance that provides for the following three items. (1) an extension of the existing one-half of one percent (0.5%) transactions and use tax until March 31, 2045 for transportation purposes, currently set to expire in March of 2022; (2) an increase to the transactions and use tax by one-half of one percent (0.5%) resulting in a total tax of one percent (1%), and (3) authorization for the Alameda County Transportation Commission ("Commission") to issue limited tax bonds.

The Alameda County Congestion Management Agency and the Alameda County Transportation Improvement Authority merged to create the Commission in July of 2010. The Commission has the authority to increase the transactions and use tax upon approval by two-thirds of the votes cast under the terms of the measure and California Public Utilities Code section 180201.

The tax proceeds will only fund the projects and programs outlined in the Alameda County 2014 Transportation Expenditure Plan (the "Plan"), which may be amended, the Plan is printed in the voter pamphlet. According to the Plan, 48% of the tax proceeds will fund BART, bus, senior and youth transit, 30% of the tax proceeds will fund improvements to local streets and roads, 9% of the tax proceeds will be spent on traffic relief on highways in Alameda County; 8% of the tax proceeds will be used for local bicycle and pedestrian paths and safety; 4% of the tax proceeds will fund community development investments, and 1% of the tax proceeds will fund technologies to manage the transportation system. The tax proceeds may only fund transportation improvements in Alameda County.

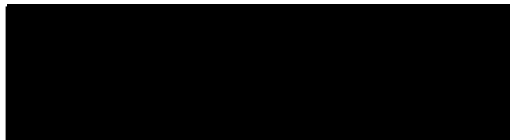
Under the measure's terms, the salaries and benefits of administrative staff shall not exceed 1% of the tax proceeds. The remaining administrative costs shall not exceed 4% of the tax proceeds.

The measure also authorizes the Commission to issue tax bonds to finance the Plan's projects. The Commission shall not have outstanding at any one time limited tax bonds in excess of one billion dollars.

The measure creates the Independent Watchdog Committee ("Committee"). The Committee will review and oversee all expenditures of the tax proceeds and report directly to the public. The Committee's annual report will include information on spending and the progress made in implementing the Plan. The expenditures are also subject to annual independent audits.

If two-thirds of the qualified electors voting on this measure do not vote for approval, the measure will fail, and the Commission will not be authorized to extend and increase the tax outlined above.

This measure is placed on the ballot by the Board of Supervisors of the County of Alameda.



DONNA R. ZIEGLER  
County Counsel

The above statement is an impartial analysis of Measure BB, which is printed in full in this sample ballot pamphlet. If you desire an additional copy of the measure, please call the Elections Official's office at (510) 272-6933 and a copy will be mailed at no cost to you. You may also access the full text of the measure on the Alameda County website at the following address: [www.acgov.org/rov/](http://www.acgov.org/rov/).

## **Measure BB - Argument In Favor**

First approved by Alameda County voters in 1986 and renewed in 2000 with 81% voter approval, Measure BB's predecessor measures have provided critical transportation infrastructure and services for nearly three decades.

Measure BB is a detailed plan; the result of four years of careful planning in collaboration with seniors, business and community leaders, environmentalists, transit activists and taxpayer advocates.

Measure BB will expand BART, keep fares affordable for seniors, disabled and young people, fix roads, fill potholes, restore bus transit services and reduce traffic congestion to manage our aging infrastructure and provide good transportation for Alameda County residents.

Measure BB will also create jobs and grow our local economy. A recent study by the Bay Area Economic Council found that Measure BB will create 150,000 jobs and provide nearly 20 billion dollars of economic investment in Alameda County.

This detailed plan was developed to benefit Alameda County residents. The plan reduces greenhouse gas emissions and slows the increase of vehicle miles travelled while expanding our local transportation network. Measure BB will:

- Expand and improve BART service across Alameda County;
- Keep transit fares affordable for seniors, youth and people with disabilities and restore bus service;
- Improve air quality and provide clean transportation options, including bike paths, walkways and trails;
- Create jobs in Alameda County;
- Fix our roads and reduce traffic congestion by fixing difficult intersections and providing alternatives to driving.

Measure BB is a robust plan with strong accountability measures. It requires an independent citizen's oversight committee and annual financial and performance audits. Every dollar raised by Measure BB stays in Alameda County to improve local transportation.

Every city in Alameda County voted unanimously to support Measure BB. Seniors, transit activists, taxpayer advocates, business leaders, environmentalists and neighborhood leaders throughout Alameda County all agree: vote YES on Measure BB. [www.YesonBB.org](http://www.YesonBB.org).

## Argument Against Measure BB

Measure BB would double the current transportation sales tax and extend it for 30 more years, thereby saddling Alameda County's struggling middle class, seniors, poor and small businesses with the highest county sales tax in California. Yet, if approved, the measure would buy nothing but a \$7.8 billion mixed bag of unrelated projects.

Despite the billions of transportation dollars spent in Alameda County over the past 25 years, not much has changed for the better. On the contrary, during this period, public transit use has declined and traffic congestion has gotten worse. If approved, Measure BB would bring more of the same.

For example, the measure would allocate \$400 million toward a \$1.2 billion BART extension to Livermore. This is plainly not a prudent use of tax dollars. There are far more cost-effective ways of providing excellent transit service to the County's outlying communities.

Under this measure, AC Transit would receive \$1.5 billion, with no strings attached. Instead of simply restoring previous service levels, AC Transit must be required to improve its operating efficiency, streamline its routes, reduce duplicative service and coordinate better with BART.

Under Measure BB's misplaced priorities, motor vehicle travel in Alameda County would increase by a whopping 46%, according to the Countywide Transportation Plan (page 3-11). This would result in both unprecedented traffic congestion on city streets and sharply higher greenhouse gas emissions.

Reject this regressive tax increase! Send a message to County officials that you want a better plan that:

- Increases transportation choices while reducing our carbon footprint
- Makes it easier and more convenient for more people to leave their cars at home
- Doesn't squander money on another low-ridership, high-cost BART extension
- Makes Alameda County the leader it should be in climate protection

This plan costs too much, does too little and hurts too many. Vote NO!

**Visit [www.VoteNoOnBB.com](http://www.VoteNoOnBB.com)**

## Direct Argument Signers

### For Measure BB

#### Argument in Favor

1. **Sylvia J. Stadmire**  
Senior Advocate United Seniors of Alameda County
2. **Janet Kathleen Quick**  
Convener – Alameda County Council of the Leagues of Women Voters
3. **Barbara A. Price**  
President, Alameda County Taxpayers Association
4. **James Earp**  
Executive Director, California Alliance for Jobs
5. **Scott Haggerty**  
Chair, Alameda County Transportation Commission & County Supervisor

#### Argument Against

1. **Bob Feinbaum**  
Co-Founder Bay Area Transportation Working Group
2. **Gerald Cauthen**  
Treasurer - TRANSDEF
3. **Sherman Lewis**  
Former BART Director
4. **Douglas L. Mann**  
Pleasanton Business Owner
5. **Paul D Cummings, Jr**  
Oakland-Based Association Executive

## REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE BB

Have the billions of tax dollars already spent on Alameda County transportation resulted in fewer freeway backups? Are city streets smoother and less congested? Are bus and BART improved? Now they want to restart the same failed process, this time using a flawed and deceptively promoted, \$7.8 Billion sales tax:

- If passed, Alameda County's sales tax will be the highest of all California counties. Moreover, Union City and Albany will have the highest total sales tax, with San Leandro close behind.
- Measure BB pays \$400 Million towards a \$1.2 Billion Livermore BART extension. \$250 Million per mile is irresponsible!
- Seniors, youth and the disabled need the one cent of every dollar this tax will take -- it hurts the poor and those on fixed incomes the most.
- 84% of AC Transit operating costs are already subsidized. Why give them almost \$2 Billion more without requiring increased efficiency?
- The sales tax would do nothing to prevent or head off a major increase in County driving. Its promoters deceptively claim that greenhouse gas emissions would drop!
- The claimed average of 5,000 jobs/year are largely temporary or part-time. We need permanent Alameda County jobs.
- The "watchdog" committee will be comprised of favored stakeholders and Measure BB supporters. That's political payback, not independence, transparency or accountability!

We have eight more years to get this right! Join our growing coalition of transportation and financial experts, environmentalists, business people, good government advocates and fed-up taxpayers. Send this failed plan back to the drawing board.

Vote NO on Measure BB. Visit [NoOnBB.com](http://NoOnBB.com). Thank You!

## **Measure BB – Rebuttal**

Measure BB's few opponents miss the point. They seek to confuse voters with false information and fail to mention a four-year detailed planning process that engaged thousands of Alameda County residents to develop this important measure.

The facts:

**Fact:** The Sierra Club, League of Conservation Voters, TransForm, Bike East Bay and many others support Measure BB because it will *slow* the increase in vehicle miles travelled. With BB, traffic congestion and air pollution will *decrease* below what they would be without BB because vehicle miles traveled will drop below the rate of population growth.

**Fact:** The United Seniors of Alameda County endorse Measure BB because it will expand services and keep transit affordable for seniors, young and disabled people. It will expand and upgrade BART in Alameda County and provide transportation independence for our most vulnerable populations.

**Fact:** The Alameda County Taxpayers Association and the Alameda County Leagues of Women Voters endorse BB because it includes a detailed plan backed by the best possible (AAA) bond rating with independent citizen's oversight, annual financial audits and strict performance measures for all funding recipients. Every dollar stays in Alameda County to improve local transportation.

Nearly everyone who has studied this measure supports it. The League of Women Voters, United Seniors, Alameda County Taxpayers, Sierra Club, Local Chambers of Commerce, and every city in Alameda County unanimously endorse Measure BB.

Expand BART and transit, protect our seniors, disabled and young people, decrease traffic congestion and generate 150,000 new Alameda County jobs.

**VOTE YES on BB.**

[www.YesonBB.org](http://www.YesonBB.org).



**Rebuttal Signers  
For Measure BB**

**Rebuttal to the Argument in Favor:**

1. Thomas A. Rubin  
CPA, Transportation Consultant, Former AC Transit CFO
2. Suzanne Caro  
Chairman Alameda County Republican Party
3. Mary B. Steel  
Pres, Citizens Alliance for Property Rights SF Bay Chapter
4. Kay Ayala  
Pleasanton Councilmember ('96 – '04)
5. David Miller  
Chairman, Alameda County Taxpayer Coalition, Pleasanton Resident

**Rebuttal to Argument Against:**

1. Janet Kathleen Quick  
Convener – Alameda County Council of the Leagues of Women Voters
2. Abel Guillen  
Board member, League of Conservations Voters of the East Bay
3. Bill Harrison  
Mayor, City of Fremont
4. Keith Carson  
Chair, East Bay Economic Development Alliance & President, Alameda County Board of Supervisors
5. YuTing (Elizabeth) Lam  
Sierra Club

**FULL TEXT OF MEASURE \_\_\_\_\_**

**ORDINANCE NO. 2014-1**

**AN ORDINANCE PROVIDING FOR AN EXTENSION OF AN EXISTING AND AUGMENTATION BY ONE-HALF OF ONE PERCENT OF ALAMEDA COUNTY'S TRANSACTIONS AND USE TAX UNTIL MARCH 31, 2045 BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION FOR TRANSPORTATION PURPOSES, FOR THE ISSUANCE OF LIMITED TAX BONDS, AND FOR OTHER PURPOSES**

The Governing Body of the Alameda County Transportation Commission ("Alameda CTC") does ordain as follows:

**ARTICLE I  
General**

**Section 1. Title**

This ordinance shall be known as the "Alameda County Transportation Commission Transaction and Use Tax Ordinance" and may also be referenced as the "Ordinance" herein. This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Alameda.

**Section 2. Period of Tax**

This Ordinance is intended to extend and augment the imposition and collection in Alameda County of an existing one-half of one percent transactions and use tax for transportation purposes. The existing tax currently will expire as of March 31, 2022; this measure will extend the expiration of that tax to March 31, 2045. The Ordinance will also augment the tax by one-half of one percent which shall be imposed beginning at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, for a total tax of one percent.

**Section 3. Purpose**

Alameda CTC is the result of a merger of the Alameda County Transportation Improvement Authority, which formerly administered the existing half-cent transaction and use tax, and the Alameda County Congestion Management Agency, which was formerly responsible for long-range planning and programming of transportation funds. Pursuant to Division 19 of the Public Utilities Code (commencing with Section 180000), Alameda CTC, the Board of Supervisors and the cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro and Union City have approved the 2014 Transportation Expenditure Plan adopted by the Alameda CTC Governing Body and have recommended that a measure be submitted to the voters of the County for their endorsement which would, if passed, authorize Alameda CTC to augment by one half

of one percent and extend an existing one-half of one percent transactions and use tax scheduled to sunset in 2045, and authorize Alameda CTC to issue limited tax bonds to finance the transportation improvements set forth in the 2014 Transportation Expenditure Plan.

The purposes of this ordinance are as follows:

a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Revenue and Taxation Code Section 7291) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code which directs the County Board of Supervisors to place the tax ordinance on the ballot for voter approval, exercising the taxing power granted to the Alameda CTC pursuant to Public Utilities Code Division 19, which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax.

b) To adopt a retail transactions and use tax ordinance which incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

c) To adopt a retail transactions and use tax ordinance which imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Retail Transactions and Use Tax

d) To adopt a retail transactions and use tax ordinance which can be administered in a manner that will, to the greatest degree possible consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

e) To improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2014 Transportation Expenditure Plan, which Plan is incorporated here by this reference as though fully set forth herein, and as that Plan may be amended from time to time pursuant to applicable law and as provided in the 2014 Transportation Expenditure Plan. Any amendment must be adopted by a two-thirds vote of the Alameda CTC Governing Body. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Transportation Expenditure Plan amendment.

f) To set a term for the tax augmentation which will begin at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, and the extension of the existing transaction and use tax beginning April 1, 2022 through March 31, 2045.

#### **Section 4. Contract with State.**

Prior to the operative date, Alameda CTC shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided that, if Alameda CTC shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

#### **Section 5. Transactions Tax Rate**

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in this County at the rate of an additional one-half of one percent until March 31, 2045, which tax shall be imposed concurrently with the existing one-half percent tax, of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this County on and after the operative date. This tax shall be imposed through March 31, 2045.

#### **Section 6. Place of Sale.**

For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or its agent to an out of state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

#### **Section 7. Use Tax Rate .**

An excise tax is hereby imposed on the storage, use or other consumption in this County of tangible personal property purchased from any retailer on and after the operative tax date for storage, use or other consumption in this County at the rate of an additional one-half of one percent until March 31, 2045, which tax shall be imposed concurrently with the existing one-half percent tax, of the sales price of the property until March 31, 2045. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

#### **Section 8. Adoption of Provisions of State Law.**

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code (commencing with Section 6001), all of the provisions of Part 1 of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

## Section 9. Limitations on Adoption of State Law and Collection of Use Taxes.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of Alameda CTC shall be substituted therefor. The substitution, however, shall not be made when:

1The word State is used as part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California

2The substitution would require action to be taken by or against Alameda CTC or any agency, officer or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance;

3The substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior borders of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remains subject to tax by the State under the Provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not remain subject to tax by the state under the said provisions of that code

4. The substitution shall not be made in sections 6701, 6702, (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The name of the County shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

## **Section 10. Permit Not Required.**

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

## **Section 11. Exemptions, Exclusions and Credits.**

a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

b) There are exempted from the computation of the amount of transactions tax gross receipts from:

1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside Alameda County and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2) Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or its agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

(i) with respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the Vehicle Code, by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his principal place of residence, and

(ii) with respect to commercial vehicles by registration to a place of business out-of-county, and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) A lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

c) There is exempted from the use tax imposed by this ordinance the storage, use or other consumption in this County of tangible personal property:

1) The gross receipts from the sale of which have been subject to a transactions tax under any state administered transactions and use tax ordinance.

2) Other than fuel or petroleum products, purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) if the possession of, or the exercise of any right or power over, tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), storage, use or other consumption, or possession, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time during which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6) Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of

business or the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7) "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) or the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district or retailer imposing, or retailer liable for, a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

### **Section 12. Propositions.**

There shall be proposed to the voters of Alameda County the following proposition:

"Shall voters authorize implementing the Alameda County 30 year Transportation Expenditure Plan to:

- Expand and modernize BART in Alameda County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Keep senior, student, and disabled fares affordable?

Approval augments by ½ cent and extends the existing County sales tax, with independent oversight and audits. All money will benefit local residents."

### **Section 13. Limitation on Issuance of Bonds.**

Unless approved by the Alameda CTC Governing Body and by the voters, Alameda CTC shall not have outstanding at any one time in excess of \$1,000,000,000 in limited tax bonds.

### **Section 14. Use of Proceeds.**

The proceeds of the transaction and use tax imposed by this ordinance shall be used solely for the projects and purposes set forth in the 2014 Transportation Expenditure Plan, as it may be amended from time to time, and for the administration thereof.

### **Section 15. Appropriations Limit.**

For purposes of Article XIII B of the State Constitution, the appropriations limit for Alameda CTC for fiscal year 2014-2015 and thereafter, including activities, projects and



programs funded by the transaction and tax authorized hereby along with activities, projects and programs funded by other local, state and federal funds, shall be \$800,000,000, unless that amount is amended pursuant to applicable law.

### **Section 16. Amendments.**

All amendments subsequent to the effective date of this ordinance to Part I of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendment to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

### **Section 17. Enjoining Collection Forbidden**

Any action or proceedings in any court questioning the validity of the adoption of this transactions and use tax ordinance or issuance of any bonds thereunder or any proceeding related thereto shall commence within six months from the date of the election at which this ordinance is approved. Otherwise, the bonds and all proceedings related thereto, including the adoption and approval of this ordinance, shall be held valid and in every respect legal and incontestable.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or Alameda CTC, or against any officer of the State or Alameda CTC, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

### **Section 18. Severability.**


If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

### **Section 19. Effective Date.**

This ordinance relates, in substantial part, to the continuation and expansion of the authority for Alameda CTC to levy and collect the transactions and use taxes to support the 2014 Transportation Expenditure Plan and shall take effect at the close of the polls on the day of election at which the proposition is adopted by two-thirds vote of the electors voting on the measure, or as soon thereafter as the tax may be lawfully imposed.

PASSED AND ADOPTED by the Members of the Alameda County Transportation Commission on June 26, 2014 by the following vote:

AYES: 25  
NOES: 0  
EXCUSED: 2

ATTEST:  \_\_\_\_\_, Clerk  
of Alameda CTC

s/ \_\_\_\_\_

# 2014 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN



January 2014







## **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

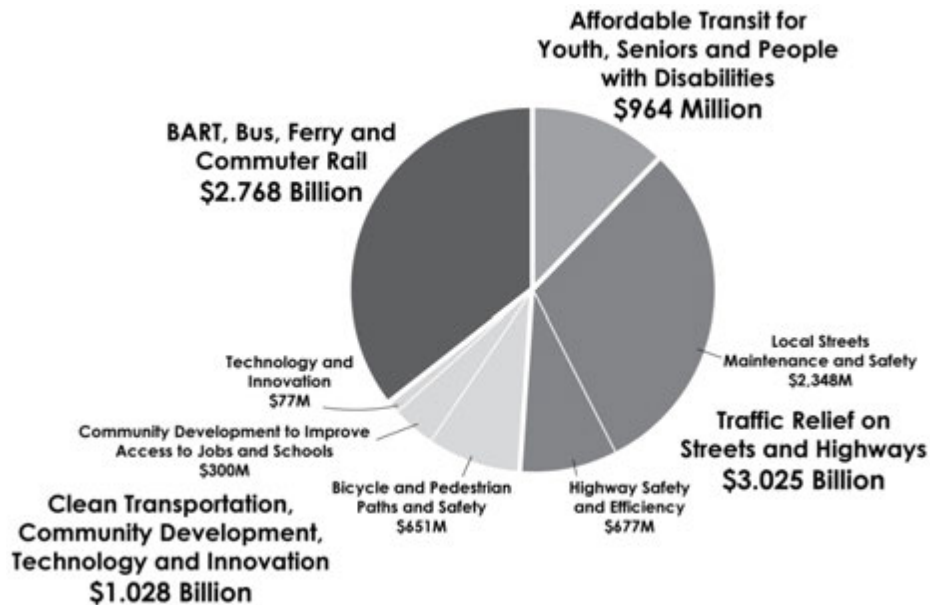
	FUNDS ALLOCATION* (\$ x million)
<b>Summary of Investments</b>	
<b>BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services</b>	<b>\$2,768</b>
BART Expansion and Maintenance	\$749
Bus Operations, Maintenance and Rapid Bus Projects	\$1,548
Commuter Rail Improvements	\$432
Ferry Services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

Notes:


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

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

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


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

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

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



Table 1: List of Investments


Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds	
 <p><b>Local Streets Maintenance and Safety (30%)</b></p>	Congestion Relief, Local Bridge Seismic Safety	<b>North County Example Projects</b>		<b>10%</b>	
		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			
		<b>Central County Example Projects</b>			
		Crow Canyon Road safety; San Leandro streets*; Lewelling Blvd./Hesperian Blvd.; Tennyson Road Grade Separation			
		<b>South County Example Projects</b>			
		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			
		<b>East County Example Projects</b>			
		El Charro road improvements; Dougherty Road widening; Dublin Boulevard widening; Greenville Road widening; Bernal Bridge Construction			
		<b>Subtotal</b>			<b>\$639.00</b>
		<b>Countywide Freight Corridors</b>			
		Outer Harbor Intermodal Terminal; 7th Street Grade Separation and Roadway Improvement; Truck Routes serving the Port of Oakland			
	<b>Subtotal</b>	<b>\$161.00</b>			
	Direct Allocation to Cities and County	Local streets maintenance and safety program	<b>\$1,548.03</b>	<b>20%</b>	
<b>TOTAL</b>			<b>\$2,348.03</b>	<b>30%</b>	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by 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	
 <p><b>Traffic Relief on Highways (9%)</b></p>	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.00	<b>8%</b>	
		I-80 Ashby Interchange improvements	\$52.00		
		<b>Subtotal</b>	<b>\$76.00</b>		
	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		
		<b>Subtotal</b>	<b>\$132.00</b>		
	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		
		<b>Subtotal</b>	<b>\$48.00</b>		
	I-680 Improvements	I-680 High Occupancy Vehicle/Toll (HOV/HOT) Lane between SR-237 and Alcosta	\$60.00		
		<b>Subtotal</b>	<b>\$60.00</b>		
	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		
		<b>Subtotal</b>	<b>\$284.00</b>		
	Highway Capital Projects	<b>Subtotal</b>	<b>\$600.00</b>		
	Freight & Economic Development	Freight and economic development program	\$77.40		<b>1%</b>
	<b>TOTAL</b>				<b>\$677.40</b>

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by 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
 <p><b>Bicycle and Pedestrian Paths and Safety (8%)</b></p>	Bicycle and Pedestrian Infrastructure & Safety	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	<b>\$264.00</b>	<b>3%</b>
		Bicycle and pedestrian direct allocation to cities and Alameda County	<b>\$232.20</b>	<b>3%</b>
		Bicycle and pedestrian grant program for regional projects and trail maintenance	<b>\$154.80</b>	<b>2%</b>
	<b>TOTAL</b>		<b>\$651.00</b>	<b>8%</b>
 <p><b>Community Development Investments (4%)</b></p>	Community Investments That Improve Transit Connections to Jobs and Schools	<b>North County Example Projects*</b>		<b>4%</b>
		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		
		<b>Central County Example Projects</b>		
		Downtown San Leandro Transit Oriented Development (TOD); Bay Fair BART Transit Village; San Leandro City Streetscape Project; South Hayward BART Station Area		
		<b>South County Example Projects</b>		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape Project; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		<b>East County Example Projects</b>		
		West Dublin BART Station and Area Improvements; Downtown Dublin TOD; East Dublin/Pleasanton BART Station and Area Improvements		
<b>Subtotal</b>	<b>\$300.00</b>			
<b>TOTAL</b>		<b>\$300.00</b>	<b>4%</b>	
<b>Technology (1%)</b>	Technology, Innovation, and Development	Technology, Innovation, and Development program	<b>\$77.40</b>	<b>1%</b>
<b>TOTAL NEW NET FUNDING (2015-45)</b>			<b>\$7,785</b>	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by 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

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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

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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

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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

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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

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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?

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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

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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

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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.





# 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%)**

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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%)**

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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%)**

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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%)

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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%)

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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

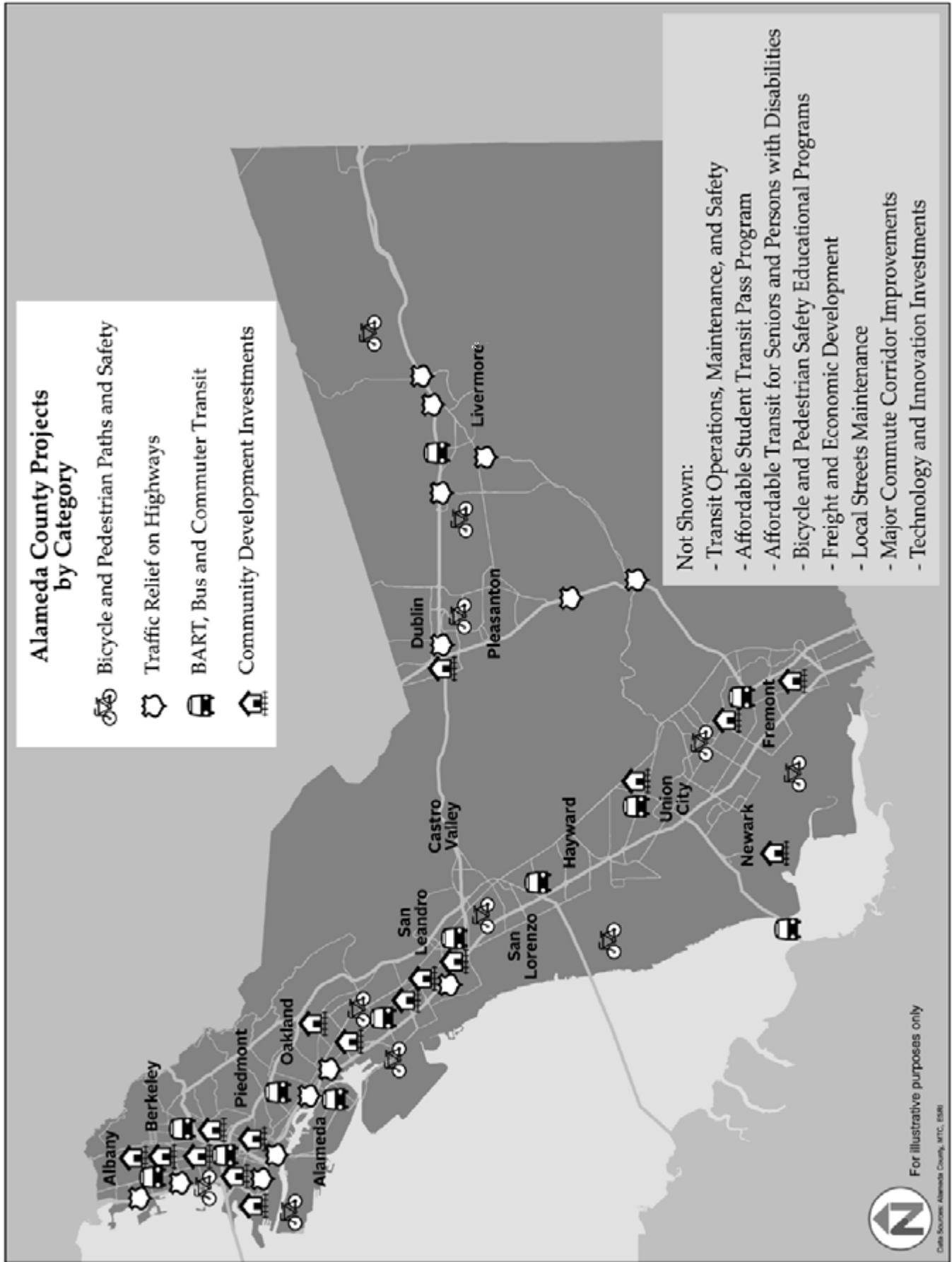
transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options.



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.



# 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
<b>Total Transit Operations</b>	<b>21.55%</b>	<b>\$1,668</b>

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

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

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

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

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

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

- 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)

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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 14<sup>th</sup>/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.

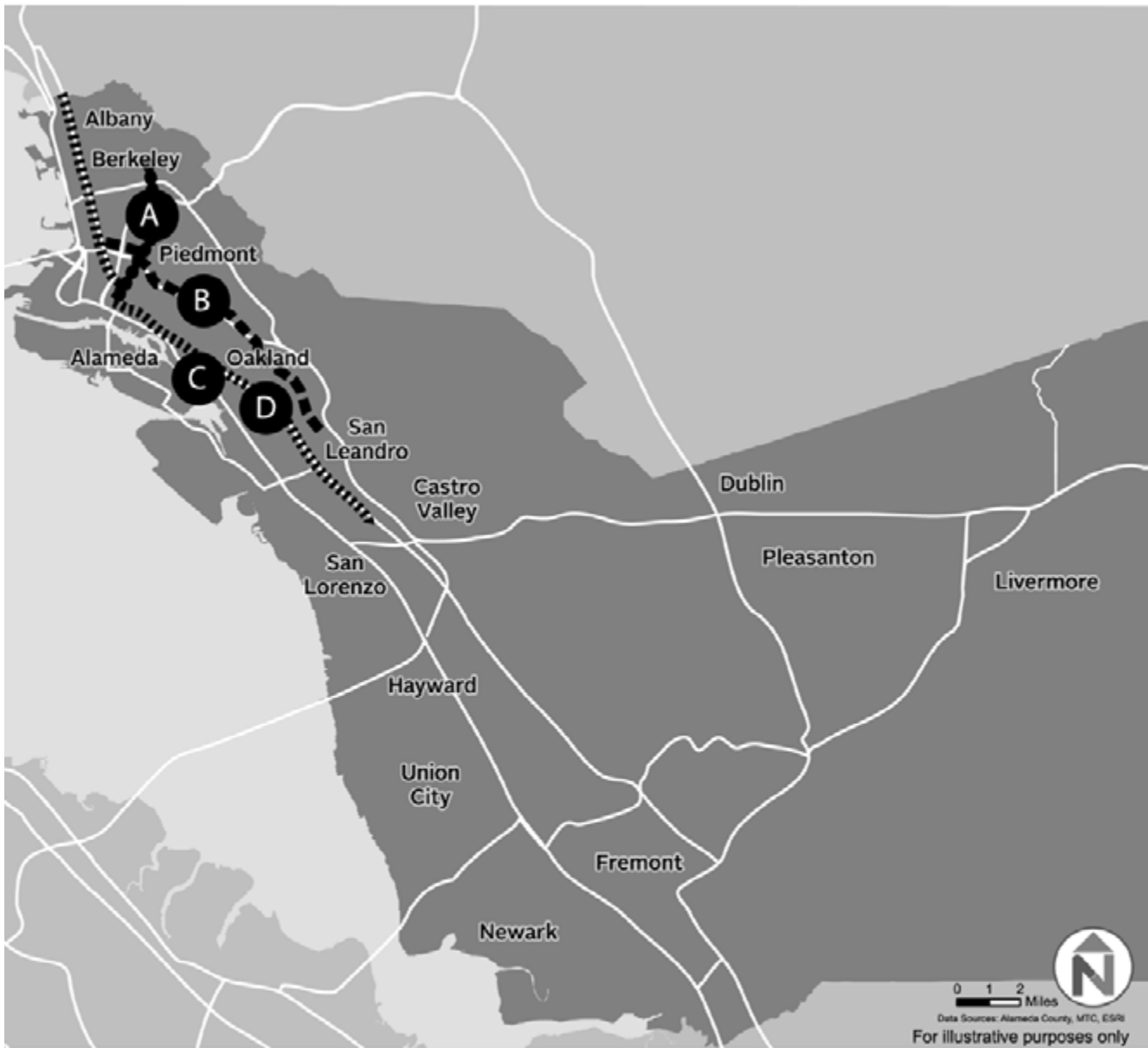
Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14<sup>th</sup>/International project to be completed and will provide the needed leverage as local matching funds to attract outside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

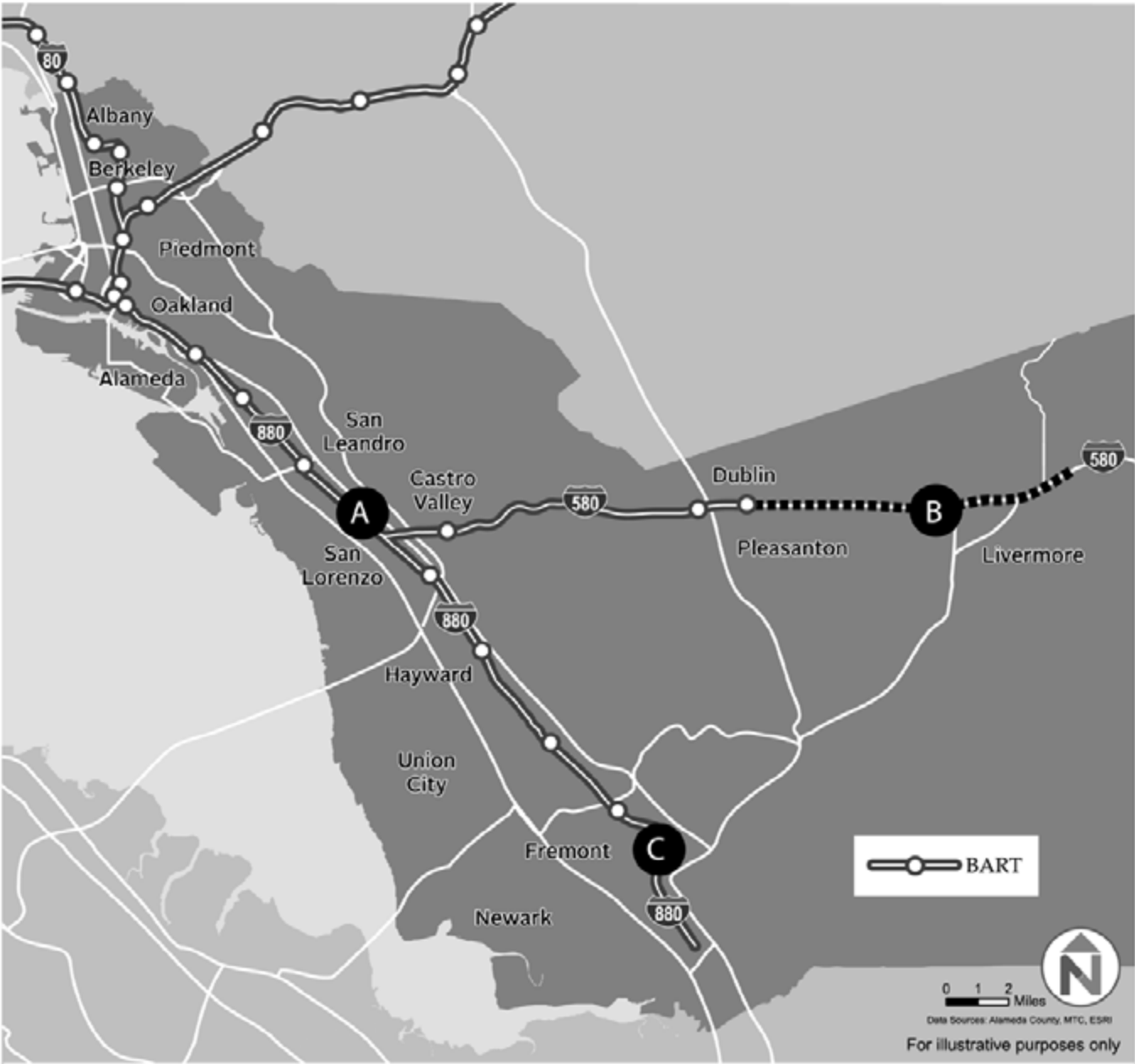


- **The Bay Fair Connector/BART METRO project will receive \$100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the

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)

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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.

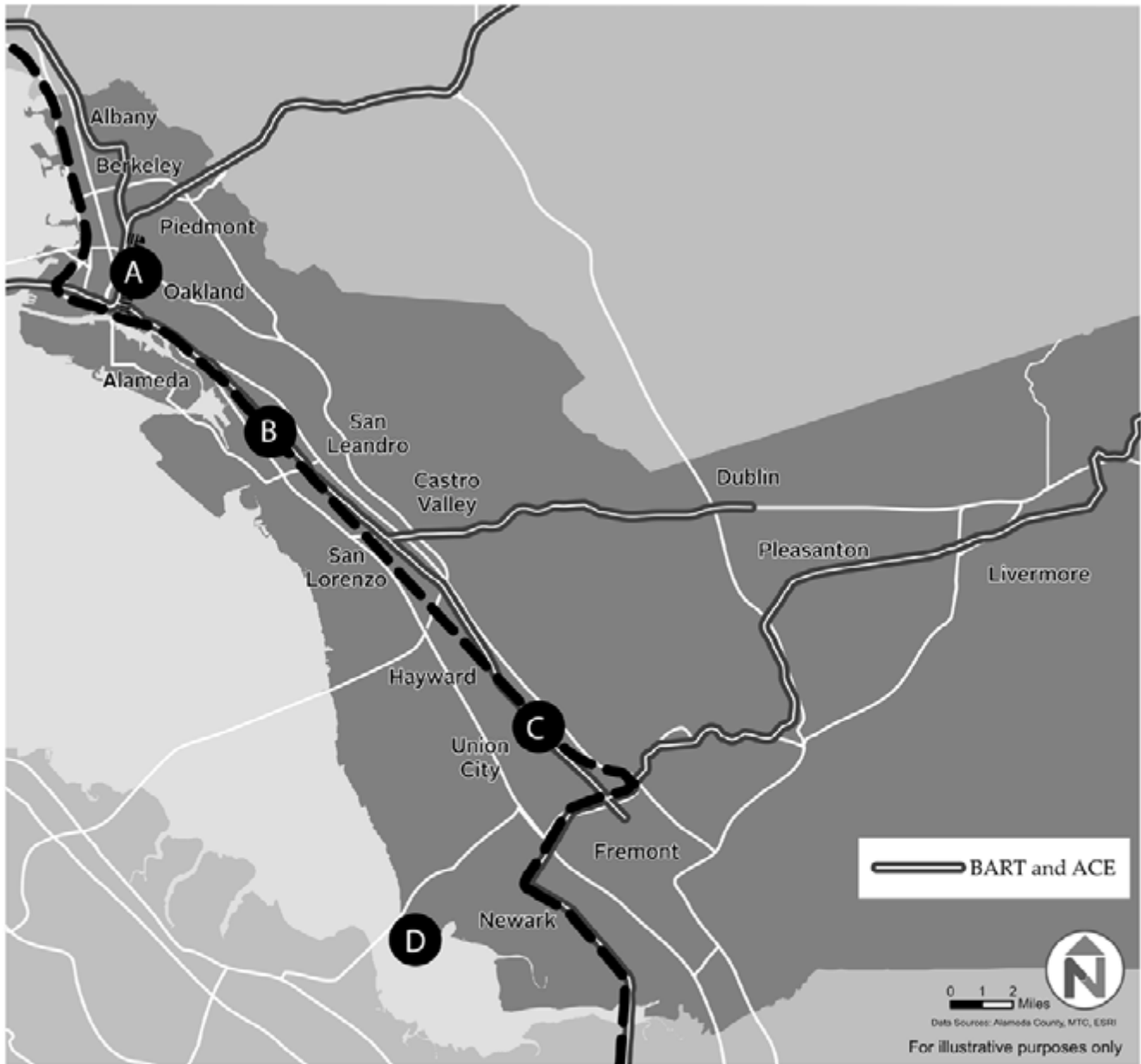
### Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)

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.

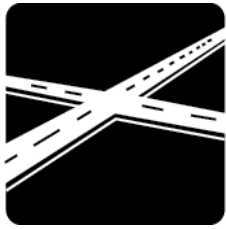
MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



- 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, 7<sup>th</sup> 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

# TRAFFIC RELIEF ON HIGHWAYS



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.

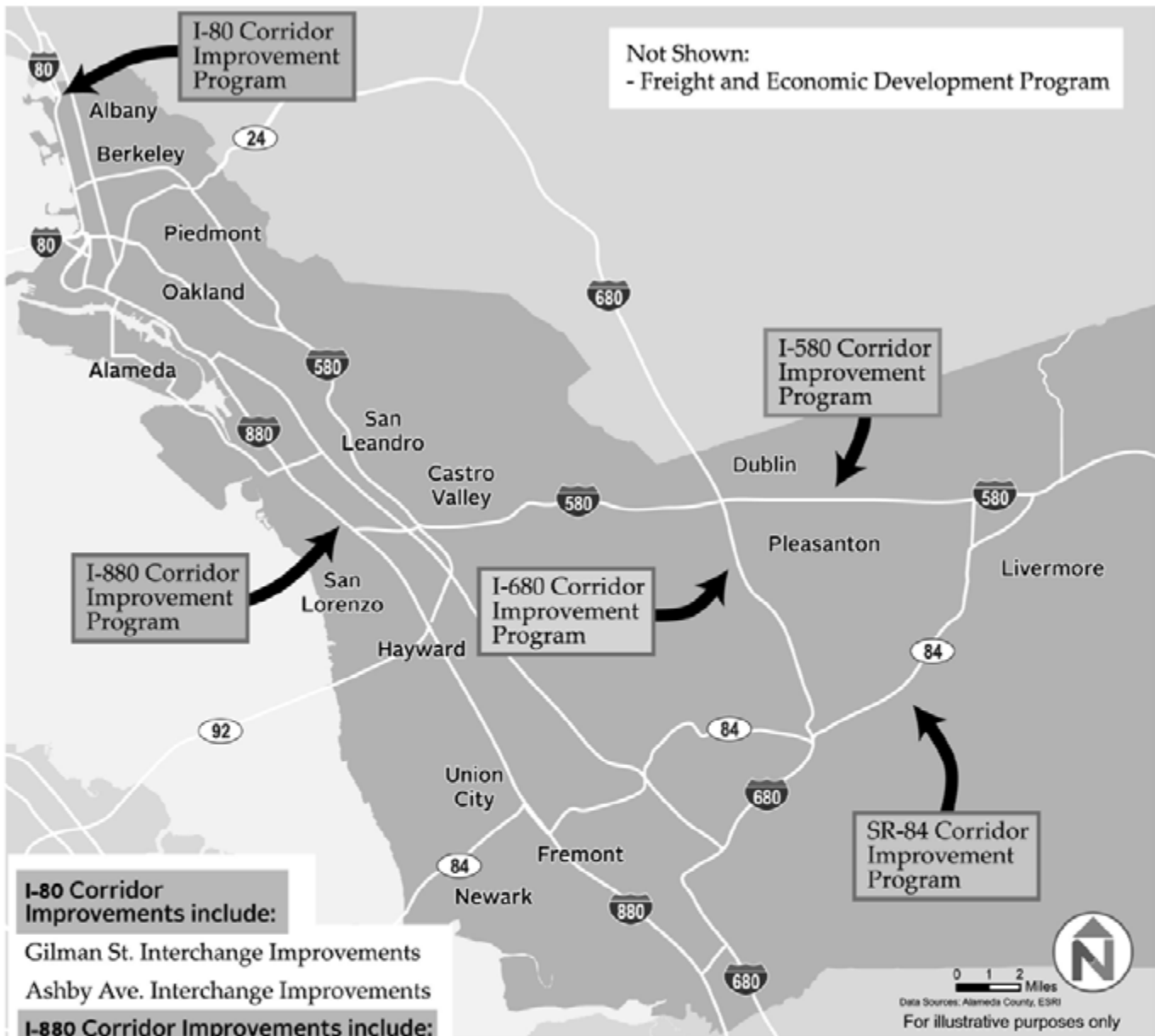
## I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

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.





**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)

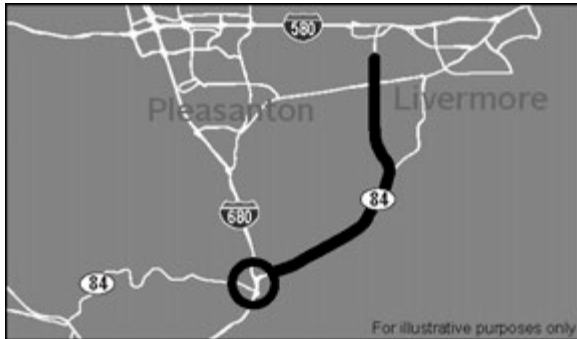
**SR-84 Corridor Improvements include:**

- 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.



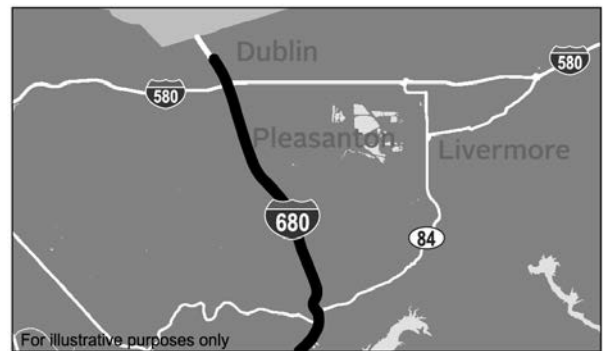
**I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE  
(\$48 M)**

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.



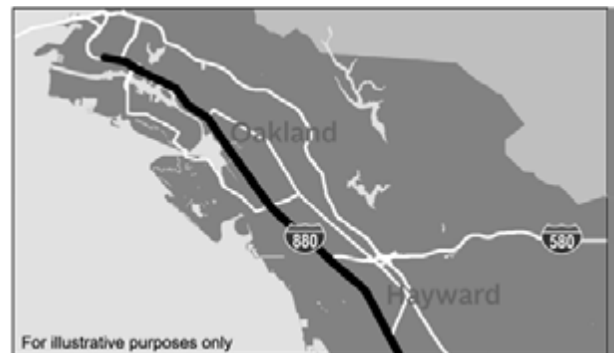
**I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE  
(\$60 M)**

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)**

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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.



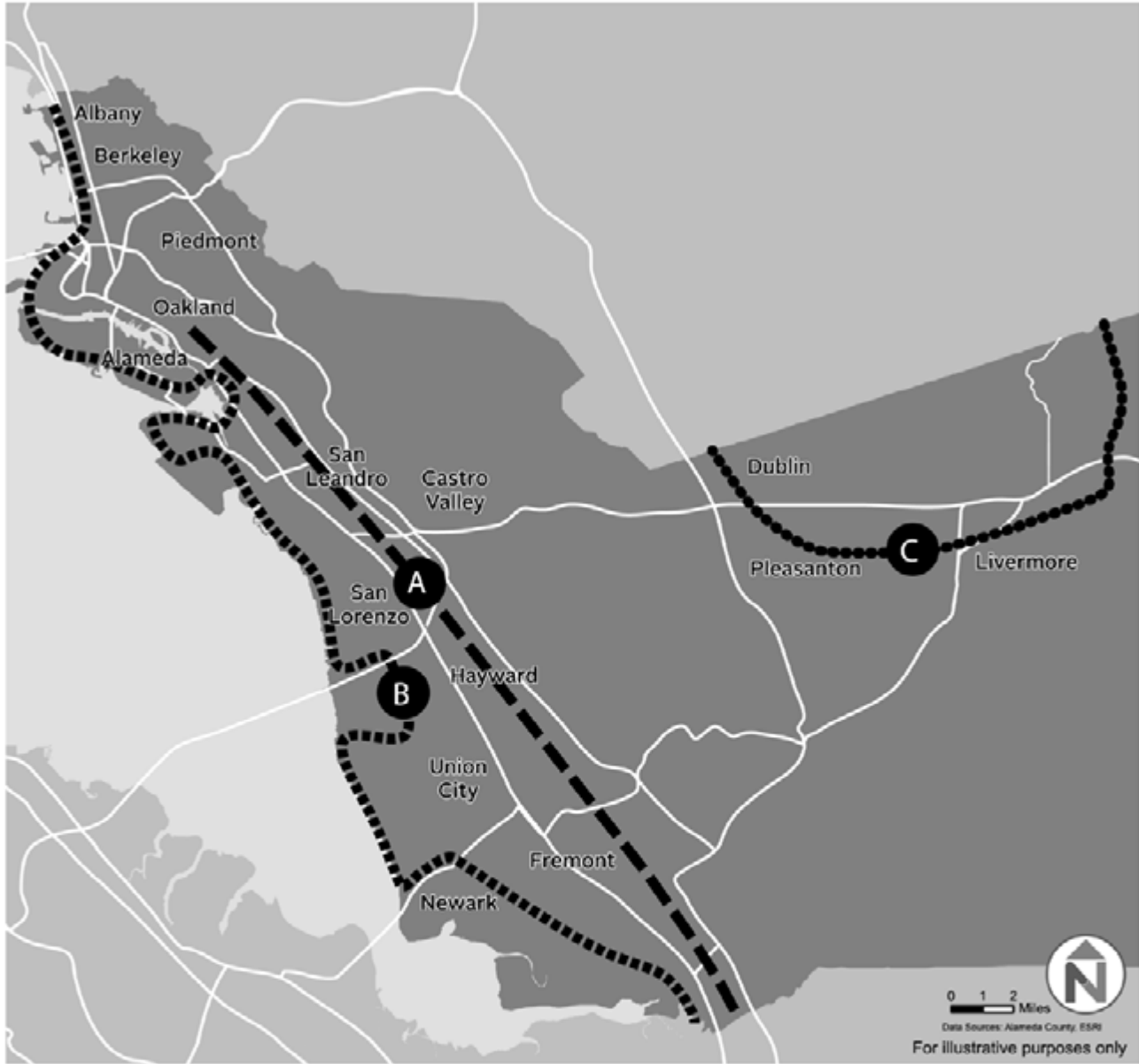
### Bike and Pedestrian Grant Program (2% of net revenue, estimated at \$154 M)

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
- 19<sup>th</sup> Street BART Station Area
- MacArthur BART Station Area

- Ashby BART Station Area
- Berkeley Downtown Station Area

### Central County Station Areas and Priority Development Areas

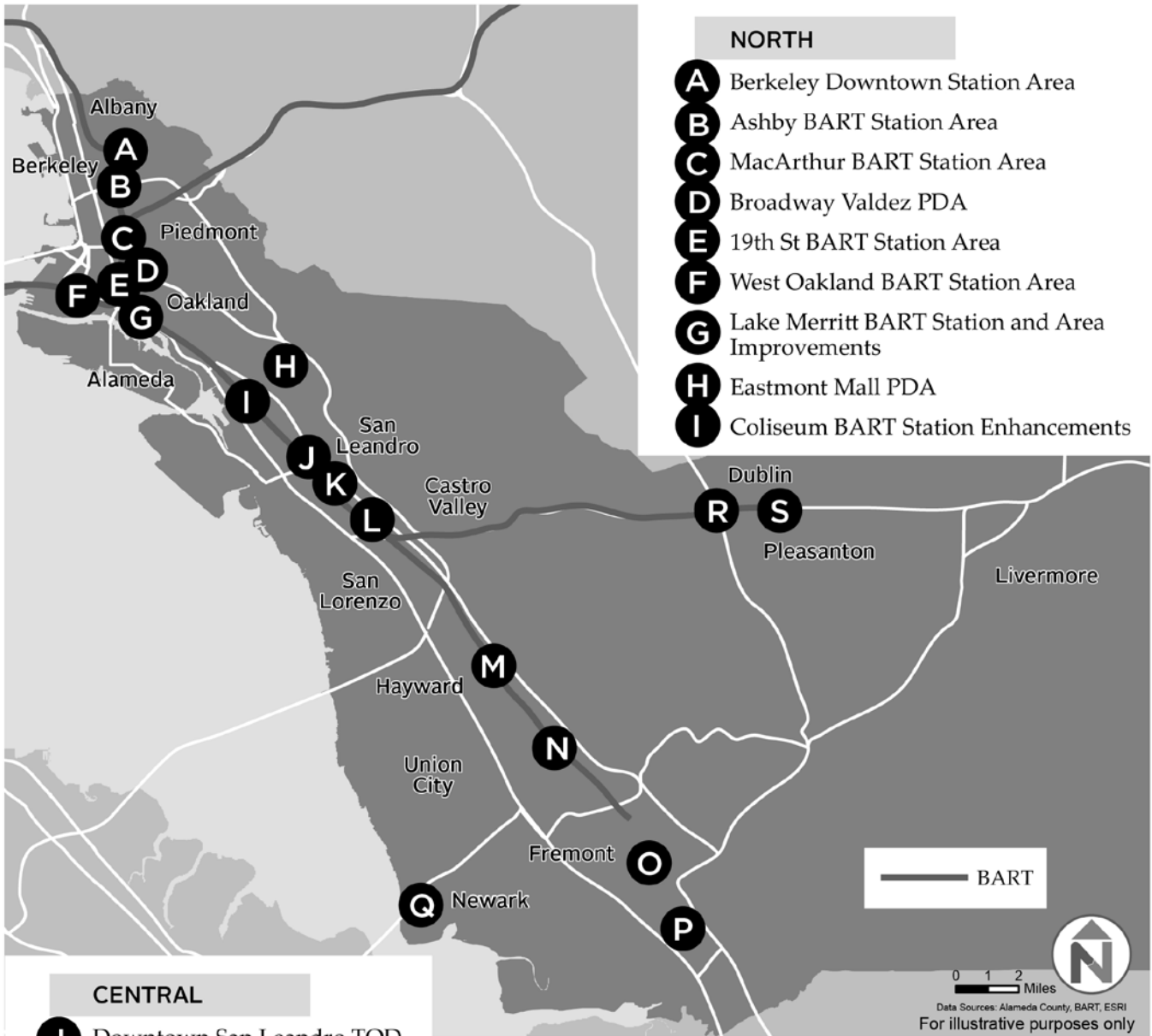
- Downtown San Leandro Transit Oriented Development (TOD)
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

### 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
- S** 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

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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

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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

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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

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

## ADMINISTRATION OF THE PLAN

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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

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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

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**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

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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