



*Alameda County Specialized Transportation
Program for Seniors and People with Disabilities*



What does “Planning for Progress” mean?

*Senior and Disabled Mobility
Workshop
July 30, 2010*

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Commission

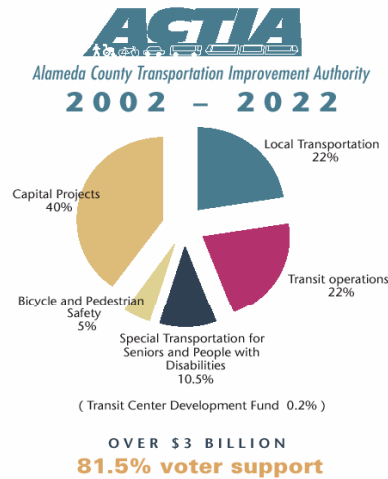
Answering the Call to Action

- If now is the perfect time to invest in planning for the future we want, how do we accomplish that?
- What are some of the broader financial implications affecting planning in Alameda County?
- We need to move forward from just focusing on today’s challenges and look to a broader horizon.

Measure B Transportation Funding

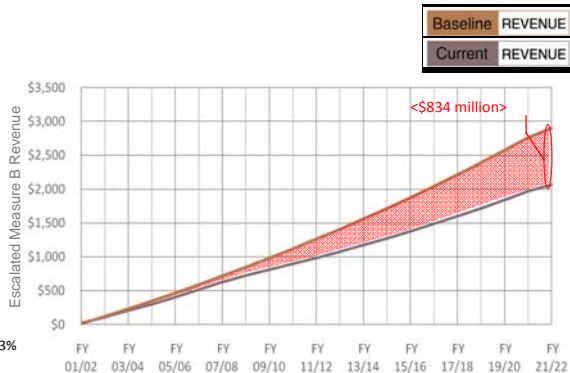
A Brief History

- First authorized by voters in 1986
- Reauthorized in 2000 by 81.5% of voters
- Half-cent sales tax for transportation in Alameda County
- At one point generated roughly \$100M per year
- One of the first Self-Help Counties in state
- Funds countywide projects, programs, and local operations maintenance and services



The Current Reality of Measure B Funding

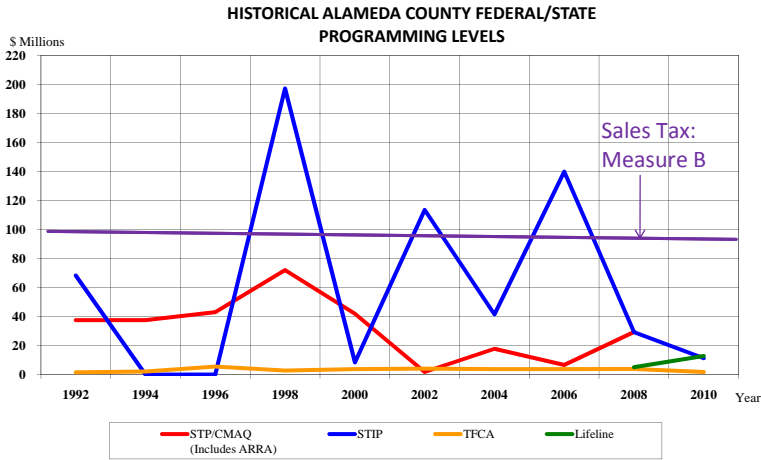
- Total Expenditure Plan Revenue Forecast (Baseline) \$2,902 million *
- Total Current Revenue Forecast (Current) \$2,068 million**
- Baseline less Current (End of Program) <\$834 million>
 - Programs shortfall <\$500 million>
 - Capital Projects shortfall <\$334 million>



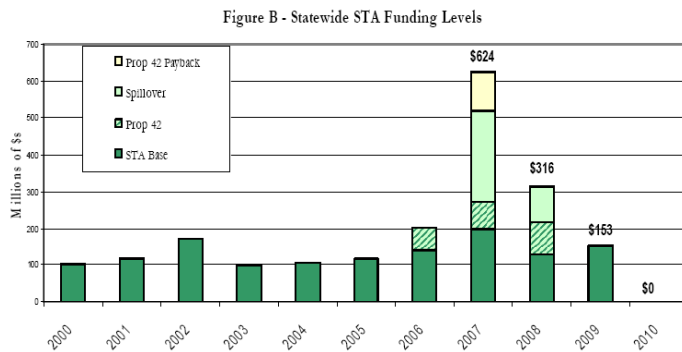
*Baseline revenue estimate is based on an annual 3% escalation

**Based on an annual 4% escalation (1% real growth + 3% inflation)

Funding Volatility



Unpredictable Revenues: State Transit Assistance



Source: Metropolitan Transportation Commission, *Transit Sustainability Workshop*, October 2009

The Current Situation

- Unreliable and decreasing Federal and State funding sources for Transportation Services and Improvements
- Demand for all forms of Transit Services will continue to increase
 - ▣ *To meet requirements of Green House Gases reduction legislation*
 - ▣ *To keep pace with the "Senior Tsunami"*
 - ▣ *To provide mobility and accessibility to people of all socio-economic groups*
- Costs of Transportation Programs and Transit Services will continue to increase
- Decreasing Transportation Revenues will not keep pace with increasing needs and costs

Some Possible Solutions

- Good, Effective Government
 - ▣ Reduce costs
 - ▣ Find innovative solutions
 - ▣ Collaborate with others
- Revenue Generation
 - ▣ Federal bill delayed
 - ▣ State budget is still in deficit, and growing
 - ▣ Local voter approved measures
 - ▣ Future one-time infusions
- Legislative Strategies
 - ▣ Federal and State levels

Where does “Planning” fit in?

- By completing effective planning in the County and Region during this difficult economic time, we can achieve several positive results:
 - ▣ We can reach out to both consumers and providers at a time when they might be more flexible
 - ▣ We can determine the real cost of the transportation services needed by our communities, including operational costs not usually accounted for
 - ▣ We can create a “roadmap” to help us prioritize and pursue funding
 - ▣ We can position ourselves to be ready to go when the situation improves

Alameda County’s Countywide Transportation Plan (CWTP) Update

- Development of the CWTP to guide future Transportation Investments, Policy and Advocacy
 - ▣ Vision
 - ▣ Transportation policy development
 - ▣ Framework for future transportation investments
 - ▣ Advocate for policy, legislation, and funding changes
 - ▣ Consistency with Senate Bill 375
 - ▣ Consistency with Metropolitan Transportation Commission’s **Regional Transportation Plan**

Alameda County's Countywide Transportation Plan (CWTP) Update

- Technical Studies
- Multi-modal transportation analyses
 - Including vehicle, transit, bicycle, pedestrian, goods movement, parking management, TOD/PDA Guidelines, Transportation Demand Management
- Development of cost estimating guides, evaluation tools and performance measures

Alameda County's Countywide Transportation Plan (CWTP) Update

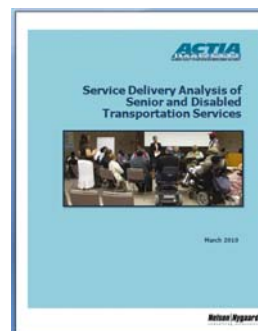
- Outreach/Stakeholder Involvement
 - Stakeholder and community outreach and coordination
 - Steering Committee oversight
 - CWTP/TEP Steering Committee
 - TAWG – Technical Advisory Working Group
 - CAWG – Community Advisory Working Group

Transportation Expenditure Plan (TEP) Development

- The next Measure B Transportation Expenditure Plan will be developed from the Countywide Transportation Plan (CWTP)
 - ▣ The TEP will be an outgrowth of the CWTP
 - ▣ The TEP can be a funding mechanism for a portion of CWTP
 - ▣ One goal is CWTP completion in order to facilitate the TEP on the November 2012 ballot

A Head-Start on Planning

- The Alameda County Transportation Commission is well positioned to create a Countywide Transportation Plan that addresses the needs of seniors and people with disabilities
 - ▣ Countywide Service Delivery Analysis Study
 - ▣ ACTIA Coordination Summits
 - ▣ Prior Workshops
 - ▣ Today's Working Session



Looking Beyond Alameda County

- Regional perspectives and partners are essential
- Consumers' needs do not end at County lines
- The Alameda County Countywide Transportation Plan needs to be consistent with the Regional Transportation Plan
- Mobility Management efforts are better served if they have a broad reach