



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 7b

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*Memorandum*

TO: Commission

DATE: July 21, 2010

FR: Executive Director

W. I. 1124

RE: Resolution No. 3977 — Consistency of Countywide Vehicle Registration Fee Measures and Regional Transportation Plan.

In November 2010, voters in eight of the nine Bay Area Counties (Napa being the exception) will likely have an opportunity to vote on a countywide vehicle registration fee of \$10, as authorized by Government Code 65089.20, enacted in 2009 through SB 83 (Hancock), Chapter 554. The legislation specifies the types of projects to be funded, including, but not limited to:

- Providing matching funds for transportation projects funded by state general obligation bonds
- Creating or sustaining congestion mitigation programs
- Creating or sustaining pollution mitigation programs

The legislation further requires that each county adopt a resolution finding that the projects and programs to be funded by the fee have a relationship or benefit to the fee payer and are consistent with the Regional Transportation Plan. In that the Commission, and not each county, is the authority that adopted the Plan and determines consistency with that Plan for all other purposes, staff recommends that MTC make a finding of consistency as well.

**Expenditure Plans Support Plan’s Core Principles & Goals**

Staff has reviewed the expenditure plans that were available at the time this memorandum was prepared, to determine whether they are generally consistent with the goals and objectives established in the Bay Area’s long range plan, Transportation 2035. The plan embraced the following principles: Economy, Environment and Equity, referred to as the Three Es, and associated goals.

**Three E Principles and Goals**

<i>Principle</i>	<i>Goal</i>
<b>Economy</b>	Maintenance & Safety Reliability Efficient Freight Travel Security & Emergency Management
<b>Environment</b>	Clean Air Climate Protection
<b>Equity</b>	Equitable Access Livable Communities

In addition to the key principles and goals, *Transportation 2035* also included a number of performance objectives, included as Attachment A, such as “maintain a pavement condition index of 75 for local streets and roads.” Based on our review of the expenditure plans, summarized in Attachment B, we find that they are consistent with both the broad goals and the performance objectives articulated in *Transportation 2035*. For instance, all expenditure plans devote a significant share of funds to local street and road maintenance, amounting to almost 60 percent of the total revenue to be raised, equivalent to \$33 million per year. Other expenditure categories receiving a significant share of funds are public transit, bicycle and pedestrian improvements, transportation for seniors, climate change and environmental mitigation, all of which are consistent with *Transportation 2035*.

While the counties of Alameda, San Francisco, San Mateo, Santa Clara and Sonoma have all taken action to formally adopt their expenditure plans and pursue the fee increase in November, at the time this memorandum was prepared, the boards of Contra Costa and Marin were scheduled to take action within the next two days while Solano is scheduled to take action within the next two weeks. Therefore, the expenditure plans that we reviewed for those counties were based on the drafts available at the time.

Staff recommends the Commission adopt MTC Resolution No. 3977 which contains the finding that the eight county expenditure plans are consistent with *Transportation 2035*.



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Steve Heminger

**RTP Performance Objectives**

<i>Principle</i>	<i>Goal</i>	<i>Performance Objectives</i>
Maintenance & Safety	Maintenance	<ul style="list-style-type: none"> <li>• Maintain local road pavement condition index (PCI) of 75 or greater for local streets and roads</li> <li>• State highway distressed pavement condition lane-miles not to exceed 10% of total system</li> <li>• Achieve an average age for all transit asset types that is no more than 50% of their useful life</li> <li>• Increase the average number of miles between service calls for transit service in the region to 8,000 miles</li> </ul>
Reliability; Efficient Freight Travel; Security & Emergency Management	Collisions/Fatalities	<ul style="list-style-type: none"> <li>• Reduce fatalities from motor-vehicle collisions by 15 percent from today by 2035</li> <li>• Reduce bicycle and pedestrian fatalities attributed to motor vehicle collisions by 25 percent each from 2000 by 2035</li> <li>• Reduce bicycle and pedestrian injuries attributed to motor vehicle collisions by 25 percent each from 2000 by 2035</li> </ul>
Economy	Clean Air; Climate Protection	<ul style="list-style-type: none"> <li>• Reduce per-capita vehicle miles traveled (VMT) by 10 percent from today by 2035</li> <li>• Reduce emissions of finer particulates (PM<sub>2.5</sub>) by 10 percent from today by 2035</li> <li>• Reduce emissions of coarse particulates (PM<sub>10</sub>) by 45 percent from today by 2035</li> <li>• Reduce carbon dioxide (CO<sub>2</sub>) emissions to 40 percent below 1990 levels by 2035</li> </ul>
Environment	Equitable Access; Livable Communities	<ul style="list-style-type: none"> <li>• Decrease by 10 percent the combined share of low-income and lower-middle income residents' household income consumed by transportation and housing</li> </ul>

San Francisco Bay Area Counties Pursuing \$10 Vehicle Registration Fees in November 2010

Agency	Expenditure Plan Categories						Technology	to Schools	Seniors	Protection	Countywide	Admin.
	Amount	Local Roads	Transit	Bike/Ped								
Alameda	\$11.0	60%	25%	5%	10%							
Contra Costa	\$8.5	71%	21%	8%								
Marin	\$2.0	40%						35%	25%			
San Francisco	\$5.0	50%	25%	25%								
San Mateo	\$6.7	50%								50%		
Santa Clara	\$14.0	80%								15%		5%
Solano	\$3.2	50%					25%	25%				
Sonoma	\$5.0	23%	60%	12%								5%
<b>Total (annually)</b>	<b>\$55.4</b>											

Notes:

Authority to pursue these fees is derived from Government Code 65089.20, enacted as Chapter 554, Statutes of 2009, SB 83 (Hancock).  
 With the exception of Santa Clara and Sonoma, the dollar values and percentages cited above are estimates of annual allocations to each program after deducting for administrative costs allowed by statute.  
 San Mateo "countywide" includes: transit (operations, senior and disabled), Safe Routes to Schools, regional traffic improvements, and water pollution prevention.  
 Santa Clara "countywide" includes: matching funds for regional, state or federal funds, technology, and environmental mitigation.  
 Marin County's "climate protection" consists of alternative fuels, commuter alternatives (travel demand management) and Safe Routes to School.

Date: July 28, 2010  
W.I.: 1124

ABSTRACT

Resolution No. 3977

This resolution affirms the consistency between the expenditure plans developed by the countywide transportation planning agencies of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano and Sonoma pursuant to Government Code 65089.20 and the Regional Transportation Plan.

Date: July 28, 2010  
W.I.: 1124

Re: Countywide Vehicle Registration Fees

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3977

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq; and

WHEREAS, Government Code § 65089.20 authorizes countywide transportation planning agencies to place on the ballot a vehicle registration fee for transportation-related projects and programs; and

WHEREAS, the expenditure plans proposed by the countywide transportation planning agencies of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano and Sonoma consist of a combination of local street and road repairs, public transit improvements, bicycle and pedestrian improvements, transportation for seniors; intelligent transportation system (technology) improvements, and climate protection projects; and

WHEREAS, Government Code § 65089.20 requires the governing board of the countywide transportation planning agency to adopt a resolution containing a finding of fact that the projects and programs to be funded by the fee increase are consistent with the regional transportation planning agency; and

WHEREAS, Government Code § 65080 requires each regional transportation planning agency to prepare a regional transportation plan and sustainable communities strategy directed at the achievement of a coordinated and balanced regional transportation system, now, therefore, be it

RESOLVED, that MTC finds the expenditure plans proposed by the aforementioned Bay Area counties to be consistent with *Transportation 2035: Change in Motion*, the region's current regional transportation plan, adopted in April 2009.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at a regular meeting of the  
Commission held in Oakland,  
California, on July 28, 2010