



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4

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Memorandum

TO: Legislation Committee

DATE: June 1, 2012

FR: Executive Director

W. I. 1131

RE: Alameda County Measure B

Background

In recognition that significant new funding is needed to address Alameda County's growing mobility demands, the Alameda County Transportation Commission (ACTC) is sponsoring Measure B, proposed for the November 2012 ballot, which would add a new half-cent sales tax through 2022 and thereafter extend the full cent dedicated to transportation projects and programs in perpetuity. The \$7.8 billion transportation expenditure plan (TEP), which covers the first 30 years of the measure, was developed in conjunction with the Alameda Countywide Transportation Plan, the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. Voters will have the opportunity to review and approve comprehensive updates to the TEP at least once prior to the end of 2042 and every 20 years thereafter.

Recommendation: Support

Discussion

All of the major projects that were approved by the voters in Alameda County's 2000 Measure are either complete or underway. With little prospect for additional state or federal transportation funding on the horizon, Alameda County is forging ahead on the self-help path that has kept the San Francisco Bay Area's transportation system afloat for the last three decades. This memo provides a brief overview of the Measure B expenditure plan and recommends that MTC endorse the measure.

Fix-it-First — The Measure B expenditure plan places a strong emphasis on the Bay Area's long-standing "fix-it-first" principle, with about 70 percent of funds directed towards maintaining and operating the county's existing transportation system. This includes funding for transit and paratransit operations, bus enhancement and BART system maintenance and modernization, local streets and roads maintenance funds for every jurisdiction, non-capacity expanding projects on primary commute corridors, non-capacity expanding interchange improvements to improve safety and access, bicycle and pedestrian safety funds, and sustainable land use programs to support transportation efficiencies in relation to local land uses decisions.

Public Transit Emphasized — Overall, 48 percent of the plan's funding goes towards public transit and specialized transit, including operations, maintenance and capital projects. The investments identified for public transit were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can use the transit system. By doubling the amount of local sales tax funds available to transit operations and maintenance, the plan seeks to increase transit services and expand access to transit throughout the county, while also helping avoid further service cuts and preserving the affordability of transit.

Overall, the plan provides a diverse, multimodal set of investments, as shown below.

Summary of Investments by Mode

Program Area <i>(Dollars in millions)</i>	Funds Allocated
Transit & Specialized Transit (48%)	\$3,732
Local Streets & Roads (30%)	\$2,348
Highway Efficiency & Freight (9%)	\$677
Bicycle and Pedestrian Infrastructure and Safety (8%)	\$651
Sustainable Land Use & Transportation (4%)	\$300
Technology, Innovation, and Development (1%)	\$77
TOTAL NEW NET FUNDING (2013-42)	\$7,786

*Estimated in escalated dollars to 2042

Local Streets & Roads Improvements Emphasized, With Complete Streets Requirement — Local streets and roads receive 30 percent of Measure B funding, split into two major components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance and safety of major commute routes and bridges. Expenditures are subject to a “complete streets” requirement by improving safety, accessibility and convenience for all users of the street right-of-way. Of the total local streets and roads funding, 15 percent must be used to support bicycle and pedestrian elements of streets and roads projects. In addition, another eight percent of the funds in the TEP are devoted to improving bicycle and pedestrian infrastructure and programs to encourage people to bike and walk when possible, such as Safe Routes to Schools.

Highway Efficiency & Freight — Highway improvements are allocated nine percent of the funds, with one percent dedicated to goods movement. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by ACTC 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.

Conclusion

Alameda County’s Measure B on the November 2012 ballot includes an expenditure plan that funds critical improvements to the county’s transportation network, complements the region’s emphasis on Fix-It-First, and supports investments in transit-oriented development. Given that this well-balanced plan would provide a vitally needed source of revenue for Plan Bay Area, staff recommends the Commission endorse Measure B.

Known Positions

Support

See Attachment A

Oppose

None (as of June 1, 2012)



 Steve Heminger



2012 Transportation Expenditure Plan Support

May 30, 2012

Alameda County Transportation Commission has received official support for the 2012 TEP from the following entities and organizations:

- 1) AC Transit
- 2) Alameda County Board of Supervisors
- 3) Albany Strollers and Rollers
- 4) BART
- 5) Bay Area Council
- 6) Bay Area Planning Coalition
- 7) City of Alameda
- 8) City of Albany
- 9) City of Berkeley
- 10) City of Dublin
- 11) City of Emeryville
- 12) City of Fremont
- 13) City of Hayward
- 14) City of Livermore
- 15) City of Newark
- 16) City of Oakland
- 17) City of Piedmont
- 18) City of Pleasanton
- 19) City of San Leandro
- 20) City of Union City
- 21) Congressman Jerry McNerney
- 22) Congressman Pete Stark
- 23) Downtown Oakland Senior Center
- 24) East Bay Bicycle Coalition
- 25) East Bay Economic Development Alliance
- 26) Engineering & Utility Contractors Association
- 27) Fremont Chamber of Commerce
- 28) Livermore Chamber of Commerce
- 29) Pleasanton Chamber of Commerce
- 30) Port of Oakland
- 31) Transform
- 32) United Seniors of Oakland and Alameda County