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REBECCA KAPLAN
Councilmember At-Large
atlarge@oaklandnet.com

(510) 238-7008
FAX: (510) 238-6910
TDD: (510) 839-6451

December 7, 2010


Oakland City Council
Oakland, California

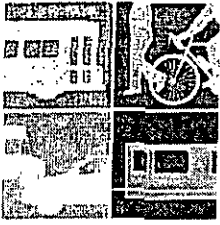
President Brunner and Members of the City Council:

RE: Quarterly Transportation Commission Report

Please see the attached documents from the Alameda Transportation Commission submitted during the November 16th Public Works Committee meeting as part of Councilmember Kaplan's verbal update on activities of the Alameda County Transportation Commission.

Respectfully submitted,


Rebecca Kaplan
Councilmember, At-Large



ALAMEDA COUNTY

TRANSPORTATION IMPROVEMENT MEASURE

Transportation Improvement Measure Fact Sheet

The Alameda County Congestion Management Agency Board of Directors, now the Alameda County Transportation Commission (ACTC) has placed Measure F on the November 2010 ballot. Measure F is a Transportation Improvement Measure that would add \$10 to the cost of registering a motor vehicle in Alameda County. The revenues will be used to improve local streets and roads, public transit, and bicycle and pedestrian routes in Alameda County communities. All of the money raised by the measure would be used exclusively for transportation in Alameda County, and the funds cannot be taken by the State.

The Transportation Improvement Measure will help respond to the significant unfunded transportation needs in the county currently unmet by the diminishing availability of State and federal resources. A recent study by the Metropolitan Transportation Commission shows that Alameda County will have a funding shortfall of over \$3 billion for pavement and non-pavement maintenance and rehabilitation projects over the next 25 years and a similar shortfall in transit funding. The Transit Improvement Measure will provide a sustainable and reliable source of transportation revenue: \$11 million annually, for a total of \$275 million over that same 25-year period, helping cities and the County improve and repair local streets and roads.

If this measure passes, cities and the County will see a 24% annual increase in funds for local streets and roads, bicycle and pedestrian facilities, and transit above revenues generated by Measure B, the County's transportation sales tax, or the equivalent of 37% of the federal stimulus dollars Alameda County received in 2009 for pavement repair.



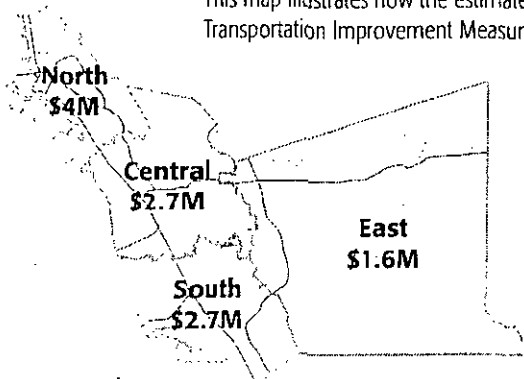
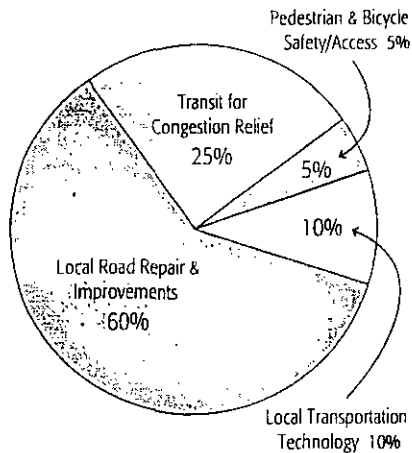
For more information go to:
www.alamedacountyvrf.org

Adopted Expenditure Plan

ACTC has adopted an Expenditure Plan to spell out how the funds generated by the measure will be used. The Plan, based on broad public input, has the following specific benefits:

- All of the money raised by the measure would be used exclusively for transportation in Alameda County.
- None of the funds raised, outside of the costs incurred by the DMV to collect the vehicle registration fee, can be taken by the State.
- Projects and programs included in the Expenditure Plan must have a relationship or benefit to the owners of motor vehicles paying the fee.
- Help fund roadway repairs and maintenance that make roads in Alameda County safer for motorists, bicyclists, and pedestrians.
- Provide investments that will help create a smarter, more efficient transportation system.
- Establish a reliable source of funding to help fund critical and essential local transportation programs.
- Provide matching funds for funding made available from State general bond obligations.
- Maintain and improve the County's transportation network while maintaining geographic equity over successive five year cycles.

Revenues from the Transportation Improvement Measure will be returned to local jurisdictions—with 60% going towards roadway improvement and repair, 25% to public transportation for congestion relief, 10% to local transportation technology programs, and 5% to pedestrian and bicycle safety and access projects.



This map illustrates how the estimated yearly funding from Transportation Improvement Measure Funds will be distributed to the four ACTC planning areas: North, Central, South, and East. Funds from the Transportation Improvement Measure will be distributed based on the population and number of registered vehicles in each planning area.

Public Outreach to Develop the Expenditure Plan



ACTC made significant outreach to a diverse population and all geographic areas of the County to receive feedback and suggestions on the Expenditure Plan. ACTC made presentations to the City Councils of the 14 incorporated cities, Alameda County Board of Supervisors, BART Board, AC Transit Board, and the LAVTA Board. In addition, four public workshops were held in San Leandro, Fremont, Dublin, and Oakland in March and April 2010.

What is ACTC?

The newly created Alameda County Transportation Commission (ACTC) held its first Board meeting on July 22, 2010, implementing the first stages of the merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Alameda CTC is a joint powers authority whose members include the 14 cities in Alameda County, the County of Alameda, AC Transit, BART, ACCMA and ACTIA.

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Arthur L. Dao, Executive Director Alameda CTC,
adao@actia2022.com

Dennis R. Fay, Executive Director ACCMA,
dfay@accma.ca.gov





SAN FRANCISCO BAY AREA SB 83 VEHICLE REGISTRATION FEE MEASURES
November 2010 Election Summary

Agency	Amount (in millions) Raised @ \$10 (annually)	Election Results Majority vote required (% yes)	Opposition Argument	Polling Results (% yes)	Programs in the Expenditure Plan (\$ in Millions)									Sunset	
					Local Streets/ Roads	Transit	Bike/Ped	Technology	Safe Routes to Schools	Seniors	Reduce Pollution	Countywide	Admin.		
Alameda Congestion Management Agency "Alameda County Transportation Improvement Measure" Measure F	\$11.0	62.6%	none	61%	60%	25%	5%	10%							no
Contra Costa Transportation Authority "Contra Costa County Transportation Improvement Measure" Measure O	\$8.5	46.5%	Taxpayer Assoc.	54%	71%	21%	8%								no
Marin Transportation Authority "Marin County Transportation Improvement Measure" Measure B	\$2.0	62.4%	none	65%	40%					35%	25% ³				no
San Francisco Transportation Authority Measure AA	\$5.0	59.6%	Citizens	66%	50%	25%	25%								no
San Mateo C/CAG "Local Transportation Improvements in San Mateo County" Measure M	\$6.7	54.8%	Taxpayer Assoc. Citizens	66%	50%							50% ¹			25 years
Santa Clara Valley Transportation Authority "Traffic Congestion Relief and Road Improvement Measure" Measure B	\$14.0	52.2%	Taxpayer Assoc. Libertarian Party	59%	80%							15% ²	5%		no
Sonoma Transportation Authority "Sonoma County Transportation Improvement Measure" Measure W	\$5.0	42.3%	Taxpayer Assoc.	55%	23%	60%	12%						5%		no
Total Estimated Revenue for all Measures (annually)	\$52.2				\$30.7	\$8.5	\$3.0	\$1.0	\$0.0	\$0.7	\$0.4	\$5.3			
Total Estimated Revenue for Measures that passed (annually)	\$38.7				\$23.9	\$3.8	\$1.7	\$1.0	\$0.0	\$0.7	\$0.4	\$5.3			

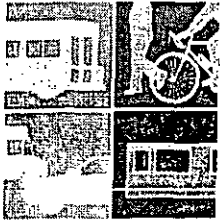
Notes:

- 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.
- The dollar values cited above are estimates of annual allocations to each program after deducting for the Agency's administrative costs allowed per statute. Statute limits administrative costs to 5% of the revenue collected.
- MTC, by Resolution 3977, finds the Expenditure Plans proposed by above counties to be consistent with the regions RTP.

Footnotes:

1. San Mateo Countywide program includes: transit (operations, senior and disabled), Safe Routes to Schools, reg'l traffic improvements, water pollution prevention
2. Santa Clara Countywide program includes: matching State/Fed'l/Reg'l funds for roadway projects, technology (i.e. traffic signals, safety and traveler info systems), environmental mitigation
3. Marin's Reduce Pollution program consists of: Alternative Fuels, Commuter Alternatives (TDM) and Safe Routes to School

Prepared by: Terry Bowen, Gray-Bowen on 11/4/10.



ALAMEDA COUNTY

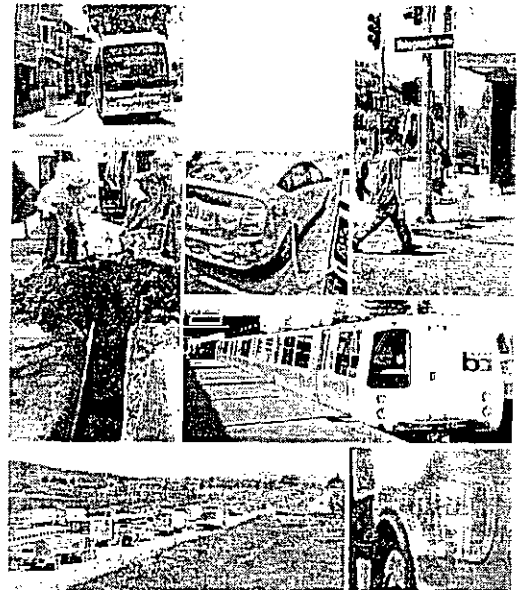
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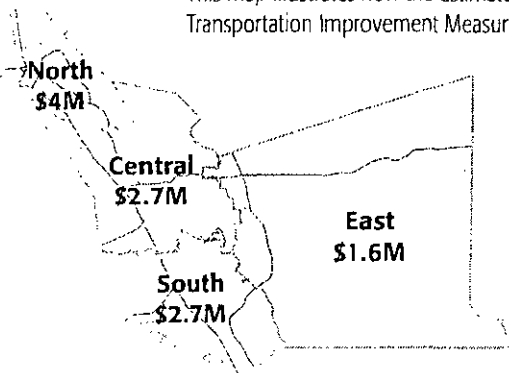
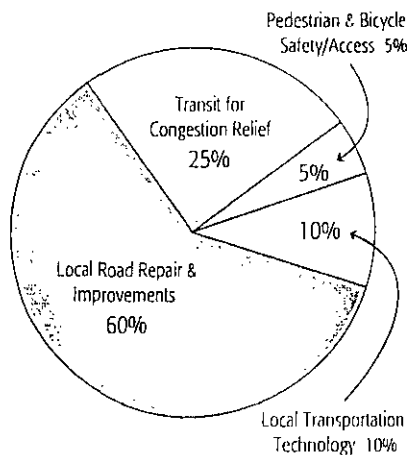
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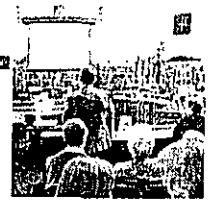
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