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CITY HALL • 1 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

REBECCA KAPLAN  
Councilmember At-Large  
atlarge@oaklandnet.com

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

Date: October 25<sup>th</sup>, 2011

To: Public Works Committee  
Chairperson Nadel and members of the Committee

From: Rebecca Kaplan, Council Member At Large

RE: An update on the progress of the development of Alameda County's Transportation Expenditure Plan (formerly known as "Measure B") and Recommendation for Action to Add/Expand items on Oakland's submitted list of Projects seeking funding in the Expenditure Plan.

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The Alameda County Transportation Commission is in the process of ongoing work to develop a plan for renewal of "Measure B" -- the Countywide transportation sales tax, which funds a wide range of vital projects and programs including repairing potholes and fixing streets and sidewalks, operating transit, and more.

There have been, and will continue to be, community meetings as well as other methods of collecting input on the proposed plan, which is intended to be placed on the November 2012 ballot.

Information about public meetings:

[http://www.alamedactc.org/app\\_pages/view/929](http://www.alamedactc.org/app_pages/view/929)

The new Expenditure Plan is intended to include both a continuation and extension of existing programs, as well as expansion and new projects and programs. Perhaps most importantly in our communities, this new Expenditure Plan is an opportunity to seek additional support for local street and road repair, will add substantially to support for Transit Oriented Development, and also for the first time specifically includes Goods Movement, which covers items like trucking and rail, and is particularly important regarding the Oakland Army Base project.

- (Last Measure B was in Nov 2000, passed with 82% of the vote)

Note: A first draft of "scenarios" for the expenditure plan had been circulated, for which both our staff and many others expressed concerns. These have been heard and taken seriously and revisions are underway. In terms of ensuring that Oakland's needs are sufficiently

included in the plan, I am pleased to report that the ACTC TEP Committee has approved a recommendation to add key Transit Oriented Development projects to the "Projects" list for the Measure. This will guarantee funding for vital, job-generating local priorities, and provide a key opportunity to revitalize our communities. Similarly, the army base project is also seeing increased understanding as a region-wide priority to improve both traffic congestion and goods movement in the region.

The Funding Plan will include a PROJECTS category (large, primarily capital in nature, of significant benefit e.g. congestion relief, access improvement, advance TOD goals, etc)

And a PROGRAMS category (primarily operations and maintenance. Includes transit operations, ongoing local street and road repair and maintenance, etc)

PROJECTS should be sufficiently certain that the jurisdiction knows we plan to do them, and sufficiently understood that we can write a submission to the Expenditure Plan explaining how the funds will be used, and what is the purpose/public benefit of the project. They should also be big enough to warrant listing as an individual project.

For the Transit Oriented Development category, there WILL BE an ongoing "PROGRAM" for TOD. This is a good place to seek funds in the future for TOD items that are either smaller, less ready now in terms of the concept, etc. However, a TOD item can also be a PROJECT (particularly if it is larger and ready to describe in the expenditure plan).

Therefore, we have the opportunity to add to the "Projects" category the following 3 items -- all of which are large, transformative projects which have the ability to significantly advance transit oriented development, multi-modal transportation, walking/biking/transit use, reduced environmental harms, and promote local economic vitality and smart, infill development. (And local jobs, and local sales tax revenues which thus support the ongoing success of the Measure B funding).

a) Coliseum TOD project

Eligible uses of funds to include: Construction of structured parking to free up rest of parking lot for mixed-use development. Improve, re-hab and reconstruct access points to and from TOD, including: traffic signal improvements, walkway from BART to Coliseum site, pedestrian improvements, signage. Remaining site acquisition. Engineering, Design. Construction. Solar power. (include solar powered electric car charging stations in the parking area). Safety and lighting improvements/ Bike parking and access. Infrastructure improvements (e.g. electrical, water) to support the project. Rehab BART station and area surrounding to better connect Amtrak, BART, and buses.

b) Lake Merritt Station Area TOD project

Planning process is already underway. Project to include: Improve, re-hab and reconstruct access points to and from TOD, including: traffic signal improvements, access from BART, pedestrian improvements, signage. Pedestrian lighting. Safety for biking and walking in the area. Adding lighting to unsafe or poorly lit portions of project area. (Add: Safety

ambassadors? maybe in Program?) Revise parking layout to maximize use of space and area safety. Revise and improve bus stops and shelters. Signage. Multilingual. Reconstruction/relocation of public agency facilities in the project area. Greenspace and other amenities for pedestrians and area. Add car-share pod. Ground-level bike parking and community-serving retail.

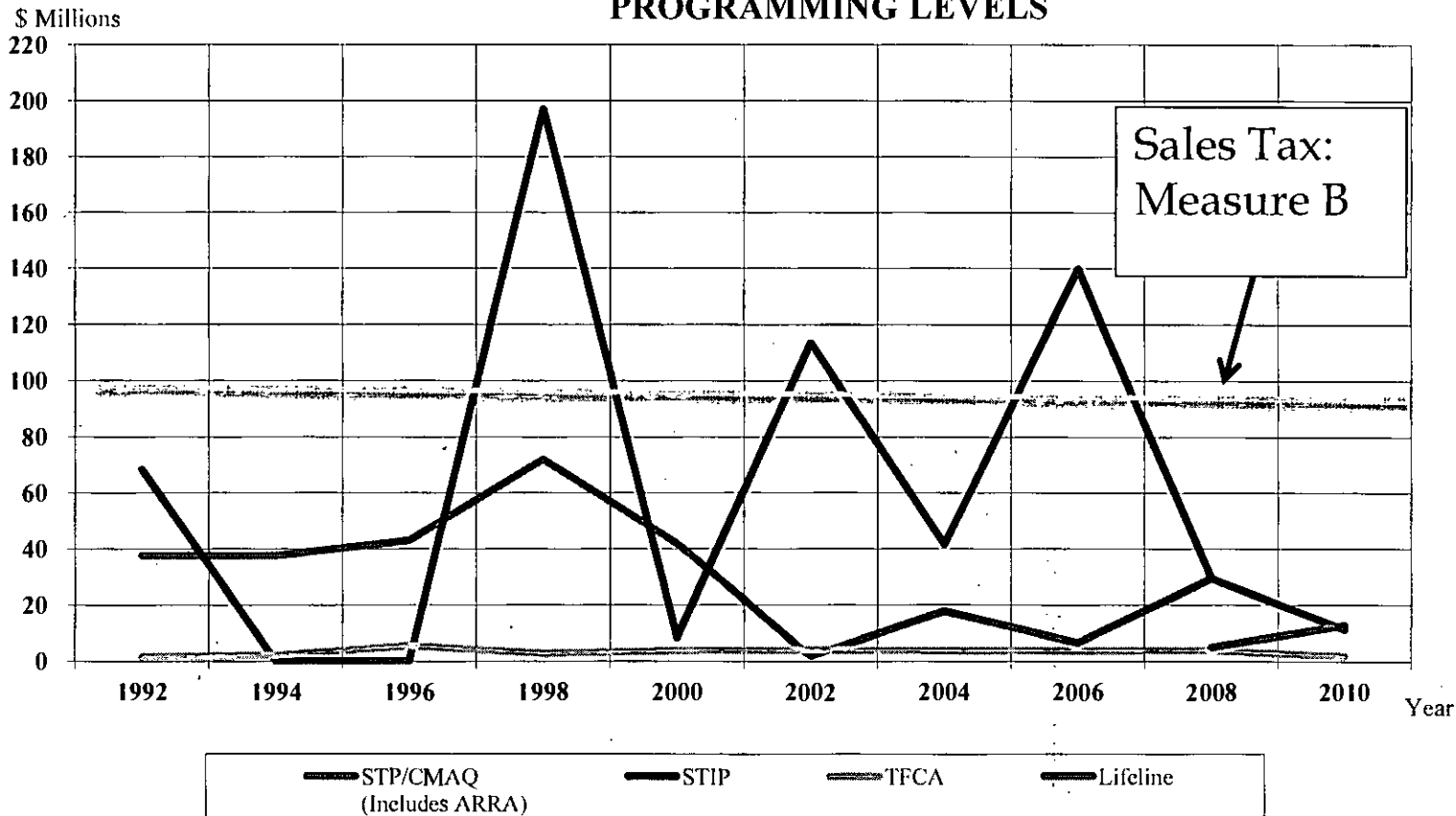
c) Broadway Corridor & "Streetcar" Project

This is both a Capital Project and a transit operations program, and should be listed as both. (In Transit Operations Program include ongoing funds for the ongoing operations of the service, which should be eligible both for the shuttle now and future sytem, e.g. "streetcar"). Aspects of the Capital Project include: Engineering, Design, EIR, for both the "streetcar" Project itself and the related streetscape amenities for the corridor. This includes along Broadway: signage, shelter improvements, sidewalk repair and rehabilitation, lighting improvements, and the physical infrastructure (whether we end up choosing metal tracks, or a magnetic or opitcal guidance system -- installing the needed systems). Multimodal access to include bike station access, signage to/from not only BART, but also Ferry, Amtrak, AC Transit Uptown transit center, and area amenities. Purchasing the "streetcar" vehicles themselves, and any other needed devices (e.g. "Nextbus" tracking technology) for the transit vehicles included in funding proposal.

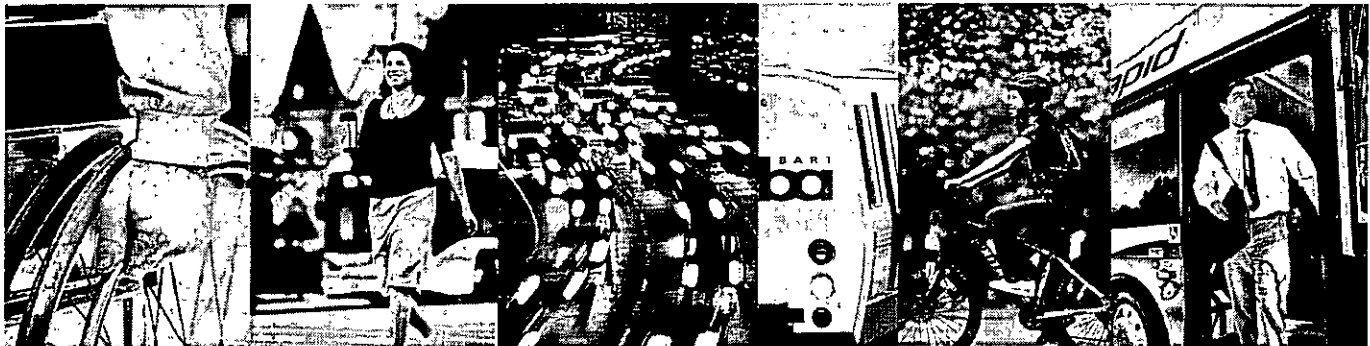
You can find full documentation with more detailed about the Transportation Expenditure Plan online at: [http://www.alamedactc.org/app\\_pages/view/3070](http://www.alamedactc.org/app_pages/view/3070)

# Funding Volatility

## HISTORICAL ALAMEDA COUNTY FEDERAL/STATE PROGRAMMING LEVELS



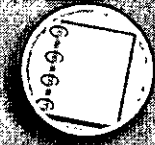
# ALAMEDA COUNTY MAJOR TRANSPORTATION PLANNING Fact Sheet



## Project Schedule



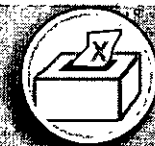
**OCTOBER 2010**  
*CWTP update began*



**DECEMBER 2011**  
*Draft CWTP and TEP available for public review and comment*



**JUNE 2012**  
*Final CWTP and TEP approval anticipated*



**NOVEMBER 2012**  
*Earliest potential date for TEP on ballot*

## Get Involved!

**We want to hear from you!** The more people we hear from, the better our plan will be. Learn more about the planning process by checking out the project website and attending workshops. Please encourage everyone you know in Alameda County to participate.

Meeting information and materials are available at [www.alamedactc.org/cwp\\_pages/view/796](http://www.alamedactc.org/cwp_pages/view/796). Click on the "Meetings Calendar" button to confirm meeting dates and times.

## Overview

Countywide transportation planning and future land use development are intricately linked. Current planning efforts will guide local, state and federal funding for project and program implementation to maintain, operate and expand the multi-modal transportation systems in Alameda County. Two plans are being developed in Alameda County that will guide these expenditures: the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP).

## About the Alameda County Transportation Commission

The CWTP update is being overseen by the Alameda County Transportation Commission (Alameda CTC), a new agency that was formed in 2010 by the merger of two existing organizations, 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 and BART.

## About the Countywide Transportation Plan

- The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over the next 25 years.
- The CWTP is updated every four years and serves as a guide for transportation programs and infrastructure investment decisions in Alameda County. It includes capital, operating and maintenance funding for roads and highways, public transit (including senior and disabled transportation) and projects that support walking and biking.
- All transportation projects and programs requesting state, federal or regional funding must be consistent with this plan.
- For the first time, the plan must be closely coordinated with land use decisions to reduce the impacts of greenhouse gases, consistent with state legislation.

**A BALANCING ACT**

This planning process is about making trade-offs to balance the many needs and priorities for transportation in Alameda County.

The key issues to be addressed in this planning process include:

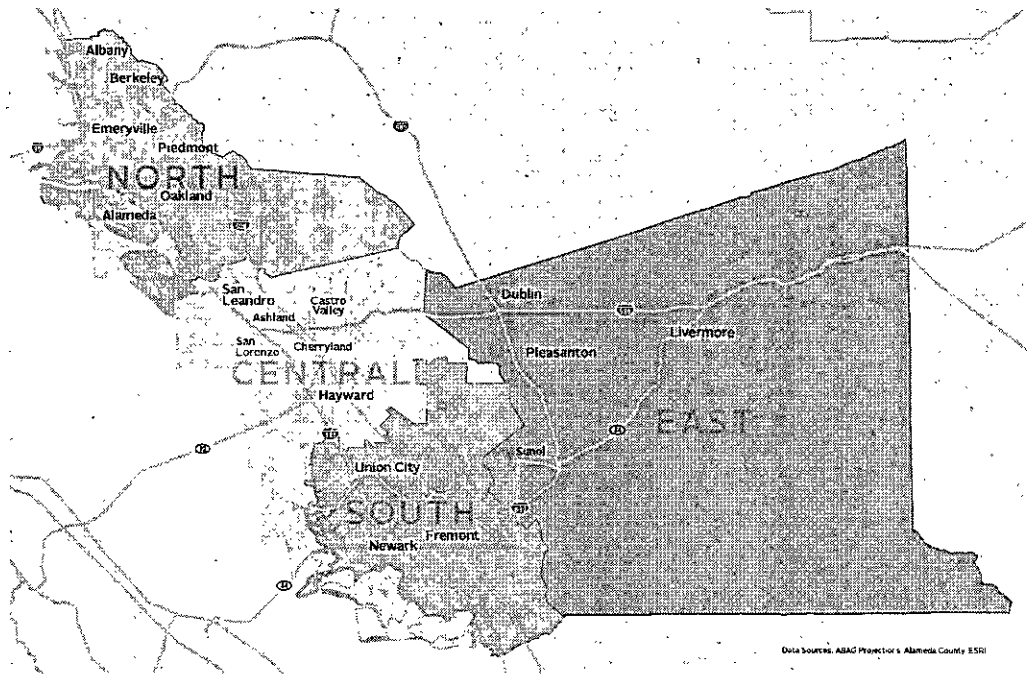
- **Planning for a multi-modal system** that equitably moves people and goods efficiently and cost effectively throughout the County.
- **Planning for the full range of travel needs** and the diversity of users of our transportation system.
- **Integrating new legislation** that requires greater coordination between transportation and land use planning and a focus on reducing Vehicle Miles Travelled (VMT) and greenhouse gas emissions.
- **Considering the maintenance of the existing system** and potential system expansions.

**About the Transportation Expenditure Plan**

- The sales tax TEP (currently known as Measure B) is a key source of local funding for transportation projects and programs, such as operations and maintenance, in Alameda County. The first Measure B was approved in 1986 and was extended with a new set of projects and programs in 2000 by 81.5% voter approval.
- In the existing measure, 60% of the collected funds are dedicated to programs such as local street and road repair, bicycle and pedestrian safety, transit and paratransit operations, and a small amount for transit oriented development; 40% of the collected funds are dedicated to capital projects including transit and highway infrastructure improvements.
- The TEP will be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a two-thirds majority to pass. The existing Measure B will continue to be collected until 2022, unless it is replaced by a new measure.
- A reauthorization of the TEP is being considered because the current Measure B capital projects are under construction or soon to be built, and the economic downturn has reduced funding for many programs supported by Measure B.

**The Planning Areas**

Alameda County is a diverse place geographically, ethnically and economically. The County is commonly divided into four subareas for planning purposes, as depicted on the map.



Data sources: ABAG Planning & Alameda County ESRI

