



## MEMORANDUM

**To:** Alameda CTC Staff and Committees  
**From:** Bonnie Nelson  
**Date:** September 30, 2011  
**Subject:** Potential Programs for a Draft Expenditure Plan

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On September 22<sup>nd</sup>, the Steering Committee adopted the TEP Parameters, providing guidance for the development of a preliminary draft TEP, while outreach and polling are occurring simultaneously, with the recognition that the outreach efforts will inform the final TEP. The TEP parameters included suggestions for continuation of the five programs in the current Measure B Expenditure Plan plus the addition of six new program categories. A suggestion was made at the meeting that staff look at the opportunity to consolidate the number of program categories to keep the plan streamlined. At the same meeting, the Executive Committee adopted a goal of a 60-40 split between programs and projects as an initial split to move the TEP plan development process forward while input is being received.

Figure 1, on the following page shows the eight remaining program categories and a proposed overall allocation (both dollars and percentage) to each program. The table also shows the amount of money each program would expect to receive under the existing measure, under the proposed measure and in total from 2013-2022 and from 2023-2042.

As Figure 1 shows, several programs were consolidated in this set of recommendations. Demand Management was combined with TOD/PDA and Climate Action into a single new program called Sustainable Transportation and Land Use Connections. Planning and Development and Environmental Mitigation were also eliminated as separate programs and combined with the Technology and Innovation program. Finally, a new program has been added, for Community Based Transportation Plan (CBTP) implementation, based on comments received from CAWG and TAWG. This program could ultimately be combined with the Sustainable Transportation and Land Use Connections category to further simplify the measure.

Showing the allocations to each general program tells only part of the story. Each of the proposed programs has a specific proposed allocation strategy. The goal in developing this strategy was to develop something that could be equitably implemented countywide for monthly pass-through programs while offering the opportunity for competitive grant programs in a number of categories.

Each of the proposed programs is described in more detail on the following pages, along with the proposed allocation strategy and funding implications.

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Figure 1 – Summary of Existing and Proposed Programs based upon a 40% capital and 60% Program Split

		A		B		C			D	E
Program		Existing Measure B (2013-2022)		Proposed Measure (2013-2022)		Total Existing + Proposed (2013-2022)			Proposed Measure One cent in perpetuity (2023-2042)	Grand Total Existing and Proposed (2013-2042)
				2013-2022		Total \$ Amount	\$ Increase from Existing Measure	% Difference from Existing Measure		
		%	\$	%	\$					
A	Mass Transit: Operations, Maintenance, and Safety	21.92%	\$ 246.1	18.50%	\$ 193.2	\$ 439.3	\$ 193.2	78%	\$ 1,231.3	\$ 1,670.6
B	Local Streets and Roads	22.34%	\$ 250.8	18%	\$ 187.9	\$ 438.8	\$ 187.9	75%	\$ 1,198.0	\$ 1,636.8
C	Specialized Transportation for Seniors and Persons with Disabilities	10.45%	\$ 117.3	9.00%	\$ 94.0	\$ 211.3	\$ 94.0	80%	\$ 599.0	\$ 810.3
D	Bicycle and Pedestrian Safety	5.00%	\$ 56.1	7.00%	\$ 73.1	\$ 129.2	\$ 73.1	130.18%	\$ 465.9	\$ 595.1
E	Sustainable Transportation and Local Land Use Linkages	0.19%	\$ 2.1	3.00%	\$ 31.3	\$ 33.5	\$ 31.3	1468%	\$ 199.7	\$ 233.1
F	Technology, Innovation and Development		\$ -	2.00%	\$ 20.9	\$ 20.9	\$ 20.9	N/A	\$ 133.1	\$ 154.0
G	Freight and Economic Development		\$ -	2.00%	\$ 20.9	\$ 20.9	\$ 20.9	N/A	\$ 133.1	\$ 154.0
H	CBTP Implementation		\$ -	0.50%	\$ 5.2	\$ 5.2	\$ 5.2	N/A	\$ 33.3	\$ 38.5
<b>TOTALS</b>		<b>59.90%</b>	<b>\$ 672.6</b>	<b>60.00%</b>	<b>\$ 626.4</b>	<b>\$ 1,299.0</b>	<b>\$ 626.4</b>	<b>93.14%</b>	<b>\$ 3,993.5</b>	<b>\$ 5,292.5</b>

**Program A – Mass Transit Operations, Maintenance and Safety (18.5% of total)**

This proposed program provides transit operators with transit operating funds for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a premier transit system that is an efficient, effective, safe and affordable alternative to driving.

The proposed Mass Transit program has two primary components:

- Pass through funds which are paid on a monthly basis to AC Transit, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley Transit Authority (Wheels) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:
  - AC Transit 13.25%
  - ACE 1.00%
  - WETA (ferries) 0.50%
  - LAVTA (Wheels) 0.50%
  - Union City Transit 0.25%
- Grant funds which would be administered by the Alameda CTC for the purposes of funding innovative and emerging transit projects. These funds will be periodically distributed on a competitive basis to transit operators who propose projects with proven ability to:
  - Enhance the quality of service for transit riders
  - Reduce costs or improve operating efficiency
  - Increase transit ridership by improving the rider experience
  - Enhance rider safety and security
  - Enhance rider information and education about transit options
  - Enhance affordability of transit for low income riders

These funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

Figure 2 compares the funds that would be expected by each eligible recipient of pass through funding under the current Measure B as well as the proposed new program funded by a sales tax augmentation. If the sales tax is expanded, all operators could expect substantial increases.

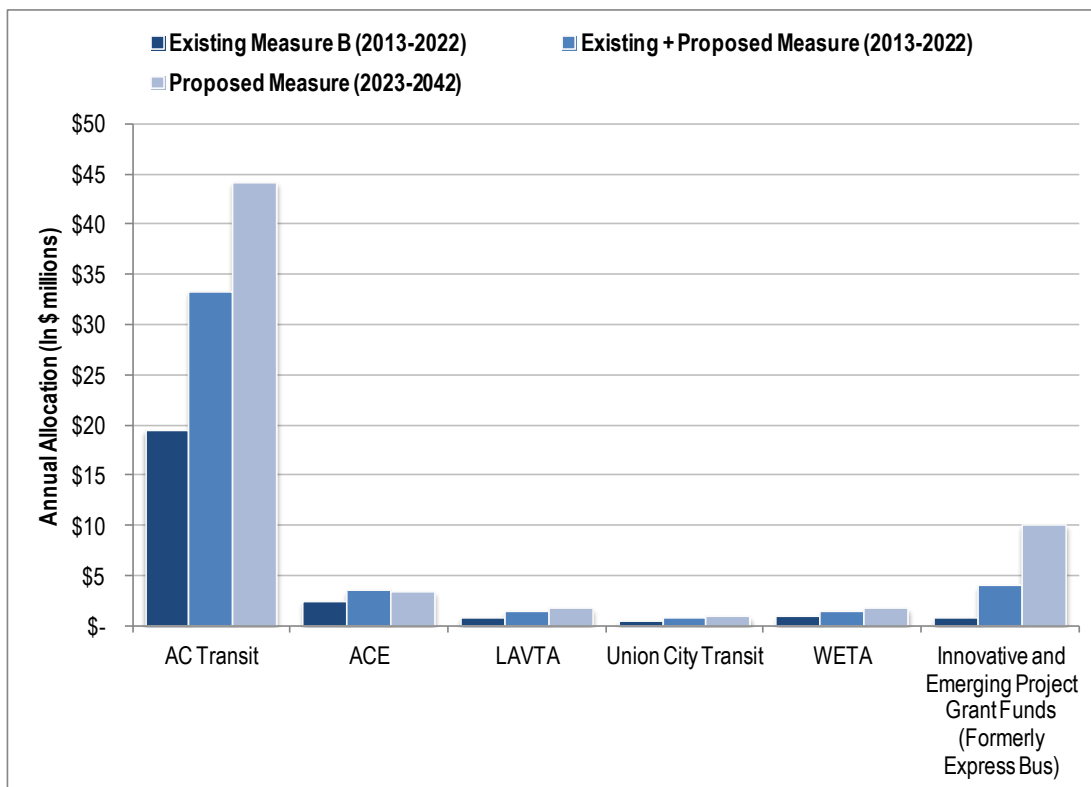
The graphic below Figure 2 demonstrates the growth in annual revenue expected for each eligible jurisdiction receiving pass through funds in the Mass Transit Program. The graphic shows substantial increases in operating funds for all recipients in the first 10 years of the combined measure. In the out years, nearly all recipients continue to see annual increases with the exception of ACE, whose pass through funding will stabilize.

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**Figure 2 – Mass Transit Program Comparison with Measure B by Jurisdiction**

Agency	Existing Measure B (2013-2022)		Existing + Proposed Measure (2013-2022)		Proposed Measure (2023-2042)		% Increase, 2013-2022
	Total	Annual	Total	Annual	Total	Annual	
AC Transit	\$ 194.1	\$ 19.41	\$ 332.5	\$ 33.25	\$ 881.9	\$ 44.09	71%
ACE	\$ 23.8	\$ 2.38	\$ 34.2	\$ 3.42	\$ 66.6	\$ 3.33	44%
LAVTA	\$ 7.7	\$ 0.77	\$ 13.0	\$ 1.30	\$ 33.3	\$ 1.66	67%
Union City Transit	\$ 3.8	\$ 0.38	\$ 6.4	\$ 0.64	\$ 16.6	\$ 0.83	68%
WETA	\$ 8.8	\$ 0.88	\$ 14.0	\$ 1.40	\$ 33.3	\$ 1.66	60%
Innovative and Emerging Project Grant Funds (Formerly Express Bus)	\$ 7.9	\$ 0.79	\$ 39.2	\$ 3.92	\$ 199.7	\$ 9.98	399%

**Annual Revenue Estimates – Mass Transit Program – Existing and Proposed**



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**Program B – Local Streets and Roads (18.0% of total)**

In recognition that local streets and roads are the backbone of our transportation system, this proposed program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects bus stops, traffic calming and other transportation uses. All projects implemented with these funds are expected to support a “complete streets philosophy” where all modes are considered in the development of the local road system.

The proposed Local Streets and Roads program is designed as a pass through program, with funds being provided to local jurisdictions on a monthly basis to be used on locally determined priorities. Pass through funds will be allocated based on a formula that equally weights population and road miles for each jurisdiction, consistent with the current Measure B formula. These numbers will change over time; allocations for 2011 are shown in Figure 3 below. Assuming the proportion of population and road miles remains the same for each jurisdiction receiving pass through funds, each jurisdiction would receive an increase of about 75% in their annual pass through allotment compared with the current measure.

**Figure 3 – Local Streets and Roads Program Comparison with Measure B**

Jurisdiction	Existing Measure B (2013-2022)		Existing + Proposed Measure (2013-2022)		Proposed Measure (2023-2042)		\$ Increase, 2013-2022 (Existing vs. Existing + Proposed)
	Total	Annual	Total	Annual	Total	Annual	
Alameda	\$ 10.5	\$ 1.05	\$ 18.34	\$ 1.81	\$ 48.4	\$ 2.42	\$ 7.86
Albany	\$ 2.5	\$ 0.25	\$ 4.42	\$ 0.42	\$ 10.7	\$ 0.53	\$ 1.89
Berkeley	\$ 17.4	\$ 1.74	\$ 30.51	\$ 3.26	\$ 96.8	\$ 4.84	\$ 13.07
Dublin	\$ 6.2	\$ 0.62	\$ 10.90	\$ 1.10	\$ 30.5	\$ 1.53	\$ 4.67
Emeryville	\$ 1.6	\$ 0.16	\$ 2.73	\$ 0.40	\$ 15.7	\$ 0.79	\$ 1.17
Fremont	\$ 35.5	\$ 3.55	\$ 62.08	\$ 6.13	\$ 164.3	\$ 8.22	\$ 26.59
Hayward	\$ 21.8	\$ 2.18	\$ 38.12	\$ 3.88	\$ 108.5	\$ 5.42	\$ 16.33
Livermore	\$ 16.9	\$ 1.69	\$ 29.54	\$ 2.80	\$ 70.6	\$ 3.53	\$ 12.65
Newark	\$ 7.2	\$ 0.72	\$ 12.58	\$ 1.26	\$ 34.2	\$ 1.71	\$ 5.39
Oakland	\$ 62.1	\$ 6.21	\$ 108.59	\$ 11.05	\$ 308.4	\$ 15.42	\$ 46.51
Piedmont	\$ 2.5	\$ 0.25	\$ 4.32	\$ 0.39	\$ 9.1	\$ 0.45	\$ 1.85
Pleasanton	\$ 13.0	\$ 1.30	\$ 22.77	\$ 2.44	\$ 72.6	\$ 3.63	\$ 9.75
San Leandro	\$ 13.5	\$ 1.35	\$ 23.56	\$ 2.38	\$ 65.7	\$ 3.28	\$ 10.09
Union City	\$ 11.3	\$ 1.13	\$ 19.73	\$ 1.86	\$ 46.5	\$ 2.33	\$ 8.45
Alameda County	\$ 28.9	\$ 2.89	\$ 50.60	\$ 4.71	\$ 116.1	\$ 5.80	\$ 21.67

**Program C – Specialized Transportation for Seniors and Persons Disabilities (9.0%)**

This proposed program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds are provided to AC Transit and BART which operate the largest specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds are provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. The proposed program includes three components:

- Pass through funding for East Bay Paratransit Consortium (5%) to assist them in meeting the requirements of the American’s With Disabilities Act. These funds will be disbursed monthly and will be directed by the two agencies that operate the East Bay Paratransit Consortium:
  - AC Transit will receive 4.0% of net proceeds towards meeting its responsibilities under the Americans With Disabilities Act.
  - BART will receive 1.0% of net proceeds towards meeting its responsibilities under the Americans with Disabilities Act.
- Funding will be provided to each of the four subareas of the County for implementation of locally developed solutions to the mobility challenges of older adults and persons with disabilities. Funds will be distributed based on the percentage of the population over age 70 in each of four planning areas:
  - North County – including the Cities of Berkeley, Oakland, Albany, Alameda and Emeryville.
  - Central County – including the Cities of Hayward, San Leandro and Castro Valley and adjacent unincorporated areas of Ashland and Cherry Valley.
  - South County – including the Cities of Fremont, Union City, and Newark
  - East County – including the Cities of Livermore, Dublin and Pleasanton and adjacent unincorporated communities including Sunol.

While the actual amount allocated to each planning area will change as population changes over time, the current allocation to the four planning areas using 2011 population data is shown in Figure 4 below. It should be noted that both the current Measure B and the proposed new sales tax measure allow PAPCO to refine the formula for dividing the funds in each planning area to individual cities. It should also be noted that the formula for dividing funds to each planning area is proposed to be based on the over age 70 population which is a change from the current measure. All parts of the County will receive an increase in funds; however the amount of increase will vary as this new formula is introduced.

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**Figure 4 – Specialized Transportation Program Comparison with Measure B**

Agency	Existing Measure B (2013-2022)		Existing + Proposed Measure (2013-2022)		Proposed Measure (2023-2042)		% Increase, 2013-2022 (Existing vs. Existing + Proposed)
	Total	Annual	Total	Annual	Total	Annual	
North, Non-ADA	\$ 13.8	\$ 1.38	\$ 27.0	\$ 2.70	\$ 84.2	\$ 4.21	96%
Central, Non-ADA	\$ 9.8	\$ 0.98	\$ 18.0	\$ 1.80	\$ 52.2	\$ 2.61	84%
East, Non-ADA	\$ 2.3	\$ 0.23	\$ 5.9	\$ 0.59	\$ 22.7	\$ 1.14	153%
South, Non-ADA	\$ 11.8	\$ 1.18	\$ 18.2	\$ 1.82	\$ 40.5	\$ 2.03	54%
East Bay Paratransit - AC Transit	\$ 46.5	\$ 4.65	\$ 88.2	\$ 8.82	\$ 266.2	\$ 13.31	90%
East Bay Paratransit - BART	\$ 16.7	\$ 1.67	\$ 27.2	\$ 2.72	\$ 66.6	\$ 3.33	62%
Coordination and Gap Grants	\$ 16.1	\$ 1.61	\$ 26.5	\$ 2.65	\$ 66.6	\$ 3.33	65%

Funds will be further allocated to individual cities within each planning area based on a formula refined by PAPCO, the group of paratransit consumers that advise the Alameda CTC Board of Directors.

- Grant funds administered by Alameda CTC for the purposes of coordinating services across jurisdictional lines or filling gaps in the system’s ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC on a competitive basis to jurisdictions and community based organizations who propose projects with proven ability to:
  - Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
  - Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
  - Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
  - Improve the efficiency and effectiveness of mandated and non-mandated services.
- Grant awards will emphasize demonstrations or pilot projects which can leverage other funds. Public agencies, and private non-profit community based organizations will be eligible to receive funds on a competitive basis.

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**Program D – Bicycle and Pedestrian Safety (7.0%)**

This proposed program is designed to fund projects that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete our bicycle and pedestrian infrastructure system. The proposed program consists of two components:

- Pass through funding (5%) will be provided on a monthly basis to the cities and to Alameda County to be spent on planning, construction and maintenance of bicycle and pedestrian projects, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Pass through funding will be provided to each City within the County and to Alameda County based on their proportional share of population. Proposed funding allocations, based on current population, is shown in Figure 5 below. These figures will be revisited regularly as new information becomes available. Because the formula for allocating pass through funds does not change, all jurisdictions receive a proportional increase in funds, amounting to more than doubling their pass through distributions.

**Figure 5 – Bicycle and Pedestrian Program Comparison with Measure B**

Jurisdiction	Existing Measure B (2013-2022)		Existing + Proposed Measure (2013-2022)		Proposed Measure (2023-2042)		\$ Increase, 2013-2022
	Total	Annual	Total	Annual	Total	Annual	
Alameda	\$ 2.1	\$ 0.21	\$ 4.6	\$ 0.46	\$ 16.3	\$ 0.81	\$ 2.55
Albany	\$ 0.5	\$ 0.05	\$ 1.2	\$ 0.12	\$ 4.1	\$ 0.20	\$ 0.64
Berkeley	\$ 3.1	\$ 0.31	\$ 7.0	\$ 0.70	\$ 24.8	\$ 1.24	\$ 3.89
Dublin	\$ 1.3	\$ 0.13	\$ 2.9	\$ 0.29	\$ 10.1	\$ 0.51	\$ 1.59
Emeryville	\$ 0.3	\$ 0.03	\$ 0.6	\$ 0.06	\$ 2.2	\$ 0.11	\$ 0.35
Fremont	\$ 6.0	\$ 0.60	\$ 13.4	\$ 1.34	\$ 47.2	\$ 2.36	\$ 7.40
Hayward	\$ 4.0	\$ 0.40	\$ 9.0	\$ 0.90	\$ 31.8	\$ 1.59	\$ 4.98
Livermore	\$ 2.3	\$ 0.23	\$ 5.1	\$ 0.51	\$ 17.8	\$ 0.89	\$ 2.80
Newark	\$ 1.2	\$ 0.12	\$ 2.7	\$ 0.27	\$ 9.4	\$ 0.47	\$ 1.47
Oakland	\$ 10.9	\$ 1.09	\$ 24.4	\$ 2.44	\$ 86.1	\$ 4.30	\$ 13.51
Piedmont	\$ 0.3	\$ 0.03	\$ 0.7	\$ 0.07	\$ 2.4	\$ 0.12	\$ 0.37
Pleasanton	\$ 2.0	\$ 0.20	\$ 4.4	\$ 0.44	\$ 15.5	\$ 0.77	\$ 2.43
San Leandro	\$ 2.4	\$ 0.24	\$ 5.3	\$ 0.53	\$ 18.7	\$ 0.94	\$ 2.94
Union City	\$ 1.9	\$ 0.19	\$ 4.3	\$ 0.43	\$ 15.3	\$ 0.77	\$ 2.40
Alameda County	\$ 3.9	\$ 0.39	\$ 8.8	\$ 0.88	\$ 31.1	\$ 1.56	\$ 4.88
<b>Regional Grants</b>	\$ 14.0	\$ 1.40	\$ 34.9	\$ 3.49	\$ 133.1	\$ 6.66	\$ 20.88



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Grant funds administered by Alameda CTC (2.0%) will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities. These proposed funds will be periodically distributed on a competitive basis to jurisdictions and community based organizations who propose projects with proven ability to:

- Increase the number of trips made by bicycle and on foot
- Improve coordination between jurisdictions
- Enhance opportunities for recreational cycling
- Implement major elements of the County's Bicycle Master Plan and Pedestrian Master Plan
- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas.
- Leverage other sources of funding

Funds in this category are also proposed to be used to hire a Countywide Bicycle and Pedestrian Coordinator position.

**Program E – Sustainable Transportation and Land Use Connections (3.0%) (New)**

These proposed competitive grant funds are designed to be administered by the Alameda CTC for the purposes of improving transportation linkages between housing, transit and employment centers. Eligible expenditures in this category include:

- Planning, development and implementation of transportation infrastructure serving priority development areas and transit oriented development sites in Alameda County.
- Planning, development and implementation of transportation infrastructure connecting residential and employment sites with existing mass transit.
- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.
- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

These funds will be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County. Grant awards will emphasize projects which can leverage other funds.

**Program F – Technology, Innovation and Development (2.0%) (NEW)**

These proposed competitive grant funds are designed to be administered by the Alameda CTC for the purposes of developing innovative approaches to meeting the County’s transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include:

- Planning, development and implementation of new technology and innovative strategies designed to improve the efficiency or effectiveness of our transportation system.
- Planning development and implementation of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development and implementation of new technology and innovative strategies designed to increase utilization of non-auto modes or to increase the occupancy of autos with the goal of reducing congestion and greenhouse gas production.
- Planning, development and implementation of new technology and innovative strategies designed to reduce transportation related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels.
- Environmental mitigation for transportation projects including land banking.

These proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County. Grant awards will emphasize projects which can leverage other funds.

**Proposed Program G – Freight and Economic Development (2.0%) (NEW)**

These proposed competitive grant funds will be administered by the Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category will include:

- Planning, development and implementation of projects that enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other modes.
- Planning, development and implementation of projects that reduce greenhouse gas production in the transport of goods.
- Planning, development and implementation of projects that mitigate environmental impacts of freight movement on residential neighborhoods.
- Planning development and implementation of projects that enhance coordination between the Port of Oakland, Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental impacts of freight operations while promoting a vibrant economy.

These proposed funds will be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include the Cities in Alameda County, Alameda County, the Port of Oakland and the Oakland Airport. Grant awards will emphasize projects which can leverage other funds.

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**Program H – Community Based Transportation Planning (0.5%) (NEW)**

These proposed competitive grant funds are designed to be administered by the Alameda CTC for the purposes of implementing projects and programs developed through the Community Based Transportation Planning processes in low income and at-risk communities as defined by the Metropolitan Transportation Commission.

These proposed funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds. Public agencies, and private non-profit community based organizations will be eligible to receive funds on a competitive basis.