Semi-Annual Programs Status Update on Direct Local Program Distribution Funds and Grant Programs

A Presentation by Alameda County Transportation Commission Staff
April 2014

Direct Local Program Distributions Summary
In Fiscal Year 13-14 (First Half)

<table>
<thead>
<tr>
<th>Measure B</th>
<th>Amount (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Streets and Roads</td>
<td>$13.2</td>
</tr>
<tr>
<td>Mass Transit</td>
<td>$12.6</td>
</tr>
<tr>
<td>Paratransit</td>
<td>$5.3</td>
</tr>
<tr>
<td>Bicycle and Pedestrian Safety</td>
<td>$2.2</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$33.3</strong></td>
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</tbody>
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<table>
<thead>
<tr>
<th>Vehicle Registration Fee</th>
<th>Amount (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Streets and Roads</td>
<td>$3.5</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$3.5</strong></td>
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**TOTAL DISTRIBUTION**

$36.8 million
A Brief History: Measure B

- Measure B half-cent sales tax approved by voters in 1986
- Alameda County was one of the first California Self-Help Counties
  - Self-help Counties generate approximately $4 billion per year for California transportation and mobility
- In 2000: Measure B was reauthorized with 81.5% voter approval rate
- In 2002: Tax collection and program allocations began
- In 2004: Grant allocations began

Measure B Distributions

<table>
<thead>
<tr>
<th>PROGRAMS</th>
<th>Local Transportation (22.34%)</th>
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<tbody>
<tr>
<td>Special Transportation for Seniors and People with Disabilities (Paratransit) (10.45%)</td>
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<tr>
<td>Mass Transit (21.93%)</td>
<td></td>
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<tr>
<td>Bicycle/Pedestrian (5.00%)</td>
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<tr>
<td>Transit Center Development (0.19%)</td>
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Measure B Sales Tax Revenue

- PROGRAMS (Approximately 60%)
- CAPITAL PROJECTS (Approximately 40%)
Measure B-Funded Programs

Direct Local Program Distributions
- Fund allocation to 20 jurisdictions
- Funds can be used for locally identified transportation priorities
- Finances four types of programs
  - Local Transportation (Local Streets & Roads)
  - Mass Transit
  - Special Transportation for Seniors & People with Disabilities (Paratransit)
  - Bicycle and Pedestrian Safety
- Alameda CTC projects $64.2 million in Direct Local Program Distributions for FY 13-14
  - $33.3 million distributed during the first half of FY 13-14

Grant Programs
- Funds four types of programs
  - Bicycle and Pedestrian Safety
  - Paratransit
  - Express Bus
  - Transit Center Development
- Since 2004, approximately 140 projects have been awarded Measure B funding in the amount of approximately $38.0 million
  - Projects funded through the Coordinated Funding Program and Paratransit Gap Cycle 5 Program are underway and funded through FY 14-15

Measure B Makes a Difference

Total Measure B Direct Local Program Distributions and Grant Funds
April 2002 through December 2013

$710.8 million

140 Bicycle and Pedestrian, Express Bus, Paratransit and TOD Grant Awards

$37.9 million

FY 10-11 $56,857,026
FY 09-10 $50,808,873
FY 08-09 $54,501,184
FY 07-08 $62,543,374
FY 06-07 $61,176,456
FY 05-06 $59,357,051
FY 04-05 $54,404,793
FY 03-04 $53,086,000
FY 02-03 $49,455,451
FY 01-02 $12,006,000

FY 13-14 $33,356,094
FY 12-13 $64,812,051
FY 11-12 $60,556,173
A Brief History: Vehicle Registration Fee

- Voters approved Measure (F) and the Vehicle Registration Fee (VRF) in November, 2010
- Collection of the annual $10 per vehicle fee started with registrations due in May, 2011
- First VRF funds distributed in Spring 2012 as Local Road Improvement and Repair Direct Local Program Distribution funds

VRF Program Distributions

<table>
<thead>
<tr>
<th>Vehicle Registration Fee Revenue</th>
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<tbody>
<tr>
<td>Direct Local Program Distribution</td>
</tr>
<tr>
<td>Transit for Congestion Relief (25%)</td>
</tr>
<tr>
<td>Pedestrian and Bicycle Access and Safety (5%)</td>
</tr>
<tr>
<td>DISCRETIONARY PROGRAMS</td>
</tr>
<tr>
<td>Local Road Improvement and Repair Program (60%)</td>
</tr>
<tr>
<td>Local Technology (10%)</td>
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</table>
Vehicle Registration Fee Programs

**Direct Local Program Distributions**
- Fund Allocation to 15 jurisdictions
- Funds two program
  - Local Road Improvement and Repair Program
  - Local Transportation Technology
- Alameda CTC projects $6.6 million in Direct Local Program Distributions for FY 13-14
  - $3.5 million distributed during the first half of FY 13-14 to local jurisdictions

**Grant Programs**
- Funds two types of programs
  - Bicycle and Pedestrian Safety
  - Transit for Congestion Relief
- In July 2013, Commission approved first projects for VRF Bike/Pedestrian and Transit funds as part of the Coordinated Funding Program
  - Awards to 6 projects in the amount of $11.5 million

Total VRF Direct Local Program Distributions and Grant Funds
May 2011 through December 2013

- $32.8 million

- 6 Bicycle/Pedestrian and Transit Grant Awards
  - $11.5 million

- Local Technology (Corridor, operations and maintenance)
  - $3.5 million

- VRF Bike/Ped
  - $1.5 million

- VRF Transit
  - $10.0 million

- Direct Local Program Distributions
  - FY 13-14 $3,451,958
  - FY 12-13 $6,877,080
  - FY 11-12 $6,978,012
  - FY 10-11 $527,810
Direct Local Program Distribution Compliance Reporting Requirements

- Road miles served
- Population
- Complete Streets Policy by June 2013
- Article in Recipient’s or Alameda CTC’s newsletter
- Website coverage of the project
- Signage about Measure B/VRF funding
- End-of-year Audited Financial Statement
- End-of-year Compliance Report
- Implementation plans for fund balances

Measure B/VRF Program Fund Balance
(Across all Programmatic Categories)

- Measure B Program fund balances are declining
- VRF Program fund balances have increased slightly
- Both programs are expected to decline over the next two fiscal years

Note: Anticipated expenditures for FY 13/14 are estimates based on jurisdictions submitted Compliance Reports.
Measure B/VRF Grant Program Overview

- Measure B and VRF contain discretionary grant programs for projects that:
  - Improve transportation access
  - Increase safety and mobility
  - Support a wide range of transportation modes including mass transit, bike/pedestrian, and transit oriented developments

Bicycle and Pedestrian Grant Program

- Updates to Countywide Pedestrian and Bicycle Plans
- City and County bicycle and pedestrian plans
- Gap closures
- Education and safety programs
- Capital projects
City of Piedmont
Pedestrian and Bicycle Master Plan

- Funded under the VRF Pedestrian and Bicycle Access and Safety Program
- City of Piedmont’s first ever combined Pedestrian and Bicycle Master Plan
- Identifies improvement needs and anticipated actions to enhance bike/pedestrian transportation

Express Bus Service Grant Program

- Expansion and enhancement of transit operations
- Express bus services
  - Dynamic message signage
  - Real-time information systems
  - Accessibility improvements
Livermore Amador Valley Transportation Authority (LAVTA)
Express Bus
Operating Assistance

- Measure B supports the operation of LAVTA’s only WHEELS Express Bus Service Routes:
  - Route 20X - Service between Pleasanton and Livermore
  - Route 70X - Service between Dublin and Walnut Creek
  - Route 12V - Service between Hacienda Road/I-580 and Airway Blvd/I-580
- Increases transit connectivity to BART stations, transit centers, and local transit services
- Provides express bus services countywide

Paratransit Gap Grant Programs

- Largest paratransit allocation of any Bay Area sales tax measure
- Funding supports approximately one million rides annually
- Supports the Wheelchair and Scooter Breakdown Transportation Service
- Supports the Hospital Discharge Service
- Supports Americans with Disabilities Act (ADA) paratransit programs and city based programs
Center for Independent Living
Mobility Matters Program

- Teaches consumers how to navigate using the wide variety of transportation options available to them
- Provides travel training planning services offered by 511.org and the 511 telephone service
- Promotes independent mobility among seniors and people with disabilities

Transit Center Development Grant Program

- Focus on residential and retail development near transit centers
- Mode shift away from cars to encourage walking, biking, and using public transportation
- Supports development of Priority Development Areas
Future Tasks

- Continued implementation of the terms of the 2012 Master Programs Fund Agreement including enhanced fund reserve policies
- Have reduced fund balances, with expectation of further reductions
- Incorporate Measure B/VRF programs into the Strategic Planning and Programming Policy effort, including a Capital Improvement Program and Programs Investment Program, and consider role of Program funds in regional priority projects