



ALAMEDA COUNTY TRANSPORTATION COMMISSION

VEHICLE REGISTRATION FEE

FY 2013/14 ALLOCATION PLAN

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Purpose of the Allocation Plan

The Alameda County Transportation Commission prepares an annual Allocation Plan to guide the implementation of the 4 programs identified in the Vehicle Registration Fee Expenditure Plan. The Allocation Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming 5 years of the program.

The FY 2013/14 Allocation Plan will:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next 5 fiscal years of the VRF to assess the financial capacity to deliver the various programs;

Introduction / Background of VRF Program

The opportunity for a countywide transportation agency to place a measure for a vehicle registration fee before the voters was authorized in 2009 by the passage of Senate Bill 83 (SB83), authored by Senator Loni Hancock. The Alameda County Transportation Commission (Alameda CTC), formerly the Alameda County Congestion Management Agency, placed transportation Measure F (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Alameda County. The Alameda County Transportation Improvement Measure Expenditure Plan was determined to be compliant with the requirements of SB83 and the local transportation and transit improvements were included in the ballot measure as the Alameda County Transportation Improvement Measure Expenditure Plan (Expenditure Plan).

The Measure was approved with the support of 62.6% of Alameda County voters. The \$10 per year vehicle registration fee (VRF) will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County starting in May 2011, six-months following approval of the Measure on the November 2, 2010 election.

Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit in Alameda County.

The VRF will fund projects that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The money raised by the VRF will be used exclusively for transportation in Alameda County, including projects and programs identified in the Expenditure Plan that have a relationship or benefit to the owner's of motor vehicles paying the VRF. The VRF Program will establish a reliable source of funding to help fund critical and essential local transportation programs and provide matching funds for funding made available from other fund sources.

Vehicles subject to the VRF include all motorized vehicles – passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles and motorized camper homes. The VRF will be imposed on all motorized vehicle types, unless vehicles are expressly exempted from the payment of the registration fee.

Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF. The descriptions of each program and the corresponding percentage of the net annual revenue that will be allocated to each program include:

Local Road Improvement and Repair Program (60%)

This program will provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It will also incorporate the “complete streets” practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible projects include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

Transit for Congestion Relief Program (25%)

This program will seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution. Eligible projects include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways

- Employer or school-sponsored transit passes, such as an “EcoPass Program”
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

Local Transportation Technology Program (10%)

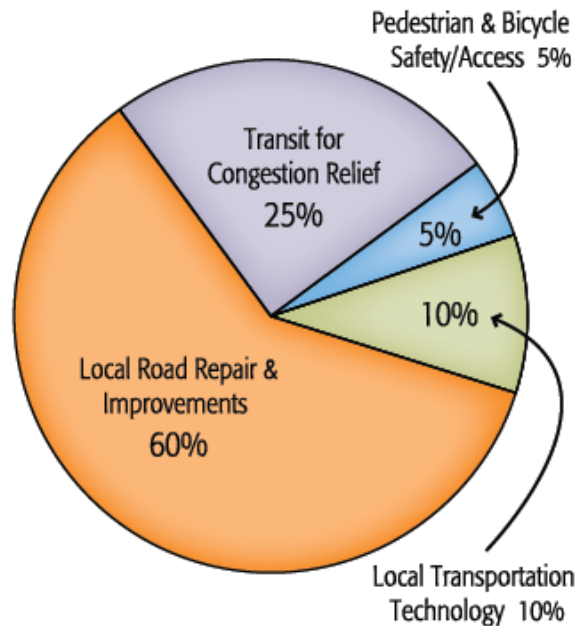
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems
- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling
- Development and implementation of flush plans
- Development of emergency evacuation plans

Pedestrian and Bicyclist Access and Safety Program (5%)

This program will seek to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Eligible projects include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicyclist and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors



Administration Costs of the VRF

The Alameda CTC will collect and administer the VRF in accordance with the Expenditure Plan. The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Plan. Not more than five percent of the VRF shall be used for administrative costs associated with the programs and projects, including amendments of the Expenditure Plan.

Distribution of VRF Funds

An equitable share of the VRF funds will be distributed among the four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

- Planning Area 1 / North Area
 - Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda, as well as other unincorporated lands in that area
- Planning Area 2 / Central Area
 - Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
- Planning Area 3 / South Area
 - Cities of Fremont, Newark and Union City
- Planning Area 4 / East Area
 - Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area

The Alameda CTC is authorized to redefine the planning areas limits from time to time.

An equitable share of the VRF funds will be distributed among the four geographical sub-areas, measured over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. Population information will be updated annually based on information published by the California Department of Finance. The DMV provides the number of registered vehicles in Alameda County. As part of the creation of the expenditure plan, the amount of registered vehicles in each planning area was determined. This calculation of the registered vehicles per planning area will be used to determine the equitable share for a planning area. The amount of registered vehicles in each planning area may be recalculated in the future, with the revised information becoming the basis for the Planning Area share formula.

The VRF funds will also be tracked by the programmatic expenditure formula of:

- Local Road Improvement and Repair Program (60%),
- Transit for Congestion Relief Program (25%),
- Local Transportation Technology Program (10%), and
- Pedestrian and Bicyclist Access and Safety Program (5%).

Though it is not required to attain Planning Area geographic equity measured by each specific program, it will be monitored and considered a goal.

Allocation Plan Implementation

The Alameda CTC will evaluate and update a multi-year Allocation Plan on an annual basis that will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The Allocation Plan will project the programming of VRF revenues to meet the geographic equity goals of the program. The Allocation Plan will also project the programming of VRF revenues to meet the programmatic category funding goals identified for the program. Adjustments based on projected compared to actual VRF received will be made in future Allocation Plans.

The Alameda CTC will also adopt an Implementation Plan for the upcoming fiscal year. The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year. Projects will be monitored by Programmatic Category and Planning Area.

Allocation Plan

The Alameda CTC Board each year shall adopt a multi-year Allocation Plan. The Allocation Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The percentage allocation of Fee revenues to each category will consider the target funding levels, as identified in the Expenditure Plan.

Implementation Plan

The 5 year Allocation plan will include a shorter term implementation plan that will detail the approval of specific projects or discretionary programming cycles to be programmed. Projects will be approved within the eligible categories based on projected funding that will be received. Based on the actual revenue received each year, funding adjustments will be made to ensure geographic equity by planning area will be met over the 5 year window as well as to ensure funding targets for each programmatic category as

identified in the Expenditure Plan are met. Variances from projected to actual will be identified and be considered in future updates of the Allocation Plan.

Administration

Certain ongoing administrative costs are allowed for in the program. In FY 2013/14 approximately \$605,000 shall be allocated for administrative costs associated with the programs and projects.

Local Road Improvement and Repair Program (60%)

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The fund distribution will be based on population within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

Transit for Congestion Relief Program (25%)

The Transit for Congestion Relief category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be considered in the scheduling of the call for projects.

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant transit issues and improve reliability and frequency are proposed to be given consideration.

Local Transportation Technology Program (10%)

The genesis of the VRF program was to create a reliable source of funding to support ongoing operational requirements for capital investments that benefit corridors with technology projects such as the “Smart Corridors Program”. The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program” operated by the Alameda CTC. This policy is consistent with the original intent of the VRF Program. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

Based on current patterns of the operation and maintenance levels of existing corridor programs, there may be an imbalance between the geographic equity formula and the use of the funds within the Local Transportation Technology category. The expenses incurred by Planning Area will be monitored. The programming assigned to the Local Transportation Technology Program by Planning Area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

Pedestrian and Bicyclist Access and Safety Program (5%)

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be a primary consideration in the scheduling of the call for projects. Projects identified in the Countywide bike and pedestrian plans are proposed to be priorities for this Program.

Schedule

Each year the Allocation /Implementation Plan will be presented to the Commission in April – June for approval.

FY 2013/2014 Programming

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

FY 2013/14 Implementation Plan Overview

Collection of fees on vehicle registrations started in May 2011. With the execution of Master Program Fund Agreements (MPFA) with agencies, the first VRF funds were distributed in June 2012 as LSR pass through funds. It is projected that approximately \$14.4 Million will be distributed through the LSR pass through program through FY 2012/13.

For FY 2013/14, it is proposed to continue the LSR pass through program, with about \$6.9 Million projected to be distributed. Additional distribution projection information on the LSR program is included in Table 2.

The Bike/Pedestrian and Transit Program are discretionary programs and were included in a coordinated programming effort along with the One Bay Area Grant (OBAG) Program. \$1.5 Million of Bike/Pedestrian program revenues and \$5 Million of Transit Program revenues will be programmed as a part of the FY 2012/13 Coordinated Programming effort.

Funding for the Technology program is prioritized, consistent with the Commissions intent, to ongoing corridor operations. Approximately \$1.03 Million is proposed to be programmed in FY 2013/14.

Although the program targets (percentages) for the Bike/ Ped, Transit and Technology programs are not aligned with the targets specified in the Expenditure Plan for each individual year, the year by year funding targets detailed in the Allocation Plan will ensure each programmatic category target is achieved over a 5 year period . Funding adjustment may also be required in the future based on the actual revenue received each year.

Programming of VRF funds in future will be coordinated within the Alameda CTC's Strategic Planning and Investment Policy framework that establishes a comprehensive approach for allocating federal, state, regional and local funds in a manner that provides both short- and long-term solutions for transportation investments consistent with Alameda CTC's vision for transportation as defined in the Countywide Transportation Plan.

Alameda County VRF Program - TABLE 1

Draft 2013/14 Allocation Plan (Multi-Year Projection by Program Category)

Projections of Available Programming Capacity

\$	879,684	FY 10/11
\$	11,630,021	FY 11/12
\$	11,500,000	FY 12/13 and beyond

		2010/11 (2 Months)	%	2011/12	%	2012/13	%	2013/14	%	2014/15	%	2015/16	%	2016/17	%	2017/18		Cycle Summary	%
Local Roads		\$ 527,810	60.00%	\$ 6,978,013	60.0%	\$ 6,900,000	60.0%	\$ 6,900,000	60.0%	\$ 6,900,000	60.0%	\$ 6,900,000	60.0%	\$ 6,900,000	60.0%	\$ 6,900,000		\$ 42,005,823	60.0%
Transit Program		\$ -	0.00%	\$ 2,785,390	24.0%	\$ 2,967,000	25.8%	\$ 2,967,000	25.8%	\$ 2,967,000	25.8%	\$ 2,968,150	25.8%	\$ 2,875,000	25.0%	\$ 2,875,000		\$ 17,529,540	25.0%
Ped/Bike Program		\$ -	0.00%	\$ 558,241	4.8%	\$ 593,400	5.2%	\$ 593,400	5.2%	\$ 593,400	5.2%	\$ 592,250	5.2%	\$ 575,000	5.0%	\$ 575,000		\$ 3,505,691	5.0%
Tech. Program		\$ 351,874	40.00%	\$ 1,308,377	11.3%	\$ 1,039,600	9.0%	\$ 1,039,600	9.0%	\$ 1,039,600	9.0%	\$ 1,039,600	9.0%	\$ 1,150,000	10.0%	\$ 1,150,000		\$ 6,968,651	10.0%
		\$ 879,684	100.00%	\$ 11,630,021	100.0%	\$ 11,500,000	100.0%	\$ 11,500,000	100.0%	\$ 11,500,000	100.0%	\$ 11,500,000	100.0%	\$ 11,500,000	100.0%	\$ 11,500,000		\$ 70,009,705	100.0%

Alameda County VRF Program - TABLE 2

Local Streets and Roads - Projected Distribution through FY 2013/14

	Distribution within Planning Area FY 2010/11	Distribution within Planning Area FY 2011/12	Distribution within Planning Area FY 2012/13	TOTAL Distribution within Planning Area Through FY 2012/13	Distribution within Planning Area FY 2013/14
PA 1					
Alameda	\$ 23,264	\$ 307,566	\$ 304,128	\$ 634,958	\$ 304,128
Albany	\$ 5,251	\$ 69,423	\$ 68,646	\$ 143,320	\$ 68,646
Berkeley	\$ 33,355	\$ 440,979	\$ 436,049	\$ 910,382	\$ 436,049
Emeryville	\$ 3,155	\$ 41,712	\$ 41,246	\$ 86,113	\$ 41,246
Oakland	\$ 132,862	\$ 1,756,532	\$ 1,736,894	\$ 3,626,288	\$ 1,736,894
Piedmont	\$ 3,474	\$ 45,934	\$ 45,420	\$ 94,828	\$ 45,420
	\$ 201,362	\$ 2,662,145	\$ 2,632,383	\$ 5,495,890	\$ 2,632,383
PA 2					
Hayward	\$ 55,043	\$ 727,710	\$ 719,574	\$ 1,502,327	\$ 719,574
San Leandro	\$ 29,906	\$ 395,372	\$ 390,952	\$ 816,230	\$ 390,952
County of Alameda	\$ 47,888	\$ 633,118	\$ 626,040	\$ 1,307,046	\$ 626,040
	\$ 132,837	\$ 1,756,200	\$ 1,736,566	\$ 3,625,603	\$ 1,736,566
PA 3					
Fremont	\$ 75,011	\$ 991,702	\$ 980,615	\$ 2,047,329	\$ 980,615
Newark	\$ 15,262	\$ 201,770	\$ 199,515	\$ 416,547	\$ 199,515
Union City	\$ 25,810	\$ 341,227	\$ 337,412	\$ 704,450	\$ 337,412
	\$ 116,083	\$ 1,534,700	\$ 1,517,542	\$ 3,168,325	\$ 1,517,542
PA 4					
Dublin	\$ 17,596	\$ 232,634	\$ 230,033	\$ 480,264	\$ 230,033
Livermore	\$ 30,748	\$ 406,515	\$ 401,971	\$ 839,235	\$ 401,971
Pleasanton	\$ 25,486	\$ 336,941	\$ 333,174	\$ 695,601	\$ 333,174
County of Alameda	\$ 3,697	\$ 48,877	\$ 48,330	\$ 100,904	\$ 48,330
	\$ 77,528	\$ 1,024,968	\$ 1,013,509	\$ 2,116,004	\$ 1,013,509
County Total	\$ 527,810	\$ 6,978,012	\$ 6,900,000	\$ 14,405,822	\$ 6,900,000