



DATE: May 5, 2011
TO: Programs and Projects Committee
FROM: Matt Todd, Manager of Programming
SUBJECT: Approval of Vehicle Registration Fee Strategic Plan

Recommendation

The Committee is requested to recommend the Commission approve the Vehicle Registration Fee Strategic Plan process. The ACTAC discussed this item at their May 3rd meeting, after the preparation of the material for the PPC agenda. ACTAC recommended approval of the item.

Summary

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters in November 2010, with 63% of the vote. The fee will generate about \$10.7 million per year by a \$10 per year vehicle registration fee. The first revenue is not expected to be received by the Alameda CTC from the fee until the August/September 2011 time period. The revenue is expected to arrive in monthly increments.

Background

There has been a substantial amount of discussion regarding the implementation of the new Vehicle Registration Fee program. Principles that will be used to guide the creation of a strategic plan and program guidelines were discussed at the Alameda CTC Board meeting on Thursday April 28th, the ACTAC discussed the item on the following Tuesday May 3rd. The PPC is scheduled to meet on the following Monday, with the preparation of the material for the PPC agenda prepared prior to the ACTAC meeting.

At the April Alameda CTC Board meeting, principles to guide staff in implementing the VRF program were discussed. The principles defined a multi level approach including:

▪ **EXPENDITURE PLAN**

The language included in the ballot that guides the annual expenditures of the funds generated by a \$10 per year vehicle registration fee.

▪ **STRATEGIC PLAN**

Five Year Look Ahead -- Define funding targets for each of the programmatic categories identified in the Expenditure Plan for a five year period.

▪ **IMPLEMENTATION PLAN**

Short term plan that will include the approval of specific projects to be programmed.

The ACTAC and Alameda CTC Board has provided input to Alameda CTC staff for the VRF program implementation. Staff is requesting the Committee to review and recommend the Alameda CTC Board approve the the material that will be used to create the strategic plan. ACTAC recommended approval of the item.

The strategic plan will include how the VRF Program projects fund expenditures:

- By VRF Program category over a multi year period
- By Planning Area over a multi year period
- By sub planning area distribution (formula for the Local Road Program)

Samples of the information that will be included in the Strategic Plan are detailed in attachment A. The information in the attached material is based on initial assumptions of VRF Program revenue, with the final VRF Program Strategic Plan to be based on final projections of VRF revenue (to Alameda CTC Board in July 2011).

Schedule

Based on the latest discussion of the VRF program, staff has revised the schedule to implement the VRF Program.

Proposed Schedule for Measure F – VRF Program

Date	Activity
April 2011	Program Principles to Committees/ Board
May 2011	Program Strategic Plan to Committees/Board
June 2011	Draft Program Guidelines to Committees/ Board
July 2011	Final Program Guidelines to Committees/Board Programming Actions to Committees/Board
Fall 2011	Execute Agreements for Pass Through Funds

Based on the above schedule, the VRF Program Implementation Plan will be approved prior to the receipt of the initial receipt of VRF Program revenue.

Attachment A – VRF Program Strategic Plan Material

Alameda County VRF Program

Proposed Strategic Plan (Multi-Year Projection by Program Category)

Projections of Available Programming Capacity	2010/11 (2 months)		2011/12		2012/13		2013/14		2014/15		2015/16		2016/17		2017/18		Five Cycle Summary	Actual	Target	Cumulative Programming	Actual
\$ 1,645,000 FY 10/11																					
\$ 9,455,000 FY 11/12																					
\$ 10,190,000 FY 12/13 and beyond																					
Local Roads	15%	\$ 246,750	66%	\$ 6,429,400	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	\$ 25,018,150	60%	\$ 31,132,150	60%	\$ 31,132,150
Transit Program	0%	\$ -	26%	\$ 2,458,300	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	\$ 10,406,500	25%	\$ 12,954,000	25%	\$ 12,954,000
Ped/Bike Program	0%	\$ -	6%	\$ 567,300	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	\$ 2,095,800	5%	\$ 2,605,300	5%	\$ 2,605,300
Tech. Program	85%	\$ 1,388,250	0%	\$ -	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	\$ 4,149,550	10%	\$ 5,168,550	10%	\$ 5,168,550
	100%	\$ 1,645,000	100%	\$ 9,455,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	\$ 41,670,000	100%	\$ 51,860,000	100%	\$ 51,860,000
Local Roads	66%	\$ 6,429,400	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	\$ 30,885,400	62%	\$ 37,246,150	60%	\$ 37,246,150
Transit Program	26%	\$ 2,458,300	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	\$ 12,954,000	26%	\$ 15,501,500	25%	\$ 15,501,500
Ped/Bike Program	6%	\$ 567,300	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	\$ 2,605,300	5%	\$ 3,114,800	5%	\$ 3,114,800
Tech. Program	0%	\$ -	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	\$ 3,770,300	8%	\$ 4,789,300	10%	\$ 5,168,550
	100%	\$ 9,455,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	\$ 50,215,000	100%	\$ 62,050,000	100%	\$ 62,050,000
Local Roads	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	\$ 30,570,000	60%	\$ 37,246,150	60%	\$ 37,246,150
Transit Program	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	\$ 13,043,200	26%	\$ 15,501,500	25%	\$ 15,501,500
Ped/Bike Program	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	\$ 2,547,500	5%	\$ 3,114,800	5%	\$ 3,114,800
Tech. Program	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	\$ 4,789,300	9%	\$ 5,168,550	10%	\$ 5,168,550
	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	\$ 50,950,000	100%	\$ 62,050,000	100%	\$ 62,050,000
Local Roads	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	\$ 30,570,000	60%	\$ 37,246,150	60%	\$ 37,246,150
Transit Program	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	\$ 12,941,300	25%	\$ 15,501,500	25%	\$ 15,501,500
Ped/Bike Program	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	\$ 2,547,500	5%	\$ 3,114,800	5%	\$ 3,114,800
Tech. Program	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	\$ 4,891,200	10%	\$ 5,168,550	10%	\$ 5,168,550
	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	\$ 50,950,000	100%	\$ 62,050,000	100%	\$ 62,050,000
Local Roads	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	60%	\$ 6,114,000	\$ 43,360,150	60%	\$ 43,360,150	60%	\$ 43,360,150
Transit Program	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	26%	\$ 2,649,400	\$ 18,049,000	25%	\$ 18,049,000	25%	\$ 18,049,000
Ped/Bike Program	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	5%	\$ 509,500	\$ 3,624,300	5%	\$ 3,624,300	5%	\$ 3,624,300
Tech. Program	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	9%	\$ 917,100	\$ 7,206,550	10%	\$ 7,206,550	10%	\$ 7,206,550
	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	100%	\$ 10,190,000	\$ 72,240,000	100%	\$ 72,240,000	100%	\$ 72,240,000

Alameda County VRF Program

Overall VRF Program - Proposed Distribution by Planning Area

	Population	% Population (A)	Registered Vehicles	% Registered Vehicles (B)	VRF Formula (A+B)/2	Distribution by Planning Area 2010/11 (2 months)	Distribution by Planning Area 2011/12
PA 1							
Alameda	75,409						
Albany	17,021						
Berkeley	108,119						
Emeryville	10,227						
Oakland	430,666						
Piedmont	11,262						
	652,704	41.45%	374,193	34.86%	38.15%	\$ 627,575	\$ 3,607,128
PA 2							
Hayward	153,104						
San Leandro	83,183						
County of Alameda	133,203						
	369,490	23.46%	288,500	26.87%	25.17%	\$ 414,007	\$ 2,379,599
PA 3							
Fremont	218,128						
Newark	44,380						
Union City	75,054						
	337,562	21.43%	242,110	22.55%	21.99%	\$ 361,791	\$ 2,079,473
PA 4							
Dublin	48,821						
Livermore	85,312						
Pleasanton	70,711						
County of Alameda	10,257						
	215,101	13.66%	168,747	15.72%	14.69%	\$ 241,626	\$ 1,388,801
County Total	1,574,857	100.00%	1,073,550	100%	100%	\$ 1,645,000	\$ 9,455,000

Alameda County VRF Program

Local Roads Program - Proposed Distribution by Planning Area

	Population	% Population (A)	Registered Vehicles	% Registered Vehicles (B)	VRF Formula (A+B)/2	Distribution by Planning Area 2010/11 (2 months)	Distribution within Planning Area (by Population)	Distribution by Planning Area 2011/12	Distribution within Planning Area (by Population)
PA 1									
Alameda	75,409						\$ 10,876		\$ 283,385
Albany	17,021						\$ 2,455		\$ 63,965
Berkeley	108,119						\$ 15,593		\$ 406,309
Emeryville	10,227						\$ 1,475		\$ 38,433
Oakland	430,666						\$ 62,113		\$ 1,618,433
Piedmont	11,262						\$ 1,624		\$ 42,322
	652,704	41.45%	374,193	34.86%	38.15%	\$ 94,136		\$ 2,452,847	
PA 2									
Hayward	153,104						\$ 25,733		\$ 670,497
San Leandro	83,183						\$ 13,981		\$ 364,288
County of Alameda	133,203						\$ 22,388		\$ 583,342
	369,490	23.46%	288,500	26.87%	25.17%	\$ 62,101		\$ 1,618,127	
PA 3									
Fremont	218,128						\$ 35,068		\$ 913,735
Newark	44,380						\$ 7,135		\$ 185,907
Union City	75,054						\$ 12,066		\$ 314,400
	337,562	21.43%	242,110	22.55%	21.99%	\$ 54,269		\$ 1,414,042	
PA 4									
Dublin	48,821						\$ 8,226		\$ 214,345
Livermore	85,312						\$ 14,375		\$ 374,555
Pleasanton	70,711						\$ 11,915		\$ 310,451
County of Alameda	10,257						\$ 1,728		\$ 45,034
	215,101	13.66%	168,747	15.72%	14.69%	\$ 36,244		\$ 944,385	
County Total	1,574,857	100.00%	1,073,550	100%	100%	\$ 246,750	\$ 246,750	\$ 6,429,400	\$ 6,429,400

Alameda County VRF Program

Transit Program - Proposed Distribution by Planning Area Goal

	VRF Formula	Distribution by Planning Area 2011/12
PA 1	38.15%	\$ 937,853
PA 2	25.17%	\$ 618,696
PA 3	21.99%	\$ 540,663
PA 4	14.69%	\$ 361,088
County Total	100%	\$ 2,458,300

Transportation Technology Program - Proposed Distribution by Planning Area Goal

	VRF Formula	Distribution by Planning Area 2011/12
PA 1	38.15%	\$ 388,753
PA 2	25.17%	\$ 256,458
PA 3	21.99%	\$ 224,112
PA 4	14.69%	\$ 149,676
County Total	100%	\$ 1,019,000

Bike/Ped Program - Proposed Distribution by Planning Area Goal

	VRF Formula	Distribution by Planning Area 2011/12
PA 1	38.15%	\$ 216,428
PA 2	25.17%	\$ 142,776
PA 3	21.99%	\$ 124,768
PA 4	14.69%	\$ 83,328
County Total	100%	\$ 567,300

*combines with measure B funds
 (25% bike/ped)*