

**CITY OF ALBANY  
CITY COUNCIL AGENDA  
STAFF REPORT**

Agenda Date: April 2, 2012  
Reviewed by: BP

**SUBJECT:** Approve Resolution #2012-15 Approving the Alameda County Transportation Expenditure Plan (TEP) and Supporting the Placement of an Extension and Augmentation of the Existing Transportation Sales Tax on the November 2012 Ballot

**REPORT BY:**       **Jeff Bond, Community Development Director**  
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**STAFF RECOMMENDATION**

Approve Resolution No. 2012-15 (Attachment 1) approving the Alameda County Transportation Expenditure Plan (TEP) and supporting the placement of an extension and augmentation of the existing transportation sales tax on the November 2012 ballot.

**BACKGROUND**

The Alameda County Transportation Plan (TEP) serves as the framework for expenditure of Measure B funds, which is a County-wide sales tax that serves as the major funding stream for transportation projects and programs in Alameda County. Measure B was initially passed by voters in 1986 and re-authorized in the year 2000 by 81% of the vote. The year 2000 reauthorization of Measure B projected revenues of \$2.9 billion through the year 2022. The downturn of the economy, however, has decreased revenues considerably and most anticipated funds have been allocated.

In the spring of 2010, the Alameda County Transportation Commission (Alameda CTC), which administers Measure B expenditures, started work on an update of the TEP, and on the associated Alameda Countywide Transportation Plan (CWTP). The proposed TEP requires County-wide voter approval of an extension of the existing Measure B ½ cent sales tax and an increase in the sales tax by another ½ cent. If approved by voters, the proposed measure is expected to bring in approximately, \$7.8 billion in new funding. The proposed Measure B tax measure would be collected in perpetuity.

The City Council received a briefing on the TEP at the December 19, 2012 (excerpt from meeting minutes: Attachment #2). At that time, the Council authorized the Mayor to prepare a letter to Alameda CTC expressing concerns about the plan (Attachment 3).

On February 23, 2012, the Traffic and Safety Commission considered action on a recommendation to the City Council on the TEP. The Commission approved a motion not

to make a recommendation at this time. The basis of the action included concern about inadequate prioritization of bike and pedestrian projects in the distribution formulas embedded in the TEP, concern about the funding of Livermore BART extension at the expense of other more cost effective projects, and concern about the regressive nature of sales taxes on lower income households.

## **DISCUSSION**

The TEP is intended to serve as the framework for the next 30 years of transportation funding and will be a critical source of funding for Albany-serving transit and for local transportation-related improvement projects. Attached in final form is the proposed TEP (Attachment 4). Also attached is a detailed analysis of the Plan prepared by Alameda CTC staff (Attachment 5). Alameda CTC is expected to make a presentation to the Council at the Council meeting.

There are no references to Albany-specific improvement projects in the TEP. There are, however, references to AC Transit and BART investments, improvements to the nearby Gilman/I-80 interchange, and Bay Trail gap closure projects, which could have direct or indirect benefits to Albany. The CWTP does make reference to \$20.7 million of Albany-related projects, which include:

- Bike-Pedestrian improvements on San Pablo, Solano, Cleveland, Key Route, & Pierce Street;
- Streetscape improvements to San Pablo & Solano Avenues;
- Safety improvements to Marin Avenue; and
- Resurfacing improvements to Solano, Cleveland, and the Buchanan overcrossing.

In order to be placed on the November ballot, Alameda CTC is required to acquire approval of the TEP by a majority of the cities representing a majority of the population, and by the Board of Supervisors. The attached resolution of approval is based on a form provided by Alameda CTC staff.

In addition to comments made by the Traffic and Safety Commission, representatives of other cities have expressed concerns about equity in the distribution of funding to planning areas and individual cities, and transparency in the process. While the framework in the TEP, if approved, will be in place for 30-years, implementation of specific projects will be determined as part of the Alameda CTC Capital Improvement Program adopted every two years. The Capital Improvement Program would allow for changes in the geographic equity provisions. In addition, the Countywide Transportation Plan (CWTP), which is currently in draft form, is a planning document that identifies and prioritizes transportation projects and programs in the county, guides transportation investments, and establishes eligibility for regional funding within a 25-year horizon. The CWTP is updated every four years.

## **SUSTAINABILITY IMPACT**

Measure B is one of the most important sources of funds currently available to the City to implement transportation related improvements identified in the City's Climate Action Plan.

## **FINANCIAL IMPACT**

The City of Albany's current total share of Measure B funds is estimated at an average of \$359,000 per year. Voter approval of Measure B on the November 2012 ballot will nearly double the amount of funds available in the County. A portion of the TEP funds will be passed-through on a formula basis from Alameda CTC to local jurisdictions for use on local streets and roads. In addition, the pool of funds available for specific projects, which are allocated on a grant application basis, also will increase substantially.

## **Attachments**

1. Draft Resolution No.2012-15
2. Excerpt from December 19, 2011 City Council minutes
3. Correspondence to the Alameda County Transportation Commission
4. Alameda County Transportation Expenditure Plan
5. Alameda CTC Summary