



MEMORANDUM

TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Brooke A. Levin
Director, OPW

SUBJECT: Measure BB on the November 4, 2014 Ballot **DATE:** October 14, 2014

City Administrator

Date

Approval /s/ **Donna Hom**

10/14/14

INFORMATION

Measure BB: Potential Impact on the City of Oakland

Measure BB, as proposed on the November 4, 2014 ballot, will increase the local county transportation sales tax from ½ cent to 1 cent over the next 30 years. The current ½ cent sales tax is the most important source of on-going funding for maintaining and building Oakland's streets; however, it is scheduled to end in 2020. All of those funds have already been committed to upcoming or ongoing transportation projects. The proposed increase and renewal, which is also restricted to use on transportation-related items, will make it possible to address some of Oakland's major street deficiencies that affect our pedestrians, bicyclists, transit riders, automobile and delivery drivers.

The Metropolitan Transportation Commission (MTC), in 2011, ranked Oakland's overall pavement condition 98th among 109 Bay Area jurisdictions. The average Pavement Condition Index (PCI) in the Bay Area is 66 out of 100. Oakland's three-year average street PCI is 60. At current funding levels, Oakland's streets are on an 85-year paving cycle (which means a specific street will be paved once every 85 years) instead of the 25-30 year industry-preferred cycle. Oakland's current backlog of street repairs requires an infusion of \$28 million per year, or \$443 million and growing.

With the passage of Measure BB, local streets and roads pass-through funds will immediately increase from \$9 million to approximately \$17 million per year, while bicycle and pedestrian funds will increase from \$1 million to \$2 million per year. While these funding levels will not meet our entire needs, they are the largest single source of transportation funds in the City. They can be used for a wide range of transportation improvements, including:

- Repaving streets, repairing sidewalks, and installing curb ramps (with an additional \$8 million in local streets and roads pass-through funds, Oakland will be able to resurface

more streets--approximately 49 miles of roadways, 34 miles of bike routes, and 259 blocks of "worst streets" over the next 5 years)

- Maintaining the City's signals, streetlights, striping and signs
- Designing and installing safe streets (Complete Streets) for pedestrians, bicyclists, transit riders, and automobile and delivery drivers
- Installing bicycle facilities, including bike parking
- Renovating pedestrian stairs and paths
- Providing required local matching funds necessary to receive federal and state grants for transportation projects

Measure BB funds will also support several major transportation projects and programs already started in Oakland that will help "drive" economic development, including:

- Implementation and maintenance of the Bay Trail and East Bay Greenway Trail
- Transportation-Oriented (bicyclist, pedestrian and transit rider) Development programs for Oakland BART stations and the Eastmont Town Center
- I-880 Broadway/Jackson: regional access to Jack London Square and local traffic access improvements in Chinatown and Jack London Square
- I-880 at High St/42nd: off-ramp and local circulation improvements to the proposed High Street regional commercial area
- Planning and implementation of for transportation improvements along the Broadway and Telegraph Avenue corridors

For more information on the Measure BB program and what it can do for transportation in Oakland and Alameda County, please visit http://www.alamedactc.org/app_pages/view/13975

Respectfully submitted,

/s/

BROOKE A. LEVIN
Director, Oakland Public Works

For questions, please contact Iris Starr, Manager of Transportation Planning and Funding, at 510-238-6229