



# Memorandum

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**DATE:** January 25, 2018

**SUBJECT:** January Legislative Update

**RECOMMENDATION:** Receive an update on federal, state, and local legislative activities and approve legislative positions.

## Summary

The January 2018 legislative update provides information on federal and state legislative activities and information on Alameda CTC's advocacy efforts.

## Background

The Commission approved the 2018 Legislative Program in December 2017. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

## Federal Update

At the end of the year, Congress passed its tax overhaul and acted on an extension to the continuing resolution which keeps the federal government funded at Fiscal Year 2017 levels through February 8, 2018. Staff will provide additional verbal updates at the meeting, if additional transportation-related items are addressed in Congress by the end of the year.

## **State Update**

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities. The state budget development timeline is also summarized below.

### ***New Senate Leadership***

In December, Senator Toni Atkins (San Diego) was chosen as the new leader of the Senate to replace Senate pro Tempore Kevin de León next year. Atkins was the Assembly Speaker from 2014 to 2016 and served on the San Diego City Council prior to her election to the Assembly in 2010. The formal vote will be in early January with a transition later in the year. Atkins is the first woman to hold the position and the third member in California's history who will have served both as Speaker and pro Tem.

### ***Transportation Funding Programs Update***

**SB 1 Repeal Efforts:** The Secretary of State's Office announced that the campaign to repeal SB 1 has reached the 25 percent threshold on required signatures. These signatures are for the Constitutional amendment initiative that would prohibit the enactment of any fuel tax or vehicle fee without first being approved by a majority of the voters. The campaign for this initiative must submit 585,407 signatures by May 21, 2018 to qualify for the ballot.

**Cap and Trade Auction:** The November Cap and Trade Auction set a new record for revenue, generating over \$850 million in proceeds for the Greenhouse Gas Reduction Fund. All 80 million allowances were sold, including 16 million that went unsold during the 2016 auctions. With the extension of the auction authority to 2030, the market has stabilized, and demand has returned. As a result of the latest auction proceeds combined with the \$642 million generated in August, Greenhouse Gas Reduction Fund revenue is far exceeding estimates for the fiscal year.

**RM3 Update:** The Bay Area Toll Authority (BATA) held a workshop on December 20 to discuss polling results on Regional Measure 3, including the public's response to toll increases and specific projects in each county. MTC will determine in January 2018 whether it will require the nine counties to place a measure on the ballot for June 2018 or a later date, and what amount of toll increase would be included in the ballot measure. The poll results indicated that the measure could pass with a minimum of 50% in all counties (over 60% in many counties) if voters know what projects would be funded by the measure. A link to the BATA meeting approving moving forward in June can be found here:

<https://mtc.legistar.com/MeetingDetail.aspx?ID=583985&GUID=4BC6F7FF-4B5F-4EF4-98B3-2009C62ED509&Options=info&Search=>

**State Budget:** According to state law, Governor Brown released his 2018-2019 proposed budget on January 10th. Budget subcommittees will begin hearings on the budget into early May prior to the Governor's May Revise, which must be submitted by May 14. Thereafter, both the Assembly and Senate will finalize each houses' version of the budget, then conference to resolve differences. The legislative leaders and the Governor will meet in June to address any outstanding issues and a final budget must be adopted by June 15, so the new budget year can begin on July 1 after the Governor signs the final budget bill.

**Fiscal Impact:** There is no fiscal impact.

### **Attachment**

- A. Alameda CTC 2018 Legislative Program

### **Staff Contact**

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

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**2018 Alameda County Transportation Commission Legislative Program**

The legislative program herein supports Alameda CTC's transportation vision below adopted for its Countywide Transportation Plan:

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*“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment.”*

Issue	Priority	Strategy Concepts
<b>Transportation Funding</b>	Increase transportation funding	<ul style="list-style-type: none"> <li>• Oppose efforts to repeal transportation revenues streams enacted through SB 1.</li> <li>• Support efforts that protect against transportation funding diversions.</li> <li>• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li> <li>• Support the implementation of more stable and equitable long-term funding sources for transportation.</li> <li>• Seek, acquire, accept and implement grants to advance project and program delivery.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> </ul>
<b>Project Delivery and Operations</b>	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery.</li> <li>• Support contracting flexibility and innovative project delivery methods.</li> <li>• Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li> </ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>• Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices.</li> <li>• Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency, including improved enforcement. Partner with regional efforts by MTC to explore legislation for HOV lane enforcement and additional state funding for dedicated HOV-lane enforcement by either the California Highway Patrol or local law enforcement.</li> <li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</li> </ul>

Issue	Priority	Strategy Concepts
<b>Multimodal Transportation, Land Use and Safety</b>		<ul style="list-style-type: none"> <li>• Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support legislation that removes barriers to local development in TOD and PDAs.</li> <li>• Support innovative financing opportunities to fund TOD and PDA implementation.</li> </ul>
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> <li>• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, and do not create unfunded mandates.</li> <li>• Support policies that enable shared mobility innovations while protecting the public interest and maintaining equitable transportation. Support allowing shared data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes.</li> <li>• Support investments in active transportation (bicycle, pedestrian and last mile access to transit) for all users, including investments that improve safety and support Vision Zero strategies.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> <li>• Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.</li> <li>• Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring</li> </ul>
<b>Climate Change and Technology</b>	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.</li> <li>• Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> <li>• Support and engage in legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County.</li> <li>• Support protections for on-going transit services and transit oriented development as advanced technologies emerge.</li> <li>• Support the expansion of electric vehicle charging stations.</li> <li>• Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.</li> </ul>
<b>Goods Movement</b>	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.</li> <li>• Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.</li> <li>• Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity.</li> <li>• Ensure that Alameda County goods movement needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.</li> <li>• Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.</li> <li>• Leverage local funds to the maximum extent possible to implement goods movement investments in Alameda County through grants and partnerships.</li> </ul>

Issue	Priority	Strategy Concepts
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation.</li> <li>• Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.</li> <li>• Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> <li>• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li> </ul>

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