

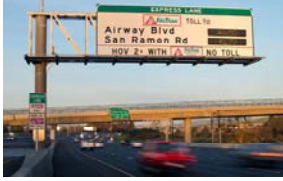



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Legislative Update



A presentation to the Alameda County Transportation Commission
Tess Lengyel, Deputy Executive Director of Planning and Policy
Monday, April 10, 2017

Overview

- Federal Update
- State Update
 - SB1 New Funding
 - Cap-and-Trade Program Upheld by court
- State Bill Positions



Alameda CTC DC Visit

- Congressional member visits:
House and Senate
- Transportation Committees
 - House Transportation and Infrastructure
 - Senate Environment and Public Works
- Department of Transportation
 - DOT, FHWA, FRA, Build America, transition team
 - DOT 50th Anniversary and Secretary Chao priorities
 - Safety, Technology and Expediting Delivery
- Key Messages
 - Critical importance of Port of Oakland: FASTLANE Grant
 - Local investments have national significance: I-580 EL, I-80 ICM, major transit investments
 - Local programs as models: Student Transit Pass, Safe Routes, Smart City efforts
 - Reward Self-Help counties such as Alameda County



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Federal Update

- President proposed budget for FY 2018
 - Significant cuts in domestic programs
 - Increases in defense funding, Veterans Affairs and Homeland Security
 - Includes proposed \$18 billion cut in FY 17 budget
- Current FY Federal Budget
 - Continuing Resolution through April 28
 - Senate and House on recess from second and third weeks of April, returning on the 24th
 - Will need to act on an omnibus bill or another Continuing Resolution

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New State Funding: SB 1 Approved

- **\$52 billion funding package: Approved April 6, 2017**

Funding Source	10-Year Revenue Estimate	Commencement of New Revenue
Gas Tax: 12 cent/gallon increase	\$24.4 billion	November 1, 2017
Diesel Excise Tax: 20 cent/gallon increase	\$7.3 billion	November 1, 2017
Diesel Sales Tax: 4% increase	\$3.5 billion	November 1, 2017
Vehicle Registration Fee: Transportation Improvement Fee (TIF)	\$16.3 billion	January 1, 2018
Zero Emission Vehicle Fee	\$200 million	January 1, 2020
Loan Repayments	\$706 million	Three year pay back from FY 17/18 – 19/20
Total	\$52 billion	

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Funding Programs and Sources

- **Road Maintenance and Rehabilitation Program Account**
 - **Uses:** maintenance and rehabilitation of state highway and local streets and roads; safety; RR grade separations; complete streets; traffic control
 - **Four Funding Sources:**
 - 12 cent /gallon gas excise tax
 - TIF (portion of vehicle registration fee – varies by vehicle value)
 - Zero emission fee
 - 20 cent/gallon diesel excise (50% of this increase)
- **Off the Top**
 - Administration
 - \$200 million/year for State and Local Partnership program
 - \$100 million/year Active Transportation (CTC allocates)
 - \$400 million/year Caltrans bridge and culvert maintenance
 - \$25 million/year to Freeway Service Patrol
 - \$25 million/year to Caltrans Planning grants
 - \$5 million/year to Workforce Development Board
 - \$7 million/year transportation research (\$5M UC; \$2M CSU)

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Roads Funding Program

- **Road Maintenance and Rehabilitation Program**

continued

- **Cities and Counties Roads Allocation**

- Continuous appropriation of 50% RMRP under existing formula
 - MOE requirement: must spend no less than annual average from general fund FY 09/10 through 11/12
 - Must submit list of projects expected to fund prior to expending
 - Must report on expenditures
 - If PCI exceeds 80, can use on other transportation priorities



- **State SHOPP Allocation**

- Continuous appropriation of 50% RMRP
 - Annual reporting to CTC
 - Must submit detailed project information and costs
 - Must report on performance measures



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Estimate of Increased Annual Local Street and Road Funding

City Total: \$55,574,656
County Total: \$45,146,945
Grand Total: \$100,721,600



Alameda County Cities	Annual Funding*
Alameda	\$2,967,862
Albany	\$723,740
Berkeley	\$4,536,633
Dublin	\$2,160,499
Emeryville	\$434,859
Fremont	\$8,639,271
Hayward	\$5,916,519
Livermore	\$3,311,487
Newark	\$1,699,985
Oakland	\$15,768,256
Piedmont	\$436,227
Pleasanton	\$2,853,564
San Leandro	\$3,351,162
Union City	\$2,775,371

Source: Metropolitan Transportation Commission

*Represents increase expected in 2018-19 with new vehicle fee, phasing in of taxes and adjustment of variable excise tax rate

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Transit Funding Program

- **Transit**

- **Formula funds for existing transit operators**

- Source: Diesel sales tax 3.5% for operations and capital
 - Source: TIF for capital and fix it first
 - Allocation under existing formula: revenue and population
 - Almost doubles transit funding in Bay Area



- **Intercity and Commuter Rail**

- Source: Diesel sales tax 0.5%
 - Allocation to be determined by CalSTA
 - \$37.5 M/year
 - 50% to intercity rail: Capitol Corridor, San Joaquin, Pacific Surfliner routes
 - 50% to commuter rail: ACE, Caltrain, SMART through 2020, then subject to new guidelines



- **Transit and Intercity Rail Capital (competitive)**

- Source: TIF
 - Administered by CalSTA

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State Transportation Improvement Program (STIP)

- **State Transportation Improvement Program**

- **Source:** price-based gas tax increase

- Set at 17.3 cents/gallon in July 2019
 - Eliminates "true up" and adjusted for inflation beginning July 2020
 - Adds new capacity funding to STIP

- **Recipients:** Cities, counties, state (44/44/22 percent formula)

- **Eligible Uses:** Same as current STIP

- state highways
 - local streets and roads
 - rail and other public transit capital improvements
 - bicycle and pedestrian facilities
 - grade separations
 - transportation system management activities
 - soundwalls
 - intermodal facilities



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Competitive Programs

- **Trade Corridors**
 - Source: 50% of diesel excise tax
 - Amount: \$300 M/year through budget process
 - Uses: Corridor based freight projects nominated by local agencies and the state
 - Legislature selects projects
- **Congested Corridors**
 - Source: TIF
 - Amount: \$250 M/year as annual appropriation
 - Uses: multi-modal improvements to ease congestion in highly traveled corridors; provide more choices while preserving the character of local community and create opportunities for neighborhood enhancement projects
 - CTC administers program
 - Nominations by MPOs/RTPAs or Caltrans
 - Not more than 50% awarded to Caltrans
 - May cover multi-year programming
- **Active Transportation**
 - Source: RMRP
 - Amount: \$100 M/year
 - Allocation to be determined CTC



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Policy Changes and Accountability

- Creates Office of Inspector General – enhanced auditing and reporting
- Changes to SHOPP process for increased accountability
- Highway Design Manual to incorporate complete streets by January 1, 2018
- Creates Advanced Mitigation Program
- ACA 5: creates safeguards on SB 1 funds

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Related Legislation

- **SB 132 (budget trailer bill)**
 - Earmarks as part of transportation deal
 - \$400 million for ACE (available until June 30, 2027)
 - \$100 million for UC Merced Campus Parkway Project (available until June 30, 2023)
 - \$427 to Riverside County for five projects (available until June 30, 2023)
- **SB 496 (Canella)**
 - Contracts for design services after January 2018 would not be subject to certain indemnity requirements
 - Alameda CTC and SHCC opposed similar bill in the past

Cap-and-Trade Program

- April 7, 2017 state appeals court upholds cap and trade program
- February auction dismal return of only of \$8 million
- June auction to determine how court ruling will affect program revenues



Bill Position Recommendations

- **Support AB 344 (Quirk):** State Route 185 relinquishment in unincorporated county and Hayward
- **Oppose AB 344 (Melendez):** Toll evasion penalties - increased administration



Questions?

