



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Legislative Update

A presentation to the Alameda County Transportation Commission
Tess Lengyel, Deputy Executive Director of Planning and Policy
July 27, 2018

Overview

- Gas Tax
 - SB 1 Overview
- SB 1 Education
- Position Recommendations
 - Proposition 6
 - SB 1376
- Regional Measure 3 Update

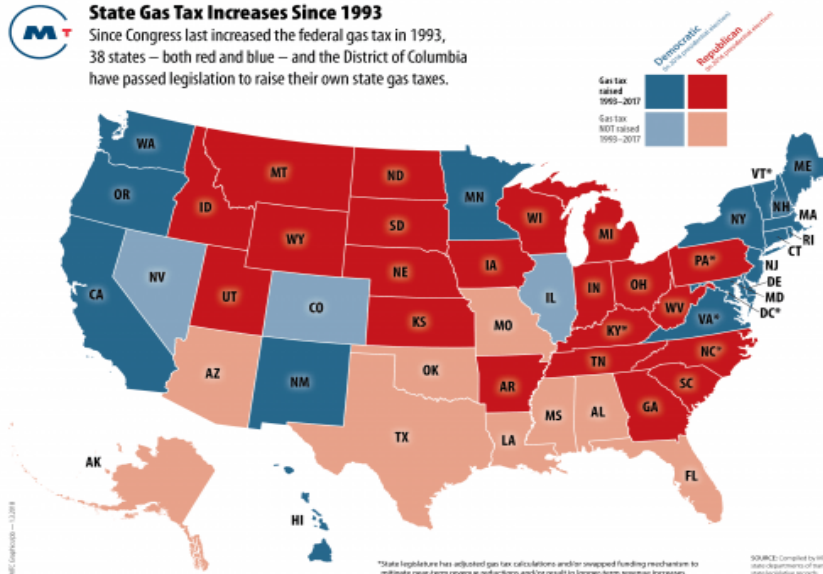
California Gas Tax History

- Proposition 111 (1990)
 - Increased truck weight fees by 55%
 - Added 5 cent/gallon gas tax increase, with an additional penny every year over four years through 1994
 - Gas tax at 18 cents/gallon since 1994
- SB 1 (2017)
 - Increased gas and diesel taxes
 - Modified and added new registration fees
- Federal Gas Tax has not been increased since 1993

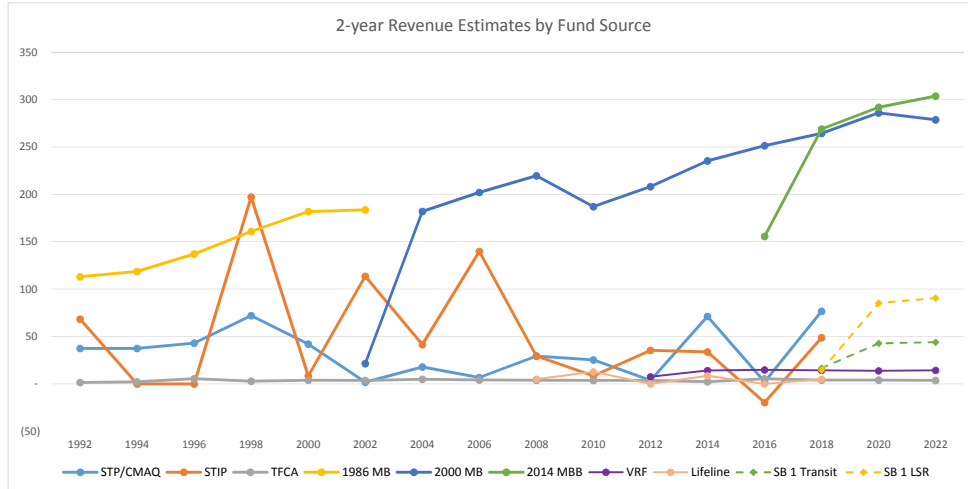


State Gas Tax Increases Since 1993

Since Congress last increased the federal gas tax in 1993, 38 states – both red and blue – and the District of Columbia have passed legislation to raise their own state gas taxes.



Transportation Funding Volatility



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Senate Bill 1



Senate Bill 1

\$52 billion funding package over 10 years

Funding Source/Use	10-Year Revenue Estimate	Commencement of New Revenue
Gas Tax: 12-cent gallon increase: Road maintenance and SHOPP	\$24.4 billion	November 1, 2017
Diesel Excise Tax: 20-cent gallon increase: Trade corridors and road maintenance	\$7.2 billion	November 1, 2017
Diesel Sales Tax: 4 percent increase: Transit and intercity rail	\$3.5 billion	November 1, 2017
Vehicle Registration Fees (VRF): Road maintenance and public transportation	\$16.3 billion	January 1, 2018
Zero Emission Vehicle Fee: Road maintenance	\$200 million	January 1, 2020
Loan Repayments	\$706 million	3-year payback from FY2017-18 through FY2019-20
TOTAL	\$52.4 billion	



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7

SB 1 Programs: Local/Regional

Program Name	Annual Statewide	Ten Years
Local Street and Road Maintenance and Rehabilitation	\$1.5 billion	\$15 billion
Transit Operations and Capital	\$750 million	\$7.5 billion
Local Partnership Program	\$200 million	\$2 billion
Active Transportation Program	\$100 million	\$1 billion
State Transportation Improvement Program – Regional Share	\$82.5 million	\$825 million
Local Planning Grants	\$25 million	\$250 million



Source: California Transportation Commission: <http://www.catc.ca.gov/programs/sb1/>

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8

SB 1 Programs: State Programs

Program Name	Annual Statewide	Ten Years
State Highway Maintenance and Rehabilitation	\$1.9 billion	\$19 billion
Trade Corridor Enhancement Program	\$300 million	\$3 billion
Solutions for Congested Corridors Program	\$250 million	\$2.5 billion
Transportation Programs for Parks, Off-Highway Vehicles, Boating, and Agricultural	\$80 million	\$800 million
State Transportation Improvement Program – Interregional Share	\$27.5 million	\$275 million
Freeway Service Patrol	\$25 million	\$250 million
Transportation Research Programs	\$7 million	\$70 million



Source: California Transportation Commission: <http://www.catc.ca.gov/programs/sb1/>

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9

SB 1 New Annual Local Street and Road Funding in Alameda County

City Total:	\$60,348,155
County Total:	\$42,283,571
Grand Total:	\$102,631,726



* Represents increase expected in FY2018-19 with new vehicle fee, phasing in of taxes and adjustment of variable excise tax rate.



Data Source: <http://californiacityfinance.com/>

Jurisdictions Funded	Existing State Funding* (\$ x 1,000)	New SB 1 Funding* (\$ x 1,000)
Alameda	\$1,854	\$1,344
Albany	\$448	\$320
Berkeley	\$2,801	\$2,032
Dublin	\$1,345	\$972
Emeryville	\$280	\$199
Fremont	\$5,343	\$3,887
Hayward	\$3,709	\$2,695
Livermore	\$2,060	\$1,494
Newark	\$1,050	\$758
Oakland	\$9,840	\$7,167
Piedmont	\$268	\$190
Pleasanton	\$1,754	\$1,271
San Leandro	\$2,050	\$1,486
Union City	\$1,707	\$1,236
County of Alameda	\$25,839	\$17,232
	\$60,348	\$42,283

TOTAL STATE FUNDING: \$102,631

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10

SB 1 New Transit Funding

More than \$58 million is estimate in FY2018-19 for state transit funding, including \$34 million per year in new transit operations and maintenance funding.

Alameda County Transit Operators	Existing State Transit Operating Funds** (\$ x 1,000)	New SB 1 Operating Funds (\$ x 1,000)	New SB 1 State of Good Repair Program (\$ x 1,000)	Total New SB 1 Funding (\$ x 1,000)	Overall Total (\$ x 1,000)
AC Transit	\$8,309	\$8,309	\$3,149	\$11,459	\$19,768
BART	\$16,098	\$16,098	\$6,102	\$22,201	\$38,299
LAVTA	\$147	\$147	\$56	\$202	\$349
Union City	\$45	\$45	\$17	\$62	\$107
ACE (Alameda County)	\$99	\$99	\$37	\$136	\$234
TOTAL	\$24,698	\$24,698	\$9,361	\$34,060	\$58,758



** Source: State Transit Assistance Funds.

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11

SB 1 State Transit Funding Program: Rail

Intercity Rail

- Intercity and Commuter Rail
 - **Allocation:** Determined by CalSTA
 - **Amount:** \$37.5 million per year
 - 50 percent to intercity rail: Capitol Corridor, San Joaquin, Pacific Surfliner routes
 - 50 percent to commuter rail: ACE, Caltrain, SMART
- Transit and Intercity Rail Capital (competitive)
 - Administered by CalSTA



LEGISLATIVE UPDATE

12

State Transportation Improvement Program (STIP)

- **Recipients:** Cities, counties, state
- **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



SB1 Local Partnership Program

- **Recipients:** agencies with voter-approved taxes, tolls and fees dedicated solely to transportation
 - Alameda CTC
 - AC Transit
 - BART
 - MTC
- **Alameda CTC:** Almost \$4 million per year via a formula program



SB 1 Competitive Programs

- **Trade Corridors Enhancement Program:**
\$300 million per year
 - Alameda CTC awarded \$187.4 million
 - Emeryville awarded \$4.2 million
- **Congested Corridors:**
\$250 million per year available
- **Active Transportation:**
\$100 million per year
 - Safe Routes to Schools
 - East Bay Greenway



SB 1 Accountability and Transparency

- **Accountability and Transparency**
 - Cities and counties must publically adopt and submit to the state a planned list of projects and year-end reporting that accounts for all SB 1 revenue they receive
- **Oversight**
 - SB 1 establishes an independent Inspector General who is appointed by the Governor to oversee programs to ensure all funds are spent as promised
 - The Inspector General is also required to report annually to the state legislature.
- **Protecting Funds**
 - Proposition 69 approved in June 2018 ballot ensures that all SB 1 resources go to transportation and the funding cannot be used for other purposes



Alameda CTC Seeks Additional SB 1 Funding

- Measure BB expected to leverage external funds to deliver projects
- Opportunities for all modes to be funded with SB 1

MODE	ID	EXAMPLES OF PROJECTS THAT CAN LEVERAGE SB 1 FUNDING
Bikeways	1	East Bay Greenway (Lake Merritt to South Hayward)
	2	I-680 Express Lanes from SR-84 to Alcosta Boulevard
	3	I-680 Sunol Express Lanes
Goods Movement	4	Go Port: 7th Street Grade Separation and Port Arterial Improvements*
Interchanges and Highways	5	I-80 Ashby (SR 13) Interchange Improvements
	6	I-80 Gilman Interchange Improvements
	7	I-580/I-680 Interchange Improvements
	8	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)
	9	I-880 Interchange Improvements (Winton Avenue/A Street)
	10	SR-262 (Mission Boulevard) Cross Connector
	11	SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements*
Rail	12	Countywide Alameda County Grade Crossing Program
	13	Interregional Rail Services: ACE, Capital Corridor
Multimodal Arterial Corridors	14	Dublin Boulevard Extension
	15	East 14th Street/Mission and Fremont Boulevard Multimodal Corridor
	16	Oakland/Alameda Access Project
	17	San Pablo Avenue (SR-123) Multimodal Corridor
	18	Telegraph Avenue Multimodal Corridor
	19	University Ave Multimodal Corridor
	20	West Grand/Grand Avenue/MacArthur Boulevard Multimodal Corridor



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17

Alameda CTC SB 1 Education

ALAMEDA CTC REPORTS



Alameda CTC @AlamedaCTC

The #GoPort Projects at the @PortofOakland are receiving \$187 million in #SB1 (Statewide Gas Tax) grants. These pro... twitter.com/i/web/status/1...

Alameda CTC @AlamedaCTC

Congratulations to @EmeryvilleCA for the @California_CTC approval of TCEP #SB1 (gas tax) funding for rail crossing... twitter.com/i/web/status/1...

Alameda CTC @AlamedaCTC

#SB1 and #MeasureBB at work! Safer, smoother roads in San Leandro! Congratulations @CitySanLeandro @mayorcutler and... twitter.com/i/web/status/1...

SB 1 OVERVIEW

SB 1 is a landmark transportation investment bill created by Sen. Mark DeSaulniers and Assembly Speaker John Rogge. The bill is designed to improve California's transportation infrastructure and create jobs. It includes funding for a variety of projects, including:

- Safe Routes to School Program: \$100 million
- Transportation and Housing for State's Shipyard and Cannery: \$40 million
- Trade Center Enhancement Program: \$30 million
- Response to Local Shocks and Hazards: \$15 million
- Initiative for Sustainable Corridor Program: \$20 million
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Senate Bill 1 Expanding Mobility in Alameda County

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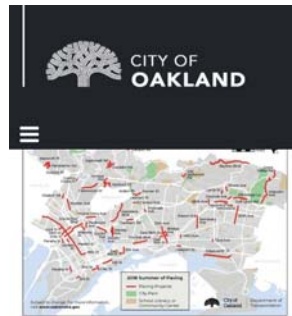
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18

Partner SB 1 Example Education Efforts



Jun 28, 2018

OakDOT Kicks Off "Summer of Paving" in Oakland



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19

Statewide Education on SB 1

- SB 1 public information, outreach and educational materials can be found at the links below:
 - California Transportation Commission
 - <http://www.catc.ca.gov/programs/sb1/>
 - California League of Cities
 - <https://www.cacities.org/Policy-Advocacy/Hot-Issues/Transportation-Funding>
 - California State Association of Counties
 - <http://www.counties.org/post/sb-1-road-repair-and-accountability-act-2017>



LEGISLATIVE UPDATE

20

Proposition 6

- **Text:** Eliminates Recently Enacted Road Repair and Transportation Funding by Repealing Revenues Dedicated for those Purposes. Requires any Measure to Enact Certain Vehicle Fuel Taxes and Vehicle Fees be Submitted to and Approved by the Electorate.
- **Implications:**
 - Repeals SB 1 funding sources and reduces transportation funding in state
 - Requires Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval
 - Potentially lowers transportation tax revenues in the future due to requiring voter approval of such tax increases, with the impact dependent on future actions by the Legislature and voters



Proposition 6 Position Recommendation

- Alameda CTC Legislative Program
 - Transportation Funding/ Increase Transportation Funding
 - Oppose efforts to repeal transportation revenues streams enacted through SB 1
- Position Recommendation
 - Oppose Proposition 6



SB 1376: Transportation Network Companies and Accessibility

- Requires California Public Utilities Commission (CPUC) to develop regulations by 2020 relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle.
- Requires CPUC to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.
- Bill requires CPUC to require each transportation network company (TNC) to be fully accessible to persons with disabilities
 - If not met, CPUC to assess a fee on the TNC to fund on-demand accessible transportation services until the transportation network company is fully accessible to persons with disabilities.
 - CPUC to report to the Legislature by January 1, 2023, on compliance with bill provisions, including effectiveness of the transportation programs and partnerships funded through the fee.



SB 1376: Position Recommendation

- Alameda CTC Legislative Program
 - Expand multi-modal systems, shared mobility and safety, including for people with disabilities
- Position Recommendation
 - Support SB 1376



Regional Measure 3

- Regional Measure 3
 - Approved by 54% of Bay Area voters
 - The measure will raise bridge tolls by \$1 on the Bay Area's seven state-owned toll bridges in 2019, followed by additional \$1 increases in 2022 and 2025
 - Expected to generate \$4.45 billion, over \$1 billion supports Alameda County transportation improvements
- Regional Measure 3 lawsuit
 - July lawsuit filed in the San Francisco Superior Court by the Howard Jarvis Taxpayers Association challenging RM3 as a fee (requiring 50% voter approval) versus a tax (requiring a 2/3 voter approval)
 - The suit aims to invalidate the new bridge tolls



Questions



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