



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Thomas Blalock

City of Alameda

Mayor Trish Spencer

City of Albany

Vice Mayor Peter Maass

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor David Haubert

City of Emeryville

Mayor Ruth Atkin

City of Fremont

Mayor Bill Harrison

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember Dan Kalb

City of Piedmont

Mayor Margaret Fujioka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, January 11, 2016, 10:30 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

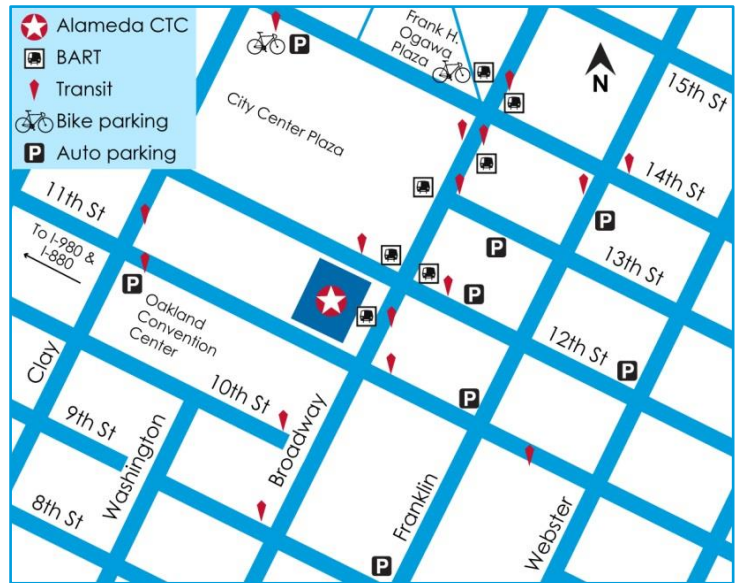
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



Planning, Policy and Legislation Committee Meeting Agenda Monday, January 11, 2016, 10:30 a.m.*

*Or immediately following the I-580 Express Lane Policy Committee

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

Chair: Mayor Ruth Atkin

Vice Chair: Supervisor Keith Carson, Alameda County District 5

Commissioners: Wilma Chan, David Haubert, John Marchand, Elsa Ortiz, Jerry Thorne

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Staff Liaison: Tess Lengyel

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page A/I

4.1. [November 9, 2015 PPLC Meeting Minutes: Approval of the November 9, 2015 meeting minutes.](#)

1 A

4.2. [Congestion Management Program \(CMP\): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

5 I

5. Legislation

5.1. [Legislative Update: Receive an update and approve the final 2016 Alameda CTC Legislative Program.](#)

13 A

6. Planning and Policy

6.1. [2016 Alameda Countywide Transportation Plan \(CTP\): Approval of performance measures for the 2016 Countywide Transportation Plan \(CTP\).](#)

59 A

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: February 8, 2016

All items on the agenda are subject to action and/or change by the Commission.

This page intentionally left blank



Planning, Policy and Legislation Committee
Meeting Minutes
Monday, November 9, 2015, 10:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Carson.

Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. October 12, 2015 PPLC Meeting Minutes

4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Haubert moved to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed unanimously (Carson absent).

5. Legislation

5.1. Legislative Update

Tess Lengyel recommended that the Commission approve the Draft 2016 Alameda CTC Legislative Program. She stated that the highest priorities in 2016 will be to partner at the federal, regional, and state level in efforts regarding reauthorization of the federal surface transportation bill and to support other funding sources. Tess stated that Alameda CTC will continue to monitor California transportation infrastructure funding and priorities, Statewide Transportation Improvement Program reform, and implementation of cap and trade funding programs; implementation of Senate Bill 743 that will affect Alameda County's transportation and land use activities to support implementation of the region's Sustainable Communities Strategy; and the Road User Charge program as well as other regional efforts to raise transportation funding such as new revenue from bridge tolls, partner agency funding initiatives and other policies that could affect implementation of Alameda CTC's projects and programs

Commissioner Ortiz asked if updates to the TIGER grant affect Alameda CTC. Tess stated that staff recommends sending a letter to support retention of the program in the transportation bill.

Commissioner Ortiz motioned to approve the item with the addition of writing a letter to legislation to protect TIGER grant funding. Commissioner Campbell-Washington seconded the motion. The motion passed unanimously (Carson absent).

6. Planning and Policy

6.1. Draft Goods Movement Plan

Tess Lengyel recommended that the Commission approve the Draft Countywide Goods Movement Plan. Michael Fischer from Cambridge Systematics provided a presentation that covered the draft plan, a review of the opportunity packages, and next steps. He stated that a needs assessment was completed and also reviewed the vision and goals for the plan, which have been previously approved by the Commission. Michael covered the stakeholder engagement process and development of opportunity packages as a result of the needs assessment. He provided details of the three opportunity packages and provided information on moving the plan forward once approved including comments submission, roundtable continuation and upcoming Commission adoptions.

Commissioner Ortiz asked if the Rose Foundation was included in the stakeholder engagement. Tess stated that the Rose Foundation is part of the Ditching Dirty Diesel collaborative and that the collaborative was included on the technical team while developing the vision and goals and also met with Alameda CTC staff individually on Friday, November 5, 2015.

Commissioner Kaplan asked how the agency will deal with requests made by advocacy groups that are not under Alameda CTC's jurisdictions. Tess stated that Chapter 7 of the plan addresses community issues and comments and focuses on how to move the plan forward.

Commissioner Haggerty stated that there needs to be a focus on improving conditions in the I-580 corridor related to truck idling. Michael stated that there are strategies in the plan and opportunity packages that address truck idling specifically in the I-580 corridor.

Commissioner Ortiz asked how competing cargo and passenger rail needs will be addressed on the Martinez Subdivision. Michael noted that constraints on the Martinez Subdivision are a reason why the Goods Movement Plan recommends investment in the southern rail access route consisting of the Niles and Oakland Subdivisions. Art noted that CalSTA will have a major role in helping to realize these improvements and that investment in the southern route represents a tradeoff between megaregional economic benefits and local impacts which must be considered.

Commissioner Kaplan moved to approve this item. Commissioner Marchand seconded the motion. The motion passed unanimously (Carson absent).

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

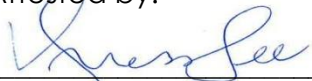
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, January 11, 2016 at 10:30 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:

A handwritten signature in blue ink, appearing to read 'Vanessa Lee', is written over a horizontal line.

Vanessa Lee,
Clerk of the Commission

This page intentionally left blank



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 4, 2016

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on November 9, 2015, the Alameda CTC reviewed one Supplemental Environmental Impact Report (SEIR) and one Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR). Comments were submitted on these documents and the comment letters are included as Attachments A and B.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to Draft Supplemental Environmental Impact Report (SEIR) for City of Pleasanton's Johnson Drive Economic Development Zone (JDEDZ)
- B. Response to the City of Berkeley's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Proposed 2129 Shattuck Avenue Project

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

This page intentionally left blank



October 28, 2015

Eric Luchini
Associate Planner
Planning Division
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

SUBJECT: Response to Draft Supplemental Environmental Impact Report (SEIR) for City of Pleasanton's Johnson Drive Economic Development Zone (JDEDZ)

Dear Mr. Luchini,

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (SEIR) for the Johnson Drive Economic Development Zone (JDEDZ). The JDEDZ consists of approximately 40 acres along Johnson Drive from the I-680 Interchange at Stoneridge Drive north to the existing fitness center and parking lots bordering the I-580/I-680 interchange. The area currently contains a mixture of land uses, including light industrial, office, retail, institutional uses, and vacant parcels. With the development of the JDEDZ, the area could contain up to 509,990 square feet of occupied building space, a net increase of 285,302 square feet over the existing occupied buildings within the JDEDZ area. The SEIR assumes that the JDEDZ area would be developed in two or more phases, including an initial phase with hotel (88,000 square feet), club retail (148,000 square feet), and general retail (23,500 square feet) uses. Existing uses within the JDEDZ would operate until redevelopment occurs on those specific parcels.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- Note that the Alameda CTC is the Congestion Management Agency for Alameda County. Please correct the agency's name on page 4.D-1.
- The SEIR used the 2000 Highway Capacity Manual (HCM) operations methodology to evaluate traffic conditions at signalized intersections (as indicated on page 4.D-3). For the purpose of CMP Land Use, the Alameda CTC encourages using the HCM 2010 to study vehicle delay impacts.
- The SEIR refers to Alameda CTC's CMP Program approved in October 2013 (page 4.D-72). Note that the most recent 2015 CMP Program was approved in October 2015. For more information, please refer to Alameda CTC's 2015 CMP report:
http://www.alamedactc.org/app_pages/view/5224
- According to statutory requirement, MTC must find Alameda CTC's Congestion Management Program consistent with the Regional Transportation Plan (RTP), and as a result Alameda CTC's designated CMP network has become a subset of MTC's Metropolitan Transportation System (MTS). The CMP also distinguishes between the uses of the CMP Network and the MTS:

- The CMP network is used by Alameda CTC to monitor conformance with the level of service (LOS) standards.
- The MTS is used for Alameda CTC's Land Use Analysis Program.
Please update the paragraph under the SEIR's Section 4.D - MTS Roadway System (page 4.D-9) to reflect these facts. For more information, please refer to Chapter 2 of Alameda CTC's 2015 CMP report.
- To calculate volume-to-capacity (V/C) ratios, the SEIR provided per-lane capacity assumptions (pages 4.D-9 and 4.D-57) of 2,000 vehicles per hour for freeway segments, 800 vehicles per hour for surface streets, and 900 vehicles per hour for arterial roadways. The report should provide a source for these assumptions.
- In Section 4.D – MTS Roadway System (page 4.D-9), the SEIR indicated that the LOS significance threshold of LOS E is applicable to both MTS and CMP routes within the study area. Note that the Alameda CTC has not adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program (LUAP) of the CMP. Professional judgment should be applied to determine the significance of project impacts. Please refer to Chapter 6 of Alameda CTC's draft 2015 CMP report for more information.
- The Alameda CTC's CMP requires that the SEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts of the project on MTS transit operators (BART and LAVTA/Wheels), Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The following revisions should be made to the SEIR to reflect the multimodal nature of the CMP requirements:
 - Section 4.D – Alternative Transportation Modes (pages 4.D-10 and 4.11) should indicate that Alameda CTC's CMP requires evaluating potential impacts of the project to MTS transit operators, Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance.
 - Section 4.D – Consistency with Adopted Policies, Plans, or Programs Supporting Alternative Transportation (page 4.D-65):
 - The language in this section should incorporate the multimodal nature of Alameda CTC's CMP requirement.
 - Given the project site's proximity (less than a mile) to the two Pleasanton BART stations, the study should also evaluate project impacts on the BART system, such as the number of passengers boarding and alighting, and parking demand at these stations.
- The SEIR indicated (on page 4.D-17) that the Alameda CTC travel model was applied on the MTS roadway segments analysis under cumulative conditions to analyze the impacts of the proposed EDZ on the regional network in 2025 and 2040. The current Alameda CTC model simulates travel demand for the forecast years 2020 and 2040. The SEIR should explain how 2025 traffic condition was estimated based on the Alameda CTC travel model.
- To calculate the number of trips generated by the project, the SEIR calculated the number of pass-by (traffic that would otherwise already be on the adjacent roadways, but the driver decides to stop at the site) and diverted trips (traffic on other nearby roadways, but the driver decides to take a short detour to stop at the site) in Appendix G, page 25. Two assumptions need further explanation:
 - The SEIR referred to the *ITE Trip Generation Handbook* and cited that "in a typical shopping center, approximately 50 percent of the traffic entering and exiting the site is already on the surrounding roadway system." However, the SEIR assumes a pass-by/diverted rate of 30 percent of the trip generation, and should provide an explanation for this assumption.

- The SEIR assumed that of the pass-by/diverted trips, 20 percent would be from I-580, 30 percent would be from I-680, 10 percent would be from Hopyard Road, and 40 percent would be from Stoneridge Drive. An explanation of this assumption would be helpful.

Thank you for the opportunity to comment on this SEIR. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2015

This page intentionally left blank



November 13, 2015

Greg Powell
Principal Planner
Planning and Development Department
City of Berkeley
2120 Milvia Street,
Berkeley, CA 94704

SUBJECT: Response to the City of Berkeley's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Proposed 2129 Shattuck Avenue Project

Dear Mr. Powell,

Thank you for the opportunity to comment on the NOP of a DEIR for the proposed 2129 Shattuck Avenue project. The 0.9-acre project site is located downtown in the City of Berkeley, on the northeast corner of Shattuck Avenue and Center Street, approximately one block west of the University of California. A single-story 14,765-square foot bank currently occupies this project site. The project proposes a 16-floor commercial/hotel building that consists of:

- Restaurant and outdoor dining (7,249 square feet),
- Café (1,473 square feet),
- Bank (6,482 square feet), and
- 336-room hotel with conference space, fitness and pool, lobby, administration and dining uses.

We have reviewed the project and determined that it is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation from existing land uses.

Thank you for the opportunity to comment on this project. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel".

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2015

This page intentionally left blank



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 4, 2016

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update and approve the final 2016 Legislative Program.

Summary

This memo provides an update on federal, state, and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's draft 2016 Legislative Program was approved unanimously by the Commission in December 2015. Staff seeks Commission approval of the final 2016 Legislative Program, which establishes legislative priorities for 2016 and is included in Attachments A and B.

Background

The Commission unanimously approved the draft 2016 Legislative Program on December 3, 2015. The final 2016 Legislative Program includes the suggested additions from the Planning, Policy and Legislation Committee to address parking placard abuse and support transportation funds from reauthorization of the temporary state sales tax. These additions appear in Attachment B in the table under the categories "Transportation Funding" and "Multimodal Transportation and Land Use."

The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships. The program was 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 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.

For reference, refer to Attachment C for our regional transportation partner's adopted legislative program: the Metropolitan Transportation Commission 2016 Advocacy Program.

State Update

The following updates provide information on activities and issues at the state level and include information from Alameda CTC's state lobbyist, Platinum Advisors.

Budget: At the end of December, the LAO released its fiscal outlook, and the Department of Finance is finalizing the Governor's proposed budget to be released by January 10th. There has been no activity surrounding the special sessions on transportation funding. The Legislature returns on January 4th for the second half of this session.

The second half of session starts with the rush to meet the House of Origin deadline, whereby all measures must be moved to the second house by January 31st. This deadline does not apply to special session bills, and Constitutional amendments are also exempt from this deadline.

New Speaker Scheduled: At the end of session the Assembly Democrats selected Assemblyman Anthony Redon to be the next Assembly Speaker. Speaker Toni Atkin's office announced that the formal vote elevating Assemblyman Rendon to Speaker will be held on January 11th. The swearing in ceremony and transition will then be held on March 7th.

LAO Outlook: When the economy is bad the LAO consistently takes the more pessimistic outlook, but with the economy continuing to grow the LAO's fiscal outlook has taken many by surprise. The LAO's annual Fiscal Outlook Report states that the "budget is better prepared for an economic downturn than it has been at any point in decades." The LAO predicts that 2015-16 will end with a \$3.5 billion surplus, which will mostly be consumed by Prop 2. Assuming spending stays constant, the LAO predicts 2016-17 fiscal year could end with a reserve of \$11.5 billion. LAO even commented that new spending commitments could be added to the budget. The LAO does caution that any forecast is fraught with assumptions that may not pan out, and the LAO includes scenarios where revenues drop or a recession hits. However, even under the recession scenario reserves are sufficient to soften the blow until 2019-20. While the Department of Finance will take a more conservative outlook when its budget is released in January, the LAO's rosy Outlook can be found at:

<http://lao.ca.gov/reports/2015/3305/fiscal-outlook-111815.pdf>

Not all Projections are Positive: While the LAO forecasts general fund revenues for the 2015-16 fiscal year beating projections by \$3.5 billion, the outlook for

transportation funds continues to be dire. Under the gas tax swap, the BOE is required to annually adjust what is called the “price based excise tax” in order to keep the swap revenue neutral. For the 2015-16 fiscal year the BOE was required to reduce this excise tax from 18 cent per gallon to 12 cents per gallon. This reduced revenue available for the SHOPP, STIP, and local streets and roads by nearly \$900 million.

With continued low gas prices, the BOE is expected to further reduce the price based excise tax by at least 2 cents – dropping this excise tax from 12 cents to 10 cents per gallon. This 2 cent reduction would cut revenue for local streets and roads by \$131 million, and also reduce STIP revenue by \$131 million. The BOE is required to adopt a new rate by March 1 of each year, and that new rate takes effect on July 1st. While the BOE's estimate for any adjustment to the price based excise tax should be available in late January, the Governor's proposed budget, which will be released the first week of January, will also include its own estimate on any adjustment to the price based excise tax.

Conference Compromise: The Special Session on transportation funding will continue into next year, but nothing is expected from the Conference Committee. The Transportation Conference Committee held only two hearings, and nothing was held in December or scheduled for January. With the optimistic revenue outlook from the LAO there will be increasing pressure to stop using truck weight fees for debt service, and return this revenue to transportation projects.

The primary funding source for roads, the excise tax, has remained unchanged for 20 years, has been eroded by inflation and reduced in value through fuel efficiency gains. Some level of reforms could be beneficial, but only if it results in a compromise that increases revenue through a vehicle fee or excise tax increase resulting in new and increased funding.

CTC's Outlook: The California Transportation Commission (CTC) released its 2015 Annual Report to the Legislature. While it mainly outlines accomplishments from the past year, it also outlines its legislative agenda for 2016. The CTC's priorities include implementing the Governor's transportation funding proposal, which includes fixing the price based excise tax at 18 cent, annually adjusting the excise tax for inflation, repaying \$879 million in outstanding loans made to the general fund, and providing dedicated trade corridor funding, along with the policy proposals included in the Governor's plan. The CTC also supports legislation that would expand existing CEQA lawsuit protections to also include prohibiting a cause of action under CEQA for a transportation project included in both an environmentally cleared regional transportation plan and the associated sustainable communities' strategy. The CTC also seeks to expand existing law to make operational capital improvements eligible for inclusion in the SHOPP and Asset Management Plan

The CTC's annual report can be found here:

http://www.catc.ca.gov/reports/2015%20Reports/2015_Annual_Report.pdf

Public Comments: At the end of December, CalSTA released the draft for the next round of funding for the Transit & Intercity Rail Capital Program. The release of these guidelines starts the 30 day public comment period, which closes on January 22nd. Comments should be submitted via email to fircpcomments@dot.ca.gov. CalSTA will hold two workshops to review the guidelines, one on January 19th in Southern California and January 20th in Northern California – times and locations to be announced. The final guidelines will be released with the call for projects in early February.

The most significant changes involve incorporating the changes made by SB 9. SB 9 not only clarifies the eligibility of bus and ferry projects the legislation also authorizes the development a multi-year funding program. Other changes included in the 2016 guidelines include eligibility for smart phone ticketing, transit effectiveness studies, and leveraging other greenhouse gas funded programs.

http://calsta.ca.gov/res/docs/pdfs/2015/Agency/TIRCP_2016DraftGuidelines.pdf

Aviation Fuel and Local Taxes: About a year ago the FAA asserted that the proceeds from taxes on aviation fuel must be used to benefit the aviation system. State and local governments had until earlier this month to submit a plan on how they will comply with this finding. The FAA rule does not apply to the local Bradley-Burns tax rate, the TDA ¼ cent rate, the state's base rate, nor other rates imposed prior to December 31, 1987, but this ruling could apply to numerous other state and local add-on sales taxes.

The pre-December 31, 1987 exemption includes the original Measure B sales tax, and arguably any extensions to the tax are also exempt. However, the increase and any other local sales taxes must comply. As it currently stands, the state and local entities submitted plans earlier this month on how the ruling will be implemented, the determination is not so simple. Now we must wait and see if the FAA agrees with the plans. For example, the Department of Finance estimates that \$25 million annually is affected by the FAA's ruling. However, Finance assumes that California's contribution to for fire services, public safety, infrastructure, and tax credits, among others, that benefit aviation far surpasses \$25 million in annual costs.

Federal Update

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/ Len Simon).

On December 4th, President Obama signed into law the Fixing America's Surface Transportation Act (FAST), H.R. 22, a five-year, \$305 billion surface transportation program. Several summaries of FAST by other agencies provide an excellent overview of the Act, including a summary PowerPoint by the National Association of Counties (Attachment , and a more detailed overview by MTC, which includes overall funding by states and a preliminary estimate of funds for the Bay Area.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. Alameda CTC 2016 Legislation Program Table
- C. NACO summary presentation of the FAST Act
- D. MTC summary of the FAST Act

Staff Contact

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

This page intentionally left blank

2016 Alameda CTC Legislative Program

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2016 Alameda CTC Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, DC.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans and as the county's congestion management agency. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2016 Alameda CTC Legislative Program include:

- The need for new, secure funding sources, especially since there is no transportation funding package from the state at this time (the governor's transportation proposal identifies needs including a state and local partnership program), and the federal government released a continuing resolution extending current levels of transportation spending under MAP-21 instead of finalizing a long-term transportation bill;
- Monitoring of statewide efforts to increase funding for infrastructure and improving efficiencies in transportation delivery;
- Implementation of the state Road Charge Pilot Program, which will begin no later than January 1, 2017;
- Implementation of state legislation including Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy;
- Implementation of California's Cap-and-Trade Program for transportation funding that will help address climate change;
- Implementation of the Alameda County's 2000 and 2014 Transportation Expenditure Plans and actively seeking opportunities to leverage other funds for project and program delivery;
- Advocacy for funding of Alameda CTC projects and programs;
- Implementation of the Comprehensive Investment Plan;
- Goods movement planning and advocacy, as well as policy development as a result of multimodal arterial planning and countywide transit planning efforts; and
- Expansion of legislative and policy partnerships throughout the Bay Area, in California, and in Washington, D.C.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The draft 2016 Legislative Program is divided into six sections and retains many of the 2015 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

The following legislative areas are related to federal, state, regional, and local policy and legislative efforts as applicable.

1. Transportation Funding

California represents one of the largest economies in the U.S. Its diverse industries range from agriculture to mining to biotechnology to the Internet—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services.

Fuel prices fluctuate significantly in California, but the gas tax remains flat with no index to inflation. Since 1993, the state and federal gas taxes have not been raised, and the costs to deliver transportation projects and programs, operate transit, and perform system maintenance continue to rise.

MAP-21 Reauthorization

In April 2014, the Obama Administration released its own transportation proposal, called the GROW AMERICA Act and updated it this year. It provides \$478 billion over six years. In fall 2015, Congress was anticipated to address the nation's transportation infrastructure funding needs through Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorization and/or building on the work of the Senate over summer on the DRIVE Act as well as the House's Surface Transportation Reauthorization and Reform Act of 2015. By October 29th, the deadline for addressing the nation's surface transportation program, another short-term extension was approved to allow Congress more time to conference the Senate and House bills and to refine funding mechanisms for a long-term transportation bill.

Road User Charge Pilot Program

The approval of Senate Bill 1077 (DeSaulnier) in 2014 was a step forward in California's effort to address the declining value of the state's fuel excise tax. SB 1077 directs the chair of the California Transportation Commission (CTC) in consultation with the Secretary of the California State Transportation Agency (CalSTA) to create a Road Usage Charge Technical Advisory Committee (TAC).

The TAC consists of 15 members selected by the CTC chair in consultation with the CalSTA secretary. The purpose of the advisory committee is to study alternatives to the existing excise tax. The TAC is crafting the parameters of the road charge pilot program by the end of 2015. Based on the findings of the TAC, CalSTA will implement a pilot program by January 1, 2017 to evaluate the potential implementation of a road user charge in California.

Voter-approved Funding Sources

In the absence of state and federal funding increases for transportation, funding solutions have increasingly become reliant on voter-approved measures, many of which have the highest voter threshold requirement for passage. Over the past several years, voters have supported statewide bond measures to fund transportation infrastructure throughout the state. One such measure, California's Proposition 1B has contributed just under \$1 billion for transportation improvements in Alameda County for projects including I-80 Integrated Corridor Mobility, I-580 Eastbound High-Occupancy Vehicle (HOV) Lane, I-580 Westbound HOV Lane, I-580 Isabel Interchange, I-880 North Safety and Operational Improvements at 23rd and 29th Avenues, I-880 Southbound HOV Lane, and Route 84 Expressway North Segment.

In November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. These advances in funding demonstrate the public's understanding that supporting essential infrastructure, transportation programs, and maintenance are critical to support the economy and vitality of local communities.

In August 2013, the governor signed Assembly Bill 210, extending the authority of Alameda CTC and authorizing the County of Contra Costa to impose the transactions and use tax for countywide transportation programs until December 31, 2020 that may exceed the 2 percent sales tax threshold in both counties by one-half cent. This allowed placement of an Alameda County Transportation Expenditure Plan on the ballot in 2014 that will fund \$8 billion in transportation investments. Alameda CTC is in the process of implementing the Transportation Expenditure Plan that recognizes the county's needs and prioritizes projects that are ready to begin. Alameda CTC also developed its first Comprehensive Investment Plan adopted in June 2015 that serves as a funding vehicle for the Transportation Expenditure Plan and for projects that are listed in the long-range countywide plan, identifies anticipated transportation funding over a five-year horizon, and strategically matches funding sources to targeted transportation investments.

Transportation Special Session: As part of the agreement reached on spending priorities in the 2015-16 budget, the Governor formed a special session focusing on funding the state's transportation needs. While no agreement was reached on new funding for statewide transportation needs, three separate sets of proposals were advanced by the Democrats, Republicans and the Governor. A conference committee has been established to address the varying proposals. Alameda CTC will

continue to monitor the special session efforts and bring reports to the Commission, as well as to actively support the Commission's adopted legislative platform related to transportation funding and bills the Commission has already acted upon.

Alameda CTC's legislative priorities for transportation funding include the following:

Increase transportation funding

- Support efforts to lower the two-thirds threshold for voter-approved transportation measures.
- Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means.
- Support efforts that protect against transportation funding diversions.
- Support efforts to increase transportation funding

Protect and enhance voter-approved funding

- Support legislation that protects and provides increased, flexible funding from different fund sources to Alameda County for operating, maintaining, rehabilitating, and improving transportation infrastructure and operations.
- Support increases in federal, state, and regional funding, including through new funding sources to expedite delivery of Alameda CTC projects and programs.
- Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures that are locally funded and locally managed.
- Support efforts that streamline financing and delivery of transportation projects and programs.
- Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.
- Seek, acquire, and implement grants to advance project and program delivery.

2. Project Delivery

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting local communities and the environment, and creating jobs. However, delivery of projects is often bogged down by long time frames for current project delivery processes, including environmental clearance and mitigation, design, right of way, and project financing. Furthermore, Alameda County's population is expected to grow by 30 percent by 2040, which will affect congestion and the demand on the transportation system. Alameda CTC will continue to expedite project delivery through partnerships and best management practices.

Advance innovative project delivery

- Support environmental streamlining and expedited project delivery.
- Support contracting flexibility and innovative project delivery methods.
- Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective and streamlined implementation.
- Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.

Ensure cost-effective project delivery

- Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.
- Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.

3. Multimodal Transportation and Land Use

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver food and goods, and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic, reduce greenhouse gas emissions, and improve the transportation system efficiency. To that end, Alameda CTC is updating its Countywide Transportation Plan and developing three new multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Effective implementation of multimodal transportation systems relies on how local coordination and development supports these types of investments. Linking land use and transportation decisions can result in economic growth and expanded mobility for local residents and businesses.

Legislation such as Senate Bill 375, which requires a reduction of greenhouse gas emissions from the transportation sector and requires housing all sectors of the population in the region, further strengthens the link between transportation and land use planning, funding, and implementation.

Alameda CTC supports efforts that encourage, fund, and provide incentives and/or reduce barriers to integrating transportation, housing, and jobs development in areas that foster effective transportation use. In addition, since transportation systems must serve all of society to meet the mobility needs of youth, seniors, people with disabilities, working people, and people at all income levels in our communities, Alameda CTC supports a balanced, flexible system with multiple transportation options that expand access for all transportation users.

Reduce barriers to the implementation of transportation and land use investments

- Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.
- Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).
- Support innovative financing opportunities to fund TOD and PDA implementation.

Expand multimodal systems and flexibility

- 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 policies that do not create unfunded mandates.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.
- Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

4. Climate Change

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions, link transportation and housing, and create a funding stream to pay for projects and programs that reduce GHG emissions (the state's Cap-and-Trade Program) affect transportation planning, funding, and delivery in Alameda County and throughout the state.

Cap-and-Trade Program Implementation

The Cap-and-Trade Program sets a statewide limit on greenhouse gas (GHG) emissions from sources responsible for 85 percent of California GHG. The governor's May 2015 budget revision to the 2015-16 Cap-and-Trade Expenditure Plan assumes a total of \$2.2 billion in total cap-and-trade revenue, specifically \$1.6 billion for clean transportation, mass transit, and sustainable community development. According to the Legislative Analyst's Office, in 2015-16 and beyond, state statute continuously appropriates 60 percent of cap-and-trade revenues for specific programs, including high-speed rail, affordable housing, and sustainable communities grants. The remaining 40 percent is available for annual appropriation by the legislature as discretionary spending.

One bill presented in the Assembly Special Session that Alameda CTC supports may increase the share of cap-and-trade funds dedicated to transit. ABX 17 would increase the amount allocated to the Low Carbon Transit Operations Program from 5 percent to 1 percent, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10 percent to 20 percent. In September 2015 the Senate passed a similar bill (SBX1-8).

In addition, Alameda CTC and the other Bay Area Congestion Management Agencies

supported the first update to the Climate Change Scoping Plan and actively support investments in sustainable communities and clean transportation, sustainable freight investments, and clean fuels.

Alameda CTC has also supported investments from new revenue streams for transportation, while supporting legislative options to increase funding for housing. Alameda CTC has participated in commenting on the development of cap-and-trade guidelines and will continue to work with the state and region on the implementation of the Cap-and-Trade Program, continuing to advocate for significant funding in the Bay Area. Alameda CTC supports climate change legislation as follows:

Support climate change legislation to reduce GHG emissions

- Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.
- Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.
- Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.
- Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.

5. Goods Movement

Alameda County serves as a gateway to the world for goods movement to and from the county, San Francisco Bay Area, Northern California and even the Western U.S. Efficient goods movement expands job opportunities, supports local communities, and bolsters the economy of Alameda County, the Bay Area, and the nation.

In September 2015, Alameda CTC wrote a letter to the House Transportation and Infrastructure Committee expressing support for SBX-1 and the governor's proposal for transportation reform and other legislation that will make critical investments in improving our goods movement corridors.

At the federal level, Alameda CTC continues to support a strong freight program as part of the federal surface transportation bill that supports the multi-modal goods movement system in Alameda County.

Alameda CTC supports the following legislative priorities related to goods movement.

Expand goods movement funding and policy development

- Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.
- Support a designated funding stream for goods movement.

- Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.
- Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
- Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs

6. Partnerships

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state, and federal levels to collaborate on policies, funding, legislation, and project and program delivery opportunities.

Regional Partnerships

On a regional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area congestion management agencies and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable.

State Partnerships

Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government, is participating in providing input on CEQA reform, and the Cap-and-Trade Program. Alameda CTC views these efforts as essential to having more impact at the policy and planning levels, and unifying efforts to help ensure common policies and practices that can translate into more effective transportation project and program advocacy and implementation.

State and Local Partnership Program: The governor's September 3, 2015 transportation proposal includes \$3.6 billion in annual funding shared between the state and local uses, and incorporates many reforms and accountability measures. The proposal identifies ongoing funding from cap and trade, Caltrans efficiencies, gas and diesel excise taxes, and a highway user fee. There is also a one-time general fund contribution for accelerated loan repayment to pay for transit and intercity rail, trade corridors, local traffic congestion relief, and state highway repairs.

Investment in a State and Local Partnership Program (SLPP) not only leverages local dollars, but provides an incentive for counties without a local tax program to establish one. Proposition 1B included \$1 billion for a SLPP. Alameda CTC has urged the state to include a similar program that is open to all counties.

Federal Partnerships

On a federal level, Alameda CTC advocates for a long-term transportation funding program that is sustainable, reliable, and supports both capital investments and operations. Alameda CTC supports federally-funded vehicle miles traveled studies, and wants to streamline the environmental process and reduce duplication for Condition of Approval/National Environmental Protection Act and the CEQA process.

Other Partnering Opportunities

Alameda CTC will continue to partner on the update of its Countywide Transportation Plan and development of its three multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan—and the policies that will arise from the plans that will provide more transportation choices and improve efficiencies throughout the county and beyond. Alameda CTC will continue its many multi-county transportation efforts, such as transit planning, express lane implementation, implementation of the first-ever affordable student transit pass program, and other types of transportation projects or programs implemented in more than one county to provide a system of transportation infrastructure or services for the traveling public that can be developed so that the region is ready to receive federal, state, or other grants as they become available. This includes work on a mega-regional effort to address infrastructure that supports inter-regional goods movement and transit.

Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

Expand partnerships at the local, regional, state, and federal levels.

- 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.
- Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.
- Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.
- Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

This page intentionally left blank



2016 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted in the 2012 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7400

www.AlamedaCTC.org

"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."

(Alameda CTC will adopted a draft legislative platform in December 2016.)

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • 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. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • 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. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • 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. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

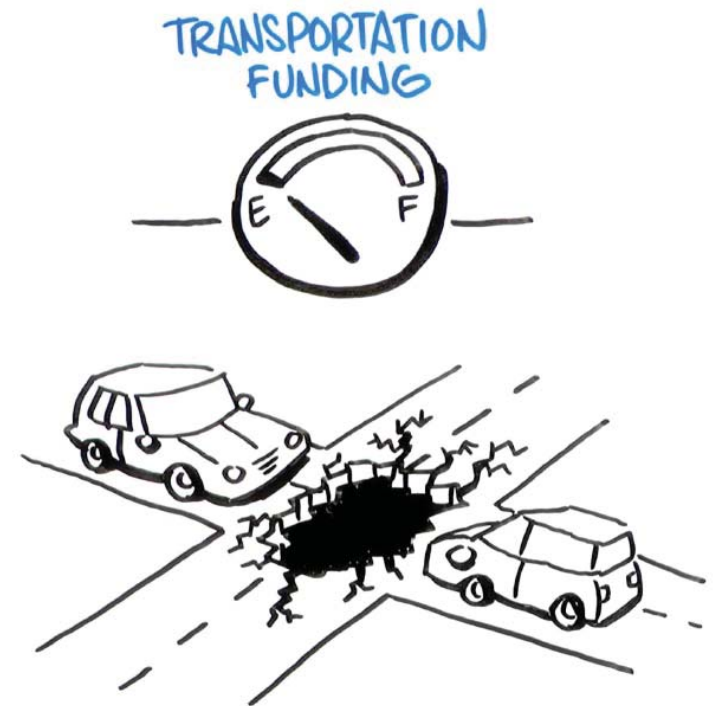
The FAST Act: Update on Surface Transportation Legislation

December 16, 2015



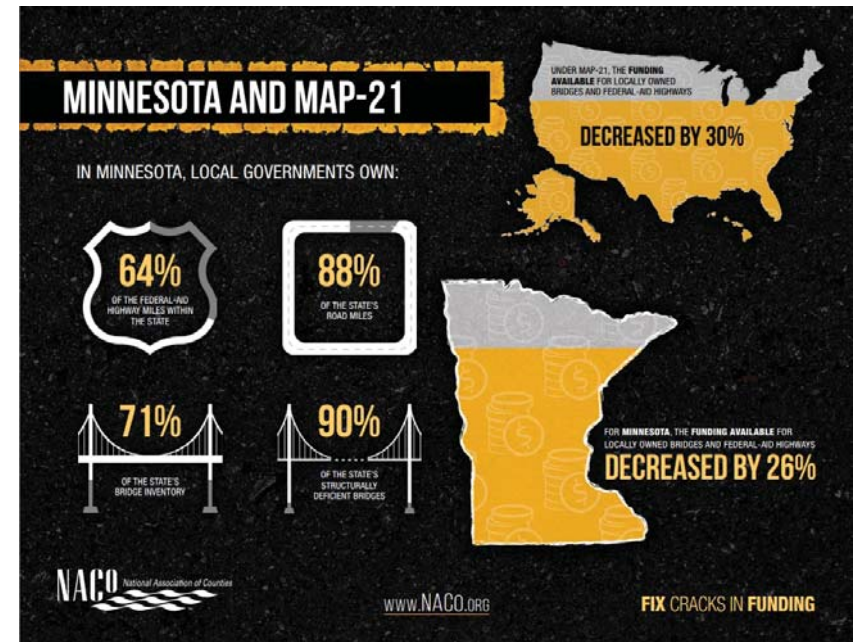
FAST Act| Overview of Webinar

1. Reauthorization process
2. How the [FAST Act \(H.R. 22\)](#) addresses county priorities
3. Other programs and provisions in the [FAST Act](#) and interest to counties
4. What's next for transportation policy and funding



FAST Act| Reauthorization Process of MAP-21

- Passed summer of 2012, the [Moving Ahead for Progress in the 21st Century \(MAP-21\)](#) was a two year bill due to Highway Trust Fund Solvency
- MAP-21 was set to expire [September 30, 2014](#), but was [extended five times](#), similar to many other bills
 - TEA-21 (1998-2003, extended 12 times)
 - SAFETEA-LU (2005-2009, extended 10 times)
 - MAP-21 (2012-2014, extended 5 times)



FAST Act| Highway Trust Fund (HTF)

- HTF was created in 1956 and gas was raised to 3 cents/gallon and 100% of revenue was dedicated to pay for interstate highway system.
- HTF pays for federal highway and transit programs
 - Federal gas tax (63% of HTF revenue)
 - Diesel tax (24% of HTF revenue)
- Increased spending: \$65 billion in transfers since 2008

Current tax revenue status:

- Diesel tax: 24.4 cents/gallon
- Gas tax: 18.4 cents/gallon



FAST Act| Reauthorization Process

- The FAST Act represents a compromise between the reauthorization bills that came out of the House and Senate
 - **Senate Bill:** Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, six-year bill with three years of funding
 - **House Bill:** Surface Transportation Reauthorization and Reform (STRR) Act of 2015, six-year bill and partial funding

Timeline of the FAST Act

- Oct. 29: Congress passed a short-term funding solution
- Nov. 6-30: Conference negotiations
- Dec. 1: Conference report “FAST Act” filed
- Dec. 3: House and Senate pass the FAST Act
- Dec. 4: President signs the FAST Act into law



FAST Act | County Priorities

- On December 3, the FAST Act was passed by both House and Senate that addresses several county transportation priorities:
 - Provides long-term certainty
 - Increased funding for locally owned infrastructure
 - Puts more funding into the hands of local decision-makers
 - Protects funding for off-system bridges
 - Provides funding for rural and urban public transportation systems
 - Builds on reforms for MAP-21 to expedite project delivery

MAP-21 vs. FAST Act Comparison Chart

County Priorities	MAP-21 (Public Law 112-141)	FAST Act (H.R. 22)
Long-term Funding Certainty <i>Counties need long-term funding certainty to plan, fund and deliver transformative transportation projects.</i>	<ul style="list-style-type: none">MAP-21 was passed in the summer of 2012 and provided a two-year authorization of surface transportation programs, which has been extended four times.	<ul style="list-style-type: none">The FAST Act is a fully funded five-year authorization of surface transportation programs.
Increased Investment <i>Current levels of federal spending on transportation have failed to meet the needs of America's infrastructure, including county owned highways, bridges and transit systems.</i>	<ul style="list-style-type: none">MAP-21 authorized a total of \$105 billion from FY13 – FY14 for highway and transit programs (an average of \$52.5 billion per year).	<ul style="list-style-type: none">The FAST Act authorizes a total of \$280 billion in spending from the Highway Trust Fund over FY 16 – FY 20 for highway and transit programs (an average of \$56.2 billion per year).
Increased Funding for Locally Owned Highways and Bridges <i>Counties and other local governments are major owners of the nation's transportation system, collectively owning 50 percent of the National Bridge Inventory and 78 percent of the nation's road miles, including 43 percent of all federal aid highways.</i>	<ul style="list-style-type: none">MAP-21 consolidated and eliminated a number of federal-aid highway programs, including some that provided funding for county infrastructure. Overall, these changes caused a 30 percent decrease in the funding available to locally owned highways and bridges.	<ul style="list-style-type: none">The FAST Act makes more federal-aid highway dollars available to locally owned highways and bridges. The bill also increases the overall funding for the Surface Transportation Program (STP) – now rebranded the Surface Transportation Block Grant Program (STBGP) and opens up the National Highway Performance Program (NHPP) to support all on-system bridges – essentially making an additional \$116.4 billion available to locally owned infrastructure, which more than repairs the 30 percent decrease in funding that occurred under MAP-21.

FAST Act| Long-term Certainty

- Five-year fully funded bill, longest measure in over a decade
- Congress used numerous pay-fors to offset a \$75 billion transfer to the HTF so it could fully fund a five-year reauthorization bill, including:
 - Increase National Highway Traffic Safety Administration (NHTSA) civil penalties (\$423 million)
 - Passport revocation for tax scofflaws (\$395 million)
 - Allow the IRS to hire private tax collectors (\$2.408 billion)
 - Customs fee indexation for inflation (\$5.188 billion)
 - Federal Reserve surplus account transfer (\$53.334 billion)
 - Federal Reserve dividend payment reduction (\$6.904 billion)
 - Strategic Petroleum Reserve sale of 66 million barrels (\$6.2 billion)
 - Office of Natural Resources Revenue (ONRR) royalty overpayment fix (\$320 million)
 - Total = \$75.172 billion



FAST Act| Increased funding

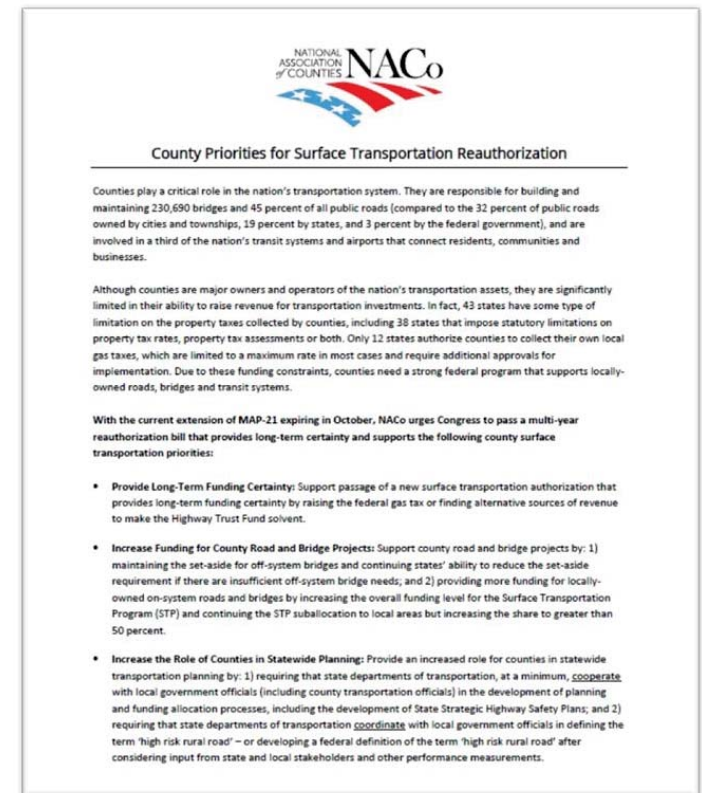
Increases funding for locally owned infrastructure in several ways:

- Increases funding for the Surface Transportation Program (STP) (\$4 billion more over five years)
- Allows for all highway bridges (not just those on the “National Highway System”) to be funded through the National Highway Performance Program
- Makes an additional \$116 billion available for county-owned highway bridges



FAST Act| Local decision-makers

- The FAST Act increases the amount of STP funds that are sub-allocated to local decision-makers and local areas by \$3 billion over five years, increasing the sub-allocation percentage from 50% in FY 2015 (where it is today) to 55% in FY 2020.
- Sub-allocation means: portion of STP funds that are required to be obligated in rural, mid-sized and urban areas in proportion to their relative shares of the State's population. The remaining amounts (amount of STP funds that are not sub-allocated are able to be spent in any area of the state (urban, rural or mid-sized) – that portion is entirely under the discretion of the State DOTs.



FAST Act | Off-system bridges & urban/rural transportation systems

Off-System Bridges

- The FAST Act continues the set-aside funding under the Surface Transportation Program for “off-system” or non-highway bridges. This set-aside provides \$776 million annually. This is a critical provision for counties since the majority of bridges we own are off-system.

Rural & Urban Public Transportation Systems

- Increases both rural and urban formula programs. Also creates (or reestablishes) discretionary grants for buses and bus facilities.



FAST Act | Project Delivery

The FAST Act expands and creates reforms at reducing project delays in a number of ways, including:

- Allows and encourages the use of a [single environmental review document](#) throughout the entire process and among multiples agencies.
- Adds to MAP-21's efforts to [use deadlines to reduce delays in the transportation project review and approval process](#).
- Delegates regulatory [responsibilities to the states](#).
 - Legislation creates a delegation pilot program for up to five states currently enrolled in U.S. DOT's NEPA delegation
- Expedites or exempts regulatory requirements in emergency situations, building upon the creation of a CE for emergency situations in MAP-21, the [FAST Act provides further exemptions and expedited regulatory procedures for "any road, highway, railway, bridge or transit facility that is damaged by an emergency."](#)
 - Federal Clean Water Act, Endangered Species Act, National Historic Preservation Act, and Migratory Bird Treaty Act



FAST Act| Additional Programs

Other programs and provisions in the FAST Act of possible interest to counties:

- Freight Programs
 - National Freight Program
 - Nationally Significant Freight and Highway Projects Program:
- Transportation Alternatives Program (TAP) – Funding and Eligibility
- Federal Lands Access Program (FLAP)
- Transportation Infrastructure Finance and Innovation Act (TIFIA) Program
- Highway Trust Fund Language
- Bundling Opportunities



FAST Act| Thank You!



Jessica Monahan
Associate Legislative Director
Transportation
jmonahan@naco.org
202.942.4217

This page intentionally left blank



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a **5.1D**
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: December 11, 2015

FR: Executive Director

W. I. 1131

RE: Fixing America's Surface Transportation (FAST) Act

Fast Action by Congress to Sustain Federal Transportation Funding

On December 4, 2015, just a day after approval by Congress, President Obama signed H.R. 22, the FAST Act (Fixing America's Surface Transportation Act), establishing funding levels and federal policy for our nation's highways and public transit systems for fiscal years (FY) 2016 through FY 2020. The bill authorizes \$305 billion in spending over five-years, \$281 billion from the Highway Trust Fund, plus \$24 billion from the General Fund.

Relative to FY 2015, the FAST Act boosts transit funding by 10 percent in FY 2016, while highway funding is increased by 5 percent. Thereafter, the annual growth rate for both highways and transit is slightly above 2 percent. In lieu of raising the gas tax to close the gap between annual expenditures and annual revenue deposited in the Highway Trust Fund (HTF), the bill is paid for by a variety of budgetary sleights of hand that enable a transfer to the HTF of approximately \$70 billion in General Fund revenue. (Once transferred to the HTF, those funds are no longer considered General Fund revenue and are included within the \$281 billion referenced above.) The federal gas tax is a flat rate of 18.4 cents per gallon and has not been raised since 1993.

For the San Francisco Bay Area, the FAST Act will provide a welcome increase both in roadway and transit funding as is further outlined in Attachment 3 to this memo. Relative to FY 2015 funding levels, the FAST Act provides the region with approximately \$30 million more in transit formula funding in FY 2016, with the bump ramping up to \$64 million by FY 2020. With respect to highway formula funding, the FAST Act provides the region approximately \$14 million in FY 2016 over FY 2015 levels, rising to \$37 million by FY 2020.

Highway Funding

With respect to the Bay Area's share of highway formula funding, we estimate approximately \$834 million in Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding—the two sources of flexible federal highway funds that come directly to the Bay Area for decision. These funds are used for the region's One Bay Area Grant Program (OBAG), the second cycle of which was approved in November. This is about \$69 million more than anticipated over the five-year period, including \$30 million in additional CMAQ funding and \$39 million in additional STP funds. If we extrapolate the FAST Act's annual growth rate through FY 2022 (the final year of the OBAG 2 programming cycle), funding would be up by approximately \$93 million.

Transit Funding

Receiving the largest boost of any formula program is the State of Good Repair (SGR) Program (Section 5337, Federal Transit Administration (FTA) funds), increased almost 16 percent in FY 2016, plus almost 2 percent annual growth thereafter. This is good news for the Bay Area because of our tremendous transit capital replacement needs and because we receive a larger share of this program than any of the federal transit formula programs (8 percent of the nationwide amount vs. 4 percent for other programs). As shown on Attachment 3, the bill provides the region with approximately \$1 billion in 5337 SGR funds over the five-year period. This includes a \$27 million increase over FY 2015 funding levels in FY 2016, rising to a \$41 million boost by FY 2020.

With respect to Urbanized Area funding (Section 5307 FTA funds), the other major transit formula program, the FAST Act provides the Bay Area approximately \$1.1 billion over the five-year period. This includes a \$4 million increase over FY 2015 funding levels in FY 2016, rising to a \$22 million boost by FY 2020.

For a summary of the key aspects of the bill prepared by MTC staff, see Attachment 1. National, statewide and Bay Area funding estimates are shown in Attachments 2 and 3. The actual funding levels for the region will not be known until funds are apportioned each year, as the Bay Area's share of transit and highway funds changes slightly based on formula factors that vary year to year.



Steve Heminger

SH:rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2015\12_Legis_Dec 2015\4a_Reauthorization Update_HandoutRREdits.docx

MTC OVERVIEW OF FAST ACT

MAJOR FUNDING PROGRAM CHANGES

Federal Transit Administration

Capital Investment Grants

The FAST Act provides a 21 percent boost in Capital Investment Grant funding (Section 5309 FTA Funds), the major federal funding source for transit expansion projects, commonly known as New Starts. Funding is increased from \$1.9 billion in FY 2015 to \$2.3 billion per year for FY 2016 through FY 2020. It is important to note, however, that since the New Starts program is funded by the General Fund, each year's actual funding level will be determined in the annual appropriations bill.

New Starts is a high priority program for the Bay Area as it provides a key funding source for two major rail expansion projects currently under construction — BART to Silicon Valley (Phase 1 to Berryessa) and San Francisco Central Subway, both of which have Full Funding Grant Agreements from FTA. The next generation of Bay Area projects to be seeking New Starts funding are Caltrain Downtown Extension (DTX) project and BART Silicon Valley (Phase 2 to Santa Clara). In addition to these rail extensions, the region also has two Core Capacity projects that are seeking New Starts funding — BART's automated train control project as well as Caltrain electrification.

The Bay Area also has several smaller projects seeking funding under the program's "Small Starts" category for projects seeking less than \$75 million with a total construction cost below \$300 million, including San Francisco Municipal Transportation Authority's Van Ness Bus Rapid Transit (BRT) line. The FAST Act does not specify the share of funds to be used for major fixed guideway extensions, Small Starts or Core Capacity. This will be dealt with on an annual basis in each year's appropriations bill.

With respect to policy changes, the FAST Act removes all references to "policies and land use patterns that promote public transportation," a factor that has guided the FTA's scoring of projects in recognition of the strong relationship between land use and transit ridership. The bill also reduces from 80 percent to 60 percent the share that New Starts funds can comprise in the total budget for a New Fixed Guideway Project, but leaves it at 80 percent for Small Starts and Core Capacity Projects.

Bus and Bus Facilities

The FAST Act maintains the Bus and Bus Facilities (Section 5339 FTA funds) formula-based program at flat FY 2015 funding levels in FY 2016 — growing just 1.7 percent per year through the duration of the bill. Unfortunately, due to an increase in an annual set-aside for states, the funding distributed directly to operators declines so the region will see a 7 percent cut in bus formula funding in FY 2016, eventually catching up to FY 2015 funding levels by FY 2019. The bill restores a competitive Bus and Bus Facilities program that was eliminated by MAP 21, providing \$268 million per year in FY 2016, reaching \$344 million in FY 2020. Of this total, \$55 million is reserved each year for "low or no emission" vehicle purchases or related facilities and equipment, a program in which Bay Area operators should compete well.

Enhanced Mobility of Seniors & Individuals with Disabilities

The FAST Act provides \$263 million for the Enhanced Mobility of Seniors & Individuals with Disabilities formula program (Section 5310 FTA funds) in FY 2016, a modest increase over FY 2015, growing at about 2 percent per year through the duration of the bill. The bill also creates a new pilot program for "innovative coordinated access and mobility," with an emphasis on technology,

funded at \$2 million in FY 2016, reaching \$3.5 million in FY 2020 for the “transportation disadvantaged that improve the coordination of transportation services and nonemergency medical transportation services.” The region’s share of this program will grow from \$4.4 million in FY 2016 to \$4.8 million in FY 2020.

Federal Highway Administration

Surface Transportation Block Grant Program

The FAST Act changes the name of the longstanding Surface Transportation Program to the Surface Transportation Block Grant Program (STBGP). Other than repealing a report requirement that states submit to the Secretary of the Department of Transportation on their use of the funds, the STBGP will function much the same as STP. Congress responded to the calls by regional and local agencies to increase the share of funds suballocated on the basis of population by increasing it from 50 percent to 51 percent in FY 2015, growing by 1 percent each year to 55 percent by 2020).

The bill expands STBGP project eligibility to include, at the request of a state, administrative and subsidy costs related to providing a state with federal credit assistance under TIFIA (Transportation Infrastructure Finance and Innovation Act) and costs associated with the creation and operation of a public-private partnership (P3) office to assist in the design, implementation and oversight of transit or highway P3 projects. Notably, funds may be used to pay a stipend to “unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.”

California is slated to receive approximately \$4.7 billion in STBGP funds, of which the Bay Area will receive approximately \$463 million.

Transportation Alternatives Program

The FAST Act incorporated the House bill’s language with respect to the Transportation Alternatives Program (TAP), turning it into a set-aside of the Surface Transportation Block Grant Program — just as the former “Transportation Enhancements” program was a 10 percent set-aside of STP prior to MAP 21. Rather than receiving a percentage of STBGP funds, the share of TAP funds is specified in the bill at \$835 million in the bill’s first two years, rising to \$850 million for the final three years. The bill makes no eligibility changes to TAP, but allows MPOs to spend their share of TAP funds (50% are distributed on the basis of population) on any STP-eligible project. In California, TAP funds are incorporated into the state’s Active Transportation Program — limited to projects that improve bicycle and pedestrian safety and access — so this provision would not apply absent a change in state law.

California is slated to receive approximately \$349 million over the five-year period, of which the Bay Area will receive approximately \$30 million in formula funds, with the potential to receive additional TAP funds from the statewide competitive portion.

Congestion Mitigation & Air Quality

The FAST Act makes no significant changes to the CMAQ program affecting the Bay Area, a significant victory given restrictive language included in both the House and Senate-approved bills that would have required a large portion of the region’s CMAQ funds to be spent on diesel engine retrofit or replacement rather than variety of bicycle, pedestrian and transit improvements currently funded within the region’s OBAG program. In response to a coordinated lobbying effort to preserve flexibility led by MTC, this language was removed in the final conference report.

California is slated to receive approximately \$2.4 billion over the five-year period, of which the Bay Area will receive approximately \$371 million.

National Highway Freight Program

The FAST Act establishes the first ever federal highway program focused on freight, the National Highway Freight Program. Funds are distributed so that each state's share is equivalent to its share of the overall federal highway program. The bill would establish a National Highway Freight Network consisting of:

- The primary highway freight system (defined as the 41,518-mile primary freight network established pursuant to MAP 21)
- Critical rural freight corridors
- Critical urban freight corridors
- Portions of the Interstate system not designated as part of the primary highway freight system

States, including California, that have over 2 percent of the US total of mileage on the National Highway Freight Network are required to spend their annual freight funding on projects on the primary highway freight system, critical rural freight corridors, or critical urban freight corridors. Up to 10 percent of a state's total freight apportionment may be spent on intermodal or freight rail projects.

The bill requires the Administrator of the Federal Highway Administration to redesignate the Primary Highway Freight System five years after enactment of the FAST Act, and every five years thereafter. Notably, for urbanized areas with a population greater than 500,000, the MPO, in consultation with the state, may designate (at any time) a public road within its borders as a critical urban freight corridor if it meets the following criteria:

- Is located in an urbanized area
- Connects an intermodal facility to the primary highway freight system, the Interstate system or an intermodal freight facility
- Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- Is important to the movement of freight within the region, as determined by the MPO or the state.

Building on the new emphasis on performance measures in federal law, the law requires the FHWA Administrator to submit a report to Congress that describes the conditions and performance of the National Highway Freight Network within two years of enactment and biennially thereafter. With respect to project eligibility, the bill enumerates 23 different types of projects, including, not strictly construction projects but also intelligent transportation systems (ITS) projects, railway-highway grade separation, truck parking facilities, real time traffic and multimodal transportation information systems, traffic signal optimization, ramp metering and environmental and community mitigation for freight movement.

California is slated to receive approximately \$582 million in NHFP funds over the five years.

Nationally Significant Freight and Highway Projects Program

The bill establishes a new discretionary (competitive) program for projects of national or regional significance. The goals of the program are to:

- Improve the safety, efficiency and reliability of the movement of freight and people
- Generate national or regional economic benefits and increase U.S. global competitiveness
- Reduce highway congestion and bottlenecks
- Improve connectivity between modes of freight transportation
- Enhance the resilience of critical highway infrastructure and help protect the environment
- Improve roadways vital to national energy security
- Address impact of population growth on movement of people and freight

The bill establishes a minimum grant award of \$25 million. Eligible applicants are states, MPOs serving an urbanized area with a population greater than 200,000, a unit or group of local government(s), a political subdivision of a state or local government, a special district, a port authority, a federal land management agency applying jointly with a state and a tribal government. Funding for freight rail or intermodal projects or projects to facilitate intermodal transfer or access into a freight rail, water or intermodal facility is capped at \$500 million over the 5-year lifetime of the bill.

Nationally, the program receives \$800 million FY 2016, growing to \$1 billion by FY 2020. As this is a competitive program, we cannot predict how much funding California or the Bay Area will receive. However, it seems reasonable to assume the state would receive at least 10 percent of the funds, equivalent to \$450 million over the five-year period.

OTHER PROGRAM CHANGES

Metropolitan Planning

The bill makes changes to the provisions related to a requirement added in MAP 21 that MPO boards include a representative of public transit operators to clarify that a board member may satisfy that requirement while also serving as a representative of a local jurisdiction. This is consistent with MTC's interpretation of the intent of the original statute, but in 2014, the Federal Transit Administration had issued a policy guidance suggesting that it would take a different view.

With respect to the metropolitan planning process, the bill requires consideration of resiliency and responsiveness to natural disasters, emphasizes intermodal transfer facilities, intercity bus services and facilities, public ports and tourism. The bill also authorizes an MPO to develop a congestion management plan that considers regional goals to reduce vehicle miles traveled during peak times and improve job access to low income areas. The bill clarifies that "private transportation" includes consideration of intercity bus operators and employer-based commuting programs.

Project Delivery

The FAST Act includes a separate "subtitle" focused on "Acceleration of Project Delivery," consisting of 18 individual sections. Of particular interest to California, which has its own rigorous California Environmental Quality Act (CEQA), is a new section named "Program for eliminating duplication of environmental reviews" designed to allow a state to substitute one or more state environmental laws for the National Environmental Policy Act (NEPA). The program is limited to five states. Participation in the program is at the discretion of the DOT Secretary, who has 120 days to approve or reject an application.

The general thrust of the other project delivery provisions is to require greater coordination, timely review and accountability by federal agencies responsible for reviewing environmental documents. The act includes these additional changes:

- Exempts a “common post-1945 concrete or steel bridge or culvert” from individual historic preservation review.
- Encourages the use of programmatic mitigation plans and planning documents in environmental review.
- Allows the use of an errata sheet when a minor change needs to be made to an environmental document.
- Requires the DOT Secretary to develop, within 18 months, a searchable database of projects requiring an environmental analysis or permit.
- Establishes a new “At Risk Project Preagreement Authority” option — similar to a “letter of no prejudice” for sponsors of federal highway-funded projects to begin preliminary engineering work before a project receives its official authorization to proceed. Federal reimbursement of such expenditures would therefore be at their own risk.

Public-Private Partnerships/Innovative Finance

The FAST Act reduces funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) from \$1 billion in MAP 21 to \$275 million in FY 2016, reaching \$300 million in FY 2020. The bill also broadened TIFIA flexibility to include transit-oriented development (TOD) as well as groups of projects, and lowers the cost threshold to \$10 million for intelligent transportation system, rural, and TOD projects.

The act establishes a new National Surface Transportation and Innovative Finance Bureau within the DOT to provide assistance and communicate best practices related to the use of TIFIA and public-private partnerships. The Bureau will administer the TIFIA program, the Railroad Rehabilitation and Improvement Financing Program and the new Nationally Significant Freight and Highway Projects Program.

Regional Infrastructure Demonstration Program

The bill establishes a new program to assist local governments interested in obtaining funding under TIFIA, providing \$11.7 million in grants for local entities that wish to serve as “regional infrastructure accelerators.” In evaluating applications by regional entities, the Secretary is required to consider geographic diversity, existence of a plan to evaluate and promote innovative financing methods, including TIFIA, and other methods of incorporating private capital into financing of transportation projects, and to increase transparency with respect to infrastructure project analysis.

Tolling Provisions

The bill makes a number of changes related to express lane provisions, starting with replacing all references to “state agencies” with “public authorities” in recognition that many toll roads are operated by entities other than the state. The bill retains the strict performance standard that requires facilities maintain a minimum average operating speed of 45 miles per hour during the morning or evening peak hour periods 90 percent of the time over a consecutive 180-day period, but provides a formal process for a state to seek a waiver from sanctions if such waiver is in the best interest of the traveling public and the public authority is meeting all conditions in a plan to improve performance.

In the event that a facility is failing the performance standard, the bill requires the public authority to submit a plan to the DOT Secretary within 180 days, and requires the Secretary to provide written notice within 60 days as to whether or not the plan will be approved or disapproved. Annual updates must be provided regarding steps taken to bring the facility into compliance with federal standards

until the facility is no longer considered “degraded.” The bill also adds new provision requiring that for any express lane on the Interstate System, the public authority consult with the MPO concerning the placement and amount of tolls on the facility.

Finally, the bill revises the Interstate System Reconstruction and Rehabilitation Pilot Program — established in 1998 by the Transportation Equity Act for the 21st Century (TEA 21), the only program that allows tolling of existing free lanes — to open it up to three more states by establishing a deadline by which states with provisionally approved applications must complete their environmental review and execute a toll agreement with the DOT Secretary. The program is limited to three projects on the Interstate system in three separate states, but those states with preliminary approval (Virginia, Missouri and North Carolina) have not moved forward with their projects.

Electric Vehicles

The Fast Act requires the DOT Secretary to designate national electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling corridors that identify the near and long term need for and location of charging and fueling infrastructure at strategic locations along major national highways to improve the mobility of passenger and commercial vehicles using these technologies. The bill requires the DOT Secretary to solicit nominations from state and local officials, incorporate existing corridors designated by a state or group of states and consider demand for and location of existing charging and alternative fuel fueling stations and infrastructure. The bill requires the corridors to be updated at least every 5 years.

Intelligent Transportation Systems

In recognition of the important role that technology plays in addressing our transportation challenges, the FAST Act includes a separate “Innovation” title, referred to as the “Transportation for Tomorrow” act within the bill. Comprised of 28 different sections, the key highlights include:

- A new Technology and Innovation Deployment Program, funded at \$68 million per year, to accelerate the deployment of new technology and innovations and analyze Federal, State, and local cost savings, project delivery time improvements, reduced fatalities, and congestion impacts.
- A new Advanced Transportation and Congestion Management Technologies Deployment Program, funded at \$60 million per year, to provide competitive grants to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The program receives estimated to fund between 5 - 10 grants per year will be awarded to deploy a wide array of ITS and technology strategies to reduce congestion, improve safety, improve access and mobility and for other purposes
- New eligibility for installation of vehicle-to-infrastructure (V2I) communication equipment within all major highway formula programs.

Funding Authorizations Under the Conference Agreement on H.R. 22, the FAST Act

DRAFT Subject to Later Revision. Millions of Dollars of Budget Authority.

Bill Section	Program		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-year
Federal Highway Administration									
1101(a)(1)	Federal-Aid Highway Program (Formulas)	HTF CA	37,798.0	39,727.5	40,547.8	41,424.0	42,358.9	43,373.3	207,431.5
	National Highway Performance Program		21,908.2	22,332.3	22,827.9	23,262.0	23,741.4	24,235.6	116,399.1
	Surface Transportation Block Grant Program		10,077.1	11,162.6	11,424.4	11,667.8	11,876.3	12,137.0	58,268.1
	Highway Safety Improvement Program		2,192.4	2,225.6	2,275.1	2,317.8	2,359.6	2,407.4	11,585.4
	Railway-Highway Grade Crossings		220.0	225.0	230.0	235.0	240.0	245.0	1,175.0
	Congestion Mitigation & Air Quality Program		2,266.9	2,309.1	2,360.3	2,405.2	2,449.2	2,499.0	12,022.7
	Metropolitan Planning Program		313.6	329.3	336.9	343.0	350.4	358.5	1,718.1
	National Highway Freight Program		0.0	1,140.2	1,090.7	1,189.8	1,338.5	1,487.3	6,246.5
	Transportation Alternatives/STBGP Set-Aside		819.9	835.0	835.0	850.0	850.0	850.0	4,220.0
1418	SAFETEA-LU Legacy Allocated Safety Programs		0.0	3.5	3.5	3.5	3.5	3.5	17.5
1101(a)(2)	Transp. Infra. Finance & Innovation Prog.	HTF CA	1,000.0	275.0	275.0	285.0	300.0	300.0	1,435.0
1101(a)(3)(A)	Tribal Transportation Program	HTF CA	450.0	465.0	475.0	485.0	495.0	505.0	2,425.0
1101(a)(3)(B)	Federal Lands Transportation Program	HTF CA	300.0	335.0	345.0	355.0	365.0	375.0	1,775.0
	FLTP: National Park Service			268.0	276.0	284.0	292.0	300.0	1,420.0
	FLTP: Fish and Wildlife Service			30.0	30.0	30.0	30.0	30.0	150.0
	FLTP: Forest Service			15.0	16.0	17.0	18.0	19.0	85.0
1101(a)(3)(C)	Federal Lands Access Program	HTF CA	250.0	250.0	255.0	260.0	265.0	270.0	1,300.0
1101(a)(4)	Territorial and Puerto Rico Highways	HTF CA	190.0	200.0	200.0	200.0	200.0	200.0	1,000.0
1115	Puerto Rico Set-Aside		150.0	158.0	158.0	158.0	158.0	158.0	790.0
1115	Territories Set-Aside		40.0	42.0	42.0	42.0	42.0	42.0	210.0
1101(a)(5)	Nat. Signif. Freight & Highway Projects	HTF CA	0.0	800.0	850.0	900.0	950.0	1,000.0	4,500.0
1104(a)	Administrative Expenses	HTF CA	440.0	453.0	459.8	466.7	473.7	480.8	2,334.0
1110	Highway Use Tax Evasion Set-Aside		10.0	4.0	4.0	4.0	4.0	4.0	20.0
	SAFETEA-LU Legacy Allocated Safety Programs		3.0	Transferred to set-aside from FAHP formula programs above					
23USC\$140	On-the-job training		10.0	10.0	10.0	10.0	10.0	10.0	50.0
23USC\$140	DBE training		10.0	10.0	10.0	10.0	10.0	10.0	50.0
1112	Ferry Boats and Facilities	HTF CA	67.0	80.0	80.0	80.0	80.0	80.0	400.0
1123	Fed./Tribal Nat. Signif. Projects	GF Auth.	0.0	100.0	100.0	100.0	100.0	100.0	500.0
1438	Rescission Effective July 1, 2020	HTF CA	0.0	0.0	0.0	0.0	0.0	-7,569.0	-7,569.0
1441	Regional Infra. Accelerator Demo	GF Auth.	0.0	12.0	0.0	0.0	0.0	0.0	12.0
6002(a)(1)	Highway R&D Program	HTF CA	115.0	125.0	125.0	125.0	125.0	125.0	625.0
6020	Surface Transpo. Funding Alternatives Studies		0.0	15.0	20.0	20.0	20.0	20.0	95.0
6021	Future Interstate Study		0.0	5.0	0.0	0.0	0.0	0.0	5.0
6028	Performance Management Data Support		0.0	10.0	10.0	10.0	10.0	10.0	50.0
6002(a)(2)	Tech. & Innov. Deployment	HTF CA	62.5	67.0	67.5	67.5	67.5	67.5	337.0
6002(a)(3)	Training and Education	HTF CA	24.0	24.0	24.0	24.0	24.0	24.0	120.0
6002(a)(4)	Intelligent Transpo. Systems	HTF CA	100.0	100.0	100.0	100.0	100.0	100.0	500.0
6002(a)(5)	University Transpo. Centers	HTF CA	72.5	72.5	75.0	75.0	77.5	77.5	377.5
6002(a)(6)	Bureau of Transpo. Statistics	HTF CA	26.0	26.0	26.0	26.0	26.0	26.0	130.0
23 USC §125	Emergency Relief (Statutory - Not In Bill)	HTF CA	100.0	100.0	100.0	100.0	100.0	100.0	500.0
Total FHWA Contract Authority (Gross)			40,995.0	43,100.0	44,005.1	44,973.2	46,007.6	47,104.1	225,190.0
Total FHWA Contract Authority (Net)			40,995.0	43,100.0	44,005.1	44,973.2	46,007.6	39,535.1	217,621.0
Total Gross FHWA Contract Authority Subject to Limitation			40,256.0	42,361.0	43,266.1	44,234.2	45,268.6	46,365.1	221,495.0
1102(a)	Highways Obligation Limitation		40,256.0	42,361.0	43,266.1	44,234.2	45,268.6	46,365.1	221,495.0
Federal Transit Administration									
3016	Formula and Bus Grants	HTF CA	8,595.0	9,347.6	9,534.7	9,733.4	9,939.4	10,150.3	48,705.4
5338(a)(2)(A)	Planning Programs (§5305)		128.8	130.7	133.4	136.2	139.1	142.0	681.5
5338(a)(2)(B)	Metropolitan Planning (20005(b))		10.0	10.0	10.0	10.0	10.0	10.0	50.0
5338(a)(2)(C)	Urbanized Area Formula Grants (§5307)		4,458.7	4,538.9	4,629.7	4,726.9	4,827.1	4,929.5	23,652.1
5338(a)(2)(D)	Elderly/Disabled (§5310)		258.3	262.9	268.2	273.8	279.6	285.6	1,370.2
5338(a)(2)(E)	Mobility of Seniors/Disabled (3006(b))		0.0	2.0	3.0	3.3	3.5	3.5	15.3
5338(a)(2)(F)	Rural Formula Grants (§5311)		607.8	620.0	632.4	645.6	659.3	673.3	3,230.6
5338(a)(2)(G)	R&D Demo. & Deployment (§5312)		0.0	28.0	28.0	28.0	28.0	28.0	140.0
5338(a)(2)(H)	Technical Assistance/Standards (§5314)		0.0	4.0	4.0	4.0	4.0	4.0	20.0
5338(a)(2)(I)	National Transit Institute (§5322(d))		5.0	5.0	5.0	5.0	5.0	5.0	25.0
5338(a)(2)(J)	Bus Testing Facility (§5318)		3.0	3.0	3.0	3.0	3.0	3.0	15.0
5338(a)(2)(K)	National Transit Database (§5335)		3.9	4.0	4.0	4.0	4.0	4.0	20.0
5338(a)(2)(L)	State of Good Repair (§5337)		2,165.9	2,507.0	2,549.7	2,593.7	2,638.4	2,683.8	12,972.5
5338(a)(2)(M)	Bus and Bus Facility Formula (§5339(a))		427.8	427.8	436.4	445.5	455.0	464.6	2,229.2
5338(a)(2)(N)	Bus and Bus Facility Discretionary (§5339(c))		0.0	268.0	283.6	301.5	322.1	344.0	1,519.2
5338(a)(2)(O)	Fast Growth/High Density (§5340)		525.9	536.3	544.4	552.8	561.3	570.0	2,764.8
3016	R&D, Demonstration & Deployment	GF Auth.	70.0	20.0	20.0	20.0	20.0	20.0	100.0
3016	Technical Assistance and Training	GF Auth.	7.0	5.0	5.0	5.0	5.0	5.0	25.0

Funding Authorizations Under the Conference Agreement on H.R. 22, the FAST Act

DRAFT Subject to Later Revision. Millions of Dollars of Budget Authority.

Bill Section	Program		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-year
3016	Capital Investment Grants	GFAuth.	1,907.0	2,301.8	2,301.8	2,301.8	2,301.8	2,301.8	11,508.9
3016	Administration	GF Auth.	110.0	115.0	115.0	115.0	115.0	115.0	575.1
3028	Positive Train Control Grants	HTF CA	0.0	0.0	199.0	0.0	0.0	0.0	199.0
Total FTA Contract Authority			8,595.0	9,347.6	9,733.7	9,733.4	9,939.4	10,150.3	48,904.4
Total FTA General Fund Authorizations			2,094.0	2,441.8	2,441.8	2,441.8	2,441.8	2,441.8	12,209.0
3018	Obligation Limitation		8,595.0	9,347.6	9,534.7	9,733.4	9,939.4	10,150.3	48,705.4
National Highway Traffic Safety Administration (Highway Safety)									
4001(a)(1)	Highway Safety Programs (\$402)	HTF CA	235.0	243.5	252.3	261.2	270.4	279.8	1,307.2
4001(a)(2)	Highway Safety R&D (\$403)	HTF CA	113.5	137.8	140.7	143.7	146.7	149.8	718.7
4001(a)(3)	National Priority Safety Programs (\$405)	HTF CA	272.0	274.7	277.5	280.2	283.0	285.9	1,401.3
4001(a)(4)	National Driver Register (chapter 309)	HTF CA	5.0	5.2	5.2	5.3	5.4	5.5	26.6
4001(a)(5)	High-Visibility Enforcement (\$404)	HTF CA	29.0	29.3	29.5	29.9	30.2	30.5	149.4
4001(a)(6)	Administrative Expenses	HTF CA	25.5	25.8	26.1	26.3	26.6	26.8	131.7
Total NHTSA Contract Authority			680.0	716.3	731.3	746.6	762.3	778.3	3,734.9
Federal Motor Carrier Safety Administration									
5101(c)	Motor Carrier Safety Assistance Program	HTF CA		0.0	292.6	298.9	304.3	308.7	1,204.5
5101(c)	High Priority Activities	HTF CA		0.0	42.2	43.1	44.0	44.9	174.2
5101(c)	CMV Operations Grant Program	HTF CA		0.0	1.0	1.0	1.0	1.0	4.0
5101(c)	CDL Program Implementation Program	HTF CA		0.0	31.2	31.8	32.5	33.2	128.7
5103(a)	Administrative Expenses	HTF CA	259.0	267.4	277.2	283.0	284.0	288.0	1,399.6
5105(a)	Extension of Existing MCSAP	HTF CA	218.0	218.0	0.0	0.0	0.0	0.0	218.0
5105(b)	Extension of Existing Grants	HTF CA	95.0	95.0	0.0	0.0	0.0	0.0	95.0
Total FMCSA Contract Authority			572.0	580.4	644.2	657.8	665.8	675.8	3,224.0
TOTAL HIGHWAY TRUST FUND CONTRACT AUTHORITY (GROSS)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	58,708.6	281,053.3
TOTAL HIGHWAY TRUST FUND CONTRACT AUTHORITY (NET)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	51,139.6	273,484.3
TOTAL OB. LIMITS PLUS EXEMPT OBLIGATIONS			50,842.0	53,744.3	54,915.3	56,111.0	57,375.1	58,708.6	280,854.3
Pipeline and Hazardous Materials Safety Administration									
7101	Hazardous Materials Transportation	GF Auth.	42.8	53.0	55.0	57.0	58.0	60.0	283.0
7101	Emergency Preparedness Fund	EPF Auth.	23.8	23.8	23.8	23.8	23.8	23.8	118.8
7101	HazMat Training Grants	EPF Auth.	4.0	4.0	4.0	4.0	4.0	4.0	20.0
Total PHMSA Authorizations			70.5	80.8	82.8	84.8	85.8	87.8	421.8
Federal Railroad Administration									
11101(a)	Amtrak Grants - Northeast Corridor	GF Auth.		450.0	474.0	515.0	557.0	600.0	2,596.0
11101(g)	Set-Aside: NEC Commission			5.0	5.0	5.0	5.0	5.0	25.0
11101(b)	Amtrak Grants - National Network	GF Auth.		1,000.0	1,026.0	1,085.0	1,143.0	1,200.0	5,454.0
11101(f)	Set-Aside: State-Supported Route Cmte.			2.0	2.0	2.0	2.0	2.0	10.0
<i>Subtotal, Amtrak Grants vs. FY 2015 Appropriation</i>			<i>1,390.0</i>	<i>1,450.0</i>	<i>1,500.0</i>	<i>1,600.0</i>	<i>1,700.0</i>	<i>1,800.0</i>	<i>8,050.0</i>
11102	Consolidated Rail Grants (\$11301)	GF Auth.		98.0	190.0	230.0	255.0	330.0	1,103.0
11103	Good Repair Partnership Grants (\$11302)	GF Auth.		82.0	140.0	175.0	300.0	300.0	997.0
11104	Restoration/Enhancement Grants (\$11303)	GF Auth.		20.0	20.0	20.0	20.0	20.0	100.0
11105	Amtrak Inspector General	GF Auth.		20.0	20.5	21.0	21.5	22.0	105.0
Total FRA Authorizations				1,670.0	1,870.5	2,046.0	2,296.5	2,472.0	10,355.0
National Highway Traffic Safety Administration (Vehicle Safety)									
24101(a)	Vehicle Safety Activities	GF Auth.		132.7	135.5	138.4	141.3	144.2	692.1
24101(b)	Extra VSA Auth. If OIG Recs. Implemented	GF Auth.		46.3	51.5	57.3	63.0	69.8	287.9
Total NHTSA General Fund Authorizations				179.0	187.1	195.7	204.3	214.1	980.1
TOTAL U.S. DEPARTMENT OF TRANSPORTATION FUNDING AUTHORIZATIONS									
Highway Trust Fund Contract Authority (Gross)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	58,708.6	281,053.3
Rescission of Highway C.A. on July 1, 2020								-7,569.0	-7,569.0
Highway Trust Fund Contract Authority (Net)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	51,139.6	273,484.3
General Fund Authorizations Subject to Appropriation			2,136.8	4,455.8	4,654.4	4,840.5	5,100.6	5,287.9	24,339.1
Emergency Preparedness Fund Authorizations			27.8	27.8	27.8	27.8	27.8	27.8	138.8
TOTAL GROSS FUNDING AUTHORIZATIONS FOR USDOT			53,006.5	58,227.9	59,796.4	60,979.2	62,503.4	64,024.2	305,531.1

Source: Eno Center for Transportation

SUMMARY OF ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)
(before post-apportionment set-asides; before penalties; before sequestration)

State	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Set-aside	STBGP set-aside: Recreational Trails Program	Highway Safety Improvement Program ¹	Railway-Highway Crossings Program	CMAQ Program	Metropolitan Planning	National Freight Program	Apportioned Total
Alabama	2,376,361,706	1,097,004,461	78,896,756	8,748,935	236,195,156	24,330,066	59,168,350	15,967,692	121,553,595	4,018,226,717
Alaska	1,503,781,098	718,552,415	26,037,733	7,639,610	158,980,298	5,875,000	142,730,532	11,775,386	80,297,146	2,655,669,218
Arizona	2,147,423,362	988,132,635	78,276,298	9,674,315	221,178,085	14,232,640	269,067,379	30,388,778	116,757,939	3,875,131,431
Arkansas	1,607,942,773	745,575,898	49,066,419	7,469,845	156,208,950	20,071,508	63,867,523	8,922,553	83,012,548	2,742,138,017
California	10,032,529,736	4,680,460,102	348,533,054	28,780,945	1,017,592,522	82,135,958	2,406,968,478	259,831,965	582,360,087	19,439,192,847
Colorado	1,551,723,500	717,263,564	53,082,555	7,958,260	153,203,318	16,901,928	219,373,417	27,465,980	85,169,004	2,832,141,526
Connecticut	1,443,708,482	679,950,379	39,938,814	4,811,080	151,404,555	6,858,117	229,462,021	23,967,260	80,053,845	2,660,154,553
Delaware	496,202,821	229,975,469	14,156,949	4,528,400	48,521,072	5,875,000	60,484,623	9,253,879	26,924,907	895,923,120
Dist. of Col.	470,709,734	219,454,356	12,195,967	4,125,490	45,726,707	5,875,000	52,393,838	9,217,352	25,381,753	845,080,197
Florida	5,941,963,917	2,705,025,195	243,828,684	13,012,660	606,260,363	45,169,660	70,524,881	107,524,898	301,452,866	10,034,763,124
Georgia	3,875,854,455	1,768,517,600	161,444,393	8,700,685	382,921,031	41,978,401	352,419,474	40,348,671	206,462,334	6,838,647,044
Hawaii	500,535,140	231,913,045	13,935,211	4,802,320	48,996,506	5,875,000	53,726,281	9,082,235	26,926,286	895,792,024
Idaho	866,282,379	404,714,029	19,728,220	8,552,800	85,528,204	9,440,855	66,459,820	8,408,240	45,751,097	1,514,865,644
Illinois	4,123,876,556	1,920,627,025	140,251,892	7,626,485	397,169,878	54,903,394	571,015,544	88,612,583	225,960,873	7,530,044,230
Indiana	2,871,811,259	1,320,397,663	109,577,683	6,008,545	275,857,166	38,973,030	244,368,633	27,181,674	152,440,729	5,046,616,382
Iowa	1,526,483,408	708,028,829	46,567,136	6,874,085	139,482,074	27,867,925	58,583,584	10,300,997	78,741,326	2,602,929,364
Kansas	1,169,655,487	529,893,154	46,815,208	6,921,250	96,395,244	31,834,886	49,356,983	10,115,488	60,478,139	2,001,465,839
Kentucky	2,069,399,597	964,860,478	60,095,307	7,121,975	207,763,160	19,107,932	71,052,946	13,155,793	106,478,496	3,519,035,684
Louisiana	2,190,747,622	1,031,006,011	53,818,117	7,588,215	218,848,636	21,326,525	59,367,620	22,326,957	112,213,621	3,717,243,324
Maine	549,831,819	257,810,653	10,167,646	7,213,705	53,693,191	6,582,903	53,406,737	9,566,644	29,398,243	977,671,541
Maryland	1,720,287,778	801,532,358	56,680,701	5,618,100	176,329,080	12,252,028	278,496,367	36,012,403	95,552,765	3,182,761,580
Massachusetts	1,702,044,620	795,871,003	54,408,841	5,933,645	173,661,471	12,915,481	328,935,103	46,682,210	96,251,660	3,216,704,034
Michigan	3,086,113,481	1,410,826,586	121,535,796	14,269,775	298,166,762	40,147,155	383,836,647	53,778,384	167,704,024	5,576,378,610
Minnesota	1,962,199,235	895,343,991	73,853,714	12,080,240	183,424,213	31,686,920	167,142,445	23,745,210	104,162,389	3,453,638,357
Mississippi	1,502,678,157	694,934,335	47,833,049	6,809,620	146,668,877	18,071,378	58,188,668	8,831,084	77,530,046	2,561,545,214
Missouri	2,930,021,224	1,361,232,668	92,464,802	8,316,995	291,937,491	29,282,725	122,254,691	26,993,513	151,454,999	5,013,959,108
Montana	1,255,899,859	596,885,189	22,292,144	8,033,525	127,751,982	9,931,647	77,214,136	9,336,478	65,714,307	2,173,059,267
Nebraska	884,154,786	406,738,554	28,754,988	6,086,935	77,788,335	19,141,020	53,359,463	8,607,293	46,230,825	1,530,862,199
Nevada	1,041,993,321	490,970,097	25,364,784	6,789,750	108,350,519	5,875,000	168,924,348	17,047,817	57,884,877	1,923,200,513
New Hampshire	488,611,388	225,027,009	13,327,163	6,339,720	47,689,319	5,875,000	53,676,922	8,209,724	26,324,334	875,080,579
New Jersey	2,806,132,562	1,319,668,095	85,477,526	6,133,785	288,160,588	19,446,681	539,887,810	64,650,906	158,611,189	5,288,169,142
New Mexico	1,130,385,201	526,604,737	30,524,463	7,149,155	115,497,479	8,426,741	59,194,902	8,358,885	58,816,373	1,944,957,936
New York	4,677,462,506	2,207,697,185	135,421,899	11,022,780	480,086,376	32,650,619	950,148,294	129,690,662	265,994,763	8,890,175,084
North Carolina	3,144,133,283	1,452,032,821	112,020,820	8,067,800	310,584,885	34,099,450	265,823,391	30,207,918	166,840,945	5,523,811,313
North Dakota	753,047,236	354,251,121	16,441,719	5,659,405	62,844,994	19,710,413	54,564,460	8,719,304	39,667,849	1,314,906,501
Ohio	3,928,985,930	1,824,957,754	135,726,256	8,359,255	385,043,377	45,670,089	496,650,436	60,159,150	213,763,215	7,099,315,462
Oklahoma	1,979,115,272	913,387,352	64,578,848	8,935,415	189,178,013	27,795,502	60,969,525	13,427,750	101,609,004	3,358,996,681
Oregon	1,521,199,507	713,261,770	38,737,565	8,050,765	151,414,631	15,352,693	100,622,605	18,798,716	79,823,401	2,647,261,653
Pennsylvania	4,855,148,248	2,289,554,983	131,796,500	9,956,330	497,738,628	34,510,276	542,002,878	67,361,097	261,852,454	8,689,921,394
Rhode Island	658,302,206	312,863,154	12,014,144	4,325,170	66,293,092	5,875,000	54,097,893	9,644,009	34,882,187	1,158,296,855
South Carolina	2,086,003,038	959,077,862	75,208,107	6,056,100	206,278,685	22,412,713	67,942,582	16,357,904	107,214,664	3,546,551,655
South Dakota	854,802,691	399,820,770	21,723,862	5,685,965	81,332,795	12,377,837	63,623,418	9,177,110	45,082,063	1,493,626,511
Tennessee	2,561,993,534	1,185,914,351	86,342,787	8,203,065	255,862,973	25,004,299	192,121,822	24,964,842	135,164,833	4,475,572,506
Texas	10,405,747,969	4,796,861,080	386,229,769	19,974,110	1,045,444,157	95,314,806	853,873,808	127,107,637	551,341,597	18,281,894,933
Utah	1,056,323,551	494,290,615	25,699,346	7,809,260	107,518,924	8,284,541	67,009,421	16,828,893	55,337,562	1,839,102,113
Vermont	602,560,063	285,462,690	11,059,348	5,140,050	60,181,283	5,875,000	61,440,092	10,886,721	32,310,882	1,074,916,129
Virginia	3,045,494,695	1,410,966,389	105,090,102	7,635,805	310,093,080	23,775,236	284,843,416	39,262,078	162,484,018	5,389,644,819
Washington	2,020,299,085	946,763,254	54,926,192	9,431,350	199,880,956	21,597,324	191,656,459	38,026,024	107,873,727	3,590,454,371
West Virginia	1,343,440,590	634,976,638	29,170,897	6,555,375	136,815,682	10,465,627	74,286,181	8,840,081	70,028,323	2,314,579,394
Wisconsin	2,298,754,936	1,050,636,233	86,723,415	10,838,770	221,924,721	30,086,071	142,099,729	23,743,184	120,305,648	3,985,112,707
Wyoming	778,983,972	370,509,324	11,356,411	7,372,380	79,524,025	5,875,000	54,045,958	8,210,346	40,957,220	1,356,834,636
Apportioned Total	116,399,144,775	54,048,082,929	3,799,200,000	420,800,000	11,585,393,509	1,175,000,000	12,022,732,534	1,717,082,358	6,246,586,977	207,414,023,082

¹ Reflects \$3,500,000 takedown for safety-related programs for each fiscal year.

ESTIMATED FTA APPORTIONMENTS/ALLOCATIONS BY STATE PER YEAR

	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
State	State Total	State Total	State Total	State Total	State Total	State Total
Alabama.....	\$ 52,838,746	\$ 53,895,400	\$ 54,882,913	\$ 55,938,294	\$ 56,975,799	\$ 58,082,843
Alaska.....	\$ 44,509,181	\$ 51,625,429	\$ 52,586,431	\$ 53,606,720	\$ 54,555,033	\$ 55,609,594
American Samoa.....	\$ 825,834	\$ 830,951	\$ 838,295	\$ 846,118	\$ 854,176	\$ 862,408
Arizona.....	\$ 107,526,627	\$ 109,929,569	\$ 112,124,626	\$ 114,481,119	\$ 117,005,463	\$ 119,470,089
Arkansas.....	\$ 30,744,551	\$ 31,650,538	\$ 32,281,902	\$ 32,956,660	\$ 33,585,909	\$ 34,292,591
California.....	\$ 1,253,984,980	\$ 1,317,468,210	\$ 1,343,523,066	\$1,371,406,841	\$1,399,901,100	\$ 1,428,800,364
Colorado.....	\$ 111,531,891	\$ 114,618,713	\$ 116,920,877	\$ 119,391,655	\$ 122,239,166	\$ 124,818,533
Connecticut.....	\$ 157,663,159	\$ 166,747,877	\$ 169,453,629	\$ 172,171,163	\$ 175,543,758	\$ 178,524,502
Delaware.....	\$ 24,593,444	\$ 25,309,286	\$ 25,701,073	\$ 26,092,624	\$ 26,603,153	\$ 27,042,811
District of Columbia.....	\$ 168,198,179	\$ 199,737,485	\$ 203,238,336	\$ 206,883,698	\$ 210,465,763	\$ 214,222,831
Florida.....	\$ 360,848,078	\$ 370,830,314	\$ 378,287,718	\$ 386,278,461	\$ 393,569,020	\$ 401,881,816
Georgia.....	\$ 174,055,051	\$ 183,012,059	\$ 186,581,763	\$ 190,380,254	\$ 194,509,592	\$ 198,474,317
Guam.....	\$ 1,353,130	\$ 1,366,494	\$ 1,385,726	\$ 1,406,210	\$ 1,427,308	\$ 1,448,864
Hawaii.....	\$ 41,053,996	\$ 42,177,804	\$ 43,033,630	\$ 43,960,581	\$ 45,307,477	\$ 46,277,457
Idaho.....	\$ 23,242,376	\$ 24,198,622	\$ 24,647,159	\$ 25,127,247	\$ 25,567,579	\$ 26,069,692
Illinois.....	\$ 537,023,178	\$ 574,434,635	\$ 585,480,846	\$ 597,240,902	\$ 609,101,428	\$ 621,263,354
Indiana.....	\$ 87,621,924	\$ 89,514,098	\$ 91,340,644	\$ 93,302,797	\$ 95,799,196	\$ 97,858,794
Iowa.....	\$ 38,625,980	\$ 39,618,960	\$ 40,423,483	\$ 41,287,628	\$ 42,829,880	\$ 43,747,990
Kansas.....	\$ 34,721,200	\$ 35,647,051	\$ 36,359,895	\$ 37,123,575	\$ 38,031,055	\$ 38,833,884
Kentucky.....	\$ 51,536,663	\$ 52,622,836	\$ 53,664,547	\$ 54,781,805	\$ 55,940,231	\$ 57,109,859
Louisiana.....	\$ 59,629,607	\$ 61,355,354	\$ 62,580,348	\$ 63,890,686	\$ 65,058,832	\$ 66,425,793
Maine.....	\$ 30,348,165	\$ 32,222,947	\$ 32,840,133	\$ 33,500,527	\$ 34,314,921	\$ 35,003,493
Maryland.....	\$ 230,324,429	\$ 240,125,310	\$ 244,171,732	\$ 248,283,480	\$ 252,138,184	\$ 256,597,797
Massachusetts.....	\$ 339,311,761	\$ 359,729,860	\$ 365,677,024	\$ 371,687,458	\$ 377,572,975	\$ 384,082,886
Michigan.....	\$ 131,602,215	\$ 133,673,157	\$ 136,425,114	\$ 139,382,241	\$ 142,597,929	\$ 145,691,410
Minnesota.....	\$ 101,583,605	\$ 106,375,143	\$ 108,481,379	\$ 110,741,154	\$ 113,535,596	\$ 115,897,694
Mississippi.....	\$ 28,244,679	\$ 29,251,670	\$ 29,815,340	\$ 30,417,129	\$ 31,135,281	\$ 31,769,726
Missouri.....	\$ 94,320,943	\$ 97,989,234	\$ 99,942,315	\$ 102,028,634	\$ 104,260,944	\$ 106,439,219
Montana.....	\$ 19,129,871	\$ 20,189,160	\$ 20,547,538	\$ 20,930,711	\$ 21,513,897	\$ 21,920,038
N. Mariana Islands.....	\$ 811,990	\$ 816,885	\$ 823,922	\$ 831,416	\$ 839,135	\$ 847,021
Nebraska.....	\$ 23,591,337	\$ 24,436,766	\$ 24,902,865	\$ 25,401,365	\$ 25,867,517	\$ 26,389,450
Nevada.....	\$ 57,172,866	\$ 58,568,600	\$ 59,745,130	\$ 61,010,636	\$ 62,094,164	\$ 63,408,583
New Hampshire.....	\$ 15,671,744	\$ 16,348,701	\$ 16,655,446	\$ 16,984,448	\$ 17,279,946	\$ 17,623,298
New Jersey.....	\$ 573,263,437	\$ 600,206,411	\$ 610,554,099	\$ 621,157,490	\$ 630,788,783	\$ 642,180,359
New Mexico.....	\$ 43,810,139	\$ 45,479,144	\$ 46,375,940	\$ 47,339,618	\$ 48,338,006	\$ 49,341,315
New York.....	\$ 1,342,157,884	\$ 1,444,263,279	\$ 1,470,596,038	\$1,498,180,729	\$1,523,909,156	\$ 1,552,716,390
North Carolina.....	\$ 114,759,873	\$ 116,782,034	\$ 119,136,874	\$ 121,659,719	\$ 124,046,200	\$ 126,683,975
North Dakota.....	\$ 13,689,174	\$ 14,500,492	\$ 14,754,249	\$ 15,025,978	\$ 15,536,147	\$ 15,826,002
Ohio.....	\$ 174,852,836	\$ 179,927,728	\$ 183,526,137	\$ 187,376,240	\$ 190,956,911	\$ 194,964,166
Oklahoma.....	\$ 47,171,865	\$ 49,690,521	\$ 50,502,207	\$ 51,368,977	\$ 52,170,951	\$ 53,079,553
Oregon.....	\$ 93,960,863	\$ 98,155,574	\$ 100,089,189	\$ 102,160,155	\$ 104,230,003	\$ 106,381,040
Pennsylvania.....	\$ 387,365,825	\$ 413,084,498	\$ 420,935,822	\$ 429,280,566	\$ 438,670,071	\$ 447,340,760
Puerto Rico.....	\$ 67,260,623	\$ 68,960,340	\$ 70,403,091	\$ 71,970,086	\$ 74,078,304	\$ 75,705,729
Rhode Island.....	\$ 36,370,777	\$ 37,669,483	\$ 38,224,248	\$ 38,764,678	\$ 39,263,151	\$ 39,875,752
South Carolina.....	\$ 46,830,050	\$ 47,871,638	\$ 48,819,578	\$ 49,830,587	\$ 50,819,486	\$ 51,881,824
South Dakota.....	\$ 15,500,616	\$ 16,615,357	\$ 16,877,303	\$ 17,157,454	\$ 17,499,311	\$ 17,794,271
Tennessee.....	\$ 85,414,174	\$ 87,455,463	\$ 89,210,411	\$ 91,091,850	\$ 92,833,519	\$ 94,795,606
Texas.....	\$ 415,592,412	\$ 418,547,079	\$ 427,069,295	\$ 436,204,251	\$ 444,293,604	\$ 453,806,215
Utah.....	\$ 70,692,671	\$ 72,409,921	\$ 73,855,775	\$ 75,411,205	\$ 76,951,916	\$ 78,567,470
Vermont.....	\$ 8,370,585	\$ 8,993,579	\$ 9,149,649	\$ 9,316,920	\$ 9,830,307	\$ 10,013,037
Virgin Islands.....	\$ 1,843,783	\$ 1,858,440	\$ 1,887,738	\$ 1,919,754	\$ 1,946,186	\$ 1,979,038
Virginia.....	\$ 161,234,228	\$ 164,111,816	\$ 167,491,647	\$ 171,144,995	\$ 175,630,030	\$ 179,443,568
Washington.....	\$ 231,768,948	\$ 244,940,420	\$ 249,771,733	\$ 254,951,297	\$ 261,144,863	\$ 266,532,075
West Virginia.....	\$ 24,824,408	\$ 25,763,816	\$ 26,230,110	\$ 26,729,734	\$ 27,796,756	\$ 28,331,742
Wisconsin.....	\$ 80,216,787	\$ 82,142,223	\$ 83,785,699	\$ 85,552,786	\$ 88,028,303	\$ 89,887,719
Wyoming.....	\$ 10,937,600	\$ 11,597,917	\$ 11,808,489	\$ 12,033,228	\$ 12,253,695	\$ 12,489,441
Source: Federal Transit Administration courtesy of Fno Center for Transportation						

Preliminary Estimate of Bay Area Formula Funding from FAST Act, H.R. 22

(Dollars in millions)

Item 4a
Attachment 3

Highway Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
STP	\$ 71	\$ 85	\$ 89	\$ 93	\$ 96	\$ 100
CMAQ	\$ 72	\$ 71	\$ 73	\$ 74	\$ 76	\$ 77
Subtotal STP/CMAQ	\$ 143	\$ 156	\$ 162	\$ 167	\$ 177	\$ 179
TAP	\$ 5	\$ 6	\$ 6	\$ 6	\$ 6	\$ 6
Grand Total	\$ 148	\$ 162	\$ 168	\$ 173	\$ 183	\$ 185
Change from FY 2015	--	\$ 14	\$ 20	\$ 25	\$ 35	\$ 37

5-Year Total	Increase over OBAG (5 Year)
FY 2016-2020	
\$ 463	\$ 39
\$ 371	\$ 30
\$ 834	\$ 69
\$ 30	--
\$ 864	--
\$ 130	

Transit Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Urbanized Area 5307 (inc. 5340)	\$ 208	\$ 212	\$ 216	\$ 221	\$ 225	\$ 230
State of Good Repair (5337)	\$ 171	\$ 198	\$ 202	\$ 205	\$ 209	\$ 212
Bus Formula (5339)	\$ 13	\$ 12	\$ 12	\$ 13	\$ 13	\$ 13
Subtotal Transit Capital Program Funds	\$ 393	\$ 423	\$ 431	\$ 439	\$ 447	\$ 456
Seniors & Disabled (large UAs)	\$ 4	\$ 4	\$ 4	\$ 5	\$ 5	\$ 5
Non-Urbanized Area (inc. 5340)	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2
Total	\$ 399	\$ 429	\$ 437	\$ 445	\$ 454	\$ 462
Change from FY 2015	--	\$ 30	\$ 38	\$ 46	\$ 55	\$ 64

5-Year Total	Increase over Transit Capital Program (3 Year)
FY 2016-2020	
1,105	\$ 10
1,027	\$ 80
64	\$ 3
2,588	87
23	--
8	--
2,620	--
\$ 233	

This page intentionally left blank



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 4, 2016

SUBJECT: 2016 Alameda Countywide Transportation Plan (CTP)

RECOMMENDATION: Approve performance measures for the 2016 Countywide Transportation Plan (CTP).

Summary

The Alameda Countywide Transportation Plan (CTP) is a long-range planning and policy document that guides future transportation policies and investments for all transportation modes and users in Alameda County. Alameda CTC proposes to use a performance-based evaluation process for the 2016 CTP, applying a series of performance measures to measure the performance of the CTP; and a technical process that will evaluate the projects, programs, and plans to assess how they meet the adopted vision and goals. Staff seeks approval of the performance measures proposed for the 2016 CTP.

Background

The Alameda Countywide Transportation Plan (CTP), a long-range transportation planning and policy document for Alameda County's multimodal transportation system, is updated every four years; the existing CTP was adopted in 2012 and the 2016 update is currently underway. The 2016 CTP update process began in January 2015 and significant progress has been made to date. The call for projects to inform the 2016 CTP and Plan Bay Area 2040 was completed in July 2015 and the Commission reaffirmed the Vision and Goals from the 2012 CTP in July 2015. The project team screened the 332 applications that were received; and in October the Commission approved a final list of projects, programs, and plans for Plan Bay Area 2040, which was forwarded to the Metropolitan Transportation Commission on October 30, 2015.

This memorandum presents the background on the performance measurement approach proposed for the 2016 CTP, the list of performance measures, and a high-level technical approach that the 2016 CTP will apply for evaluation of the projects, programs and plans to assess how they meet the adopted vision and goals. Additionally, a series of outreach activities scheduled to collect community input into the CTP are detailed in the "Next Steps" section.

Performance-Based Planning for the 2016 CTP

The proposed performance-based evaluation process for the CTP differs from the more traditional process of selecting and applying performance measures through the travel demand model. Instead, it will be a culmination of the performance-based planning work currently underway for the three Countywide Modal Plans, the Multimodal Arterial Plan, the Transit Plan, and the Goods Movement Plan, along with a supplemental analysis for freeways, since the modal plans include limited analysis. Collectively, the modal plans do the following:

- a) set goals and objectives that align with the adopted vision and goals for the CTP;
- b) set performance measures;
- c) identify improvement needs by mode; and
- d) establish investment needs, policies, and strategies that align with the identified improvement needs for all modes.

In this new paradigm the CTP is the final step in establishing a countywide plan with financially constrained and vision components that align with the performance-based planning work completed by the modal plans. Table 1 presents the goals for the CTP and the three countywide modal plans. The attachments contain the proposed CTP performance measures. Attachment A documents their relationship to the 2012 CTP and the modal plan performance measures. Attachment B documents their relationship with the adopted 2016 CTP goals.

Additionally, the 2016 CTP will also include an analysis of equity in the transportation system. This analysis will allow Alameda CTC to understand major disparities in the quality of the transportation system which detrimentally impact historically disadvantaged demographic groups. The findings will enable Alameda CTC to target investments to programs and projects that can help reduce these disparities. The final CTP will use the equity analysis to identify improvements in the county, including fulfilling the need for updates to the Community Based Transportation Plans. More information on the equity analysis will be presented in early 2016.

Overview of Performance-Based Planning

To prepare for the identification of performance measures that provide a strong linkage with the 2016 CTP goals, the project team discussed performance-based planning and the role of performance measures in developing a CTP as follows.

As defined by the Federal Highway Administration (FHWA), "Performance-based planning is a data-driven, strategic approach, providing for public and stakeholder involvement and accountability, in order to make investment and policy decisions to attain desired performance outcomes for the multimodal transportation system."¹ The process includes the

¹ FHWA recently developed a guidebook on performance-based planning, titled "Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning," August 2014. FHWA-HEP-14-046, FHWA website, accessed 10/2/1: http://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/.

setting of a strategic direction ("where do we want to go?"), building on a foundation of data from monitoring and evaluation of system performance ("where are we now?"), followed by analysis of how the county will move toward achieving its goals through investments and policies ("how are we going to get there?").

In the context of the 2016 CTP in which financial resources are limited, performance-based planning is a way to objectively compare competing transportation investments. It also allows policies and goals to be expressed in quantifiable terms and creates an analytical framework to determine the degree to which the investment package meets the policies and goals. This approach is intended to lead to a more systematic and analytical selection process for investment priorities. It also allows for ongoing monitoring of investment performance to inform future decision-making and to enable adjustments to be made as necessary as the plan is updated every four years. Alameda County and the rest of the region have been increasingly moving toward a performance-based planning approach for the past decade.

In addition to the intended uses of performance-based planning concepts, it is equally important to note the realistic limits of these techniques in the context of the CTP. The data-driven, analytical nature of performance-based planning typically requires a relatively robust set of analytical tools and models. Developing and applying such tools takes time and requires a series of assumptions about background conditions. A countywide plan in a county as populous, diverse, and complex as Alameda County involves scores (if not hundreds) of investment decisions. It is not practical to comprehensively evaluate each individual transportation project or program to determine its individual contribution to achieving the plan's goals; the time and cost required would be prohibitive. Further, the effect of a particular project depends in part on assumptions about other projects and programs that might be implemented concurrently; often a suite of projects implemented in tandem produces synergies that have a greater impact than the single projects implemented separately. Therefore, the evaluation will be performed on a package of projects and programs.

Technical Evaluation Approach

As a next step, the project team will work on developing the detailed performance evaluation process using the approved measures. Generally, the 2016 CTP is expected to utilize two primary technical methods for performance evaluation: 1) geographic analysis using a geographic information system (GIS) server; and 2) modeling work using the Alameda County travel demand model. A complementing qualitative analysis will also be performed to interpret results and connect them to the CTP goals.

The project team will also prepare and analyze four model scenarios using the Alameda CTC travel demand model (a.m. peak period, p.m. peak period, and daily):

1. Current Baseline (2010)
2. Future Baseline (2040) – Current Baseline plus Committed Projects Only
3. CTP Financially Constrained (2040)

4. CTP Vision – CTP projects unconstrained by funding (2040)

The team will use a combination of the GIS server and the model outcomes to understand and document performance of the transportation system for the 2016 CTP.

Performance Measures for the 2016 CTP

Alameda CTC undertook performance-based planning for each mode separately in the Multimodal Arterial Plan, Transit Plan, and Goods Movement Plan.

The visions for the four countywide plans are as follows:

CTP: 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.

Multimodal Arterial Plan: Alameda County will have a network of efficient, safe and equitably accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, while maintaining local contexts.

Transit Plan: Create an efficient and effective transit network that enhances the economy and the environment and improves quality of life.

Goods Movement Plan: The Goods Movement system will be safe and efficient, provide seamless connections to international and domestic markets to enhance economic competitiveness, create jobs, and promote innovation while reducing environmental impacts and improving local communities' quality of life.

As visions for the modal plans are derived from and in line with the CTP's vision, the goals for the modal plans also align with the CTP goals as detailed in Table 1.

Table 1 Goals for the Countywide Transportation Plan and Countywide Modal Plans

CTP	Arterials Plan (MAP)	Transit	Goods Movement
<p><i>Our transportation system will be:</i></p> <p>Multimodal</p>	Multimodal: Based on local context and modal priorities, the arterial network will provide high-quality, well maintained and reliable facilities.	Increase transit mode share	Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.
Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies	Accessible and Equitable: The arterial network will provide access for people of all ages, abilities, incomes and geographies.	Improve access to work, education, services and recreation	Reduce environmental and community impacts from goods movement operations to create healthy communities and a clean environment, and improve quality of life for those communities most impacted by goods movement.
Integrated with land use patterns and local decision-making	Connected across the County and Region: Using typologies that are supportive of local land use, the arterial network will provide connections for all modes within the county and across the County and Region's network of streets, highways and transit, bicycle and pedestrian routes.	Improve access to work, education, services and recreation	Preserve and strengthen... (see above)
Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes	Connected across the County and Region... (see above)	Increase transit effectiveness (including effectiveness of inter-regional travel)	Preserve and strengthen... (see above)
Reliable and Efficient	Efficient Use of Resources: Investment in the arterial network will make efficient and effective use of resources.	Increase transit effectiveness... (see above)	Promote innovative technology strategies to improve the efficiency of the goods movement system. <i>Also see Healthy/Clean below</i>
Cost Effective	Efficient Use of Resources... (see above)	Increase cost efficiency	Provide safe, reliable, efficient and well-maintained goods movement facilities.
Well Maintained	Multimodal... (see above)	Achieve a state of good repair	Provide safe, reliable... (see above)
Safe	Safe, Healthy and Vibrant: The arterial network will be designed, built, and managed to reduce the incidence and severity of collisions, promote public health and help create vibrant local communities.	Achieve a state of good repair	Provide safe, reliable... (see above)
Supportive of a Healthy and Clean Environment	Safe, Healthy and Vibrant... (see above)	Reduce emissions	Reduce environmental and community impacts... (see above)

Performance Measures

Performance measures need to be nuanced and flexible enough to reflect changing and uncertain conditions in the real world, while at the same time being simple and reliable enough to be consistently evaluated with the data and tools available. In addition, they must be readily understood by stakeholders and decision-makers.

According to the FHWA guidebook, agencies with experience in developing and implementing performance-based plans typically recommend selecting no more than 10-15 performance measures; this number allows a balance between the desire to track many different transportation system characteristics that are important to different sets of users, while at the same time allowing the agency to calculate and monitor the measures within a reasonable level of resources.

In the context of the 2016 CTP, the countywide modal plans offered a good starting point for selecting performance measures. When taken together, the combined measures from these plans provide a comprehensive picture of the county's transportation system. Utilizing performance measures from each of the modal plans reinforces the importance of those plans and ensures that the 2016 CTP is reflective of those efforts. Considering that the vision and goals from the 2012 plan have been adopted for the 2016 plan, there is value in maintaining at least some of the performance measures used in the 2012 CTP. Additionally, evaluating the same performance measures would allow for tracking of progress on achieving the plan's goals over time.

The performance measures were selected using the following criteria:

- Can be analyzed using currently available data and tools
- Linked to the 2012 CTP and/or to one or more of the modal plans (Attachment A)
- Directly linked to one or more of the CTP goals (Attachment B)

Attachment B contains a list of potential performance measures and shows how those measures are linked to one of the modal plans and/or to the 2012 CTP. Attachment B shows, for that same list of measures, how each one is linked to one or more of the 2016 CTP goals. In most cases, a single performance measure speaks to multiple goals.

It is very important to keep in mind that the intended use of these performance measures is to compare the amount of change relative to the baseline condition, thus informing the stakeholders about the relative effects of each scenario to the baseline.

Next Steps

Upon Commission approval of the proposed performance measures, the project team will work on developing the detailed performance evaluation process using the approved measures.

As part of the outreach for the CTP, the Alameda CTC will hold four public workshops in January 2015 to gain input on priorities from the general community, as well as input on priorities and the equity analysis through a series of targeted focus groups. The workshop schedule is shown in Table 2 below. The focus groups will occur later in the spring and will be specially designed to get input from key population groups in Community-Based Transportation planning areas.

Table 2 2016 CTP Public Workshop Schedule

Date	Time	Location
Sunday, January 10	2:00 – 4:00 p.m.	Dublin Library, Community Room
Thursday, January 14	5:30 –7:30 p.m.	Alameda CTC, Suite 800
Saturday, January 23	10:00 am – 12:00 p.m.	Hayward City Hall Rotunda
Sunday, January 31	2:00 – 4:00 p.m.	Fremont Library, Fukaya Room A

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2016 CTP Performance Measures: Relationship to 2012 CTP and Modal Plans
- B. 2016 CTP Performance Measures: Relationship to 2016 CTP Goals

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

This page intentionally left blank

Performance Measure	Relationship
MEASURES OF TRAVEL EFFICIENCY	
Network congestion: Percent lane miles of congestion [and/or] Volume/Capacity on critical screenlines	<ul style="list-style-type: none"> • 2012 CTP • MAP: uses similar measure of congested speed and focuses on specific corridors • MAP: focuses on specific corridors and describes effect on transit reliability
Travel time: Travel time by mode (auto and transit)	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan: focuses on transit travel time on specific routes (For Auto Transit: Use total travel time per capita instead of 2012 metric) • Goods Movement Plan: uses measure of buffer time indices on freight routes (For Freight routes use 2012 metric: Avg. time per trip for am/pm peak)
Travel time reliability: Ratio of average peak to off-peak period travel time	<ul style="list-style-type: none"> • 2012 CTP for truck routes (use the O-D freight routes and average ratios) • MAP: Focuses on specific corridors and describes effect on transit reliability • Goods Movement Plan: focuses on specific freight corridors
MEASURES OF TRANSIT USE AND ACTIVE TRANSPORTATION	
Transit and active transportation mode share: Percent of trips made by non-auto modes	<ul style="list-style-type: none"> • 2012 CTP
Transit ridership: Daily transit passengers carried per transit revenue hour	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan (include all transit types in Transit Plan, rail, bus and ferry)
MEASURES OF TRANSPORTATION IMPACTS ON THE ENVIRONMENT	
Vehicle miles traveled: VMT per capita (which can also be used to estimate GHG and other emissions)	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan • Goods Movement Plan
Carbon emissions: GHGs	<ul style="list-style-type: none"> • 2012 CTP
Particulate emissions: PM (2.5)	<ul style="list-style-type: none"> • 2012 CTP

Performance Measure	Relationship
MEASURES TO IMPROVE THE ECONOMY, GOODS MOVEMENT, JOBS, AND ACCESS	
Employment accessibility: Number of jobs accessible by 30-minute drive or 45- minute transit trip (by sector, by traffic analysis zone)	<ul style="list-style-type: none"> • 2012 CTP: focuses on transit accessibility of low-income households • Transit Plan
Activity center accessibility: Households within 20-minute drive or 30-minute transit ride of activity centers, e.g. universities, government centers, jobs centers, health facilities (by income groupings, by traffic analysis zone)	<ul style="list-style-type: none"> • 2012 CTP: focuses on low-income households, • New Measure: Widen to include all households and include subsets for low-income households
Equitable transit availability: Percent of low-income households within 0.25 mile of bus stop and 0.5 mile of rail station.	<ul style="list-style-type: none"> • 2012 CTP
MEASURES OF CONNECTIVITY AND SAFETY	
Pavement Condition Index: Unmet maintenance needs over plan horizon period	<ul style="list-style-type: none"> • 2012 CTP: uses similar measure of unmet maintenance needs • MAP • Goods Movement Plan
Safety: Rate of injury/fatality crashes	<ul style="list-style-type: none"> • 2012 CTP • Goods Movement Plan: focuses on truck-involved crashes
Network connectivity by mode	<ul style="list-style-type: none"> • MAP

Performance Measures: Relationship to 2016 CTP Goals

6.1B

Performance Measure	Relates to CTP Goal:								
	Multimodal	Accessible/ Affordable	Integrated	Connected	Reliable/ Efficient	Cost- Effective	Well- Maintained	Safe	Clean Environment
MEASURES OF TRAVEL EFFICIENCY									
Network congestion: Percent lane miles of congestion and/or screenline volume-to-capacity		☐			☐				
Travel time: Travel time by mode (auto, transit)	☐	☐		☐	☐				
Travel time reliability: Ratio of average peak to off-peak period travel time	☐	☐		☐	☐				
MEASURES OF TRANSIT USE AND ACTIVE TRANSPORTATION									
Transit and active transportation mode share: Percent of trips made by non-auto modes	☐	☐	☐	☐	☐				☐
Transit ridership: Daily transit passengers carried per transit revenue hour	☐	☐	☐	☐					☐
MEASURES OF TRANSPORTATION IMPACTS ON THE ENVIRONMENT									
Vehicle miles traveled: VMT per capita (which can also be used to estimate GHG and other emissions)			☐	☐	☐				☐
Carbon emissions: GHGs			☐	☐	☐				☐
Particulate emissions: PM(2.5)			☐	☐	☐				☐
MEASURES TO IMPROVE ECONOMY, GOODS MOVEMENT, JOBS, AND ACCESS									

	Relates to CTP Goal:								
Performance Measure	Multimodal	Accessible/ Affordable	Integrated	Connected	Reliable/ Efficient	Cost- Effective	Well- Maintained	Safe	Clean Environment
Employment accessibility: Number of jobs accessible by 30-minute drive or 45- minute transit trip (by sector, by traffic analysis zone)	☐	☐	☐	☐	☐				☐
Activity center accessibility: Households within 20-minute drive or 30-minute transit ride of activity centers, e.g. universities, government centers, jobs centers, health facilities (by income groupings, by traffic analysis zone)	☐	☐	☐	☐	☐				☐
Equitable transit availability: Percent of low-income households within 0.25 mile of bus stop and 0.5 mile of rail station.	☐	☐	☐	☐	☐				☐
MEASURES OF CONNECTIVITY AND SAFETY									
Pavement Condition Index: Unmet maintenance needs over plan horizon period					☐	☐	☐	☐	
Safety: Rate of injury/fatality crashes		☐					☐	☐	
Network connectivity by mode	☐		☐	☐					