

Transportation Funds at Risk: Proposition 6

Bay Area Impacts



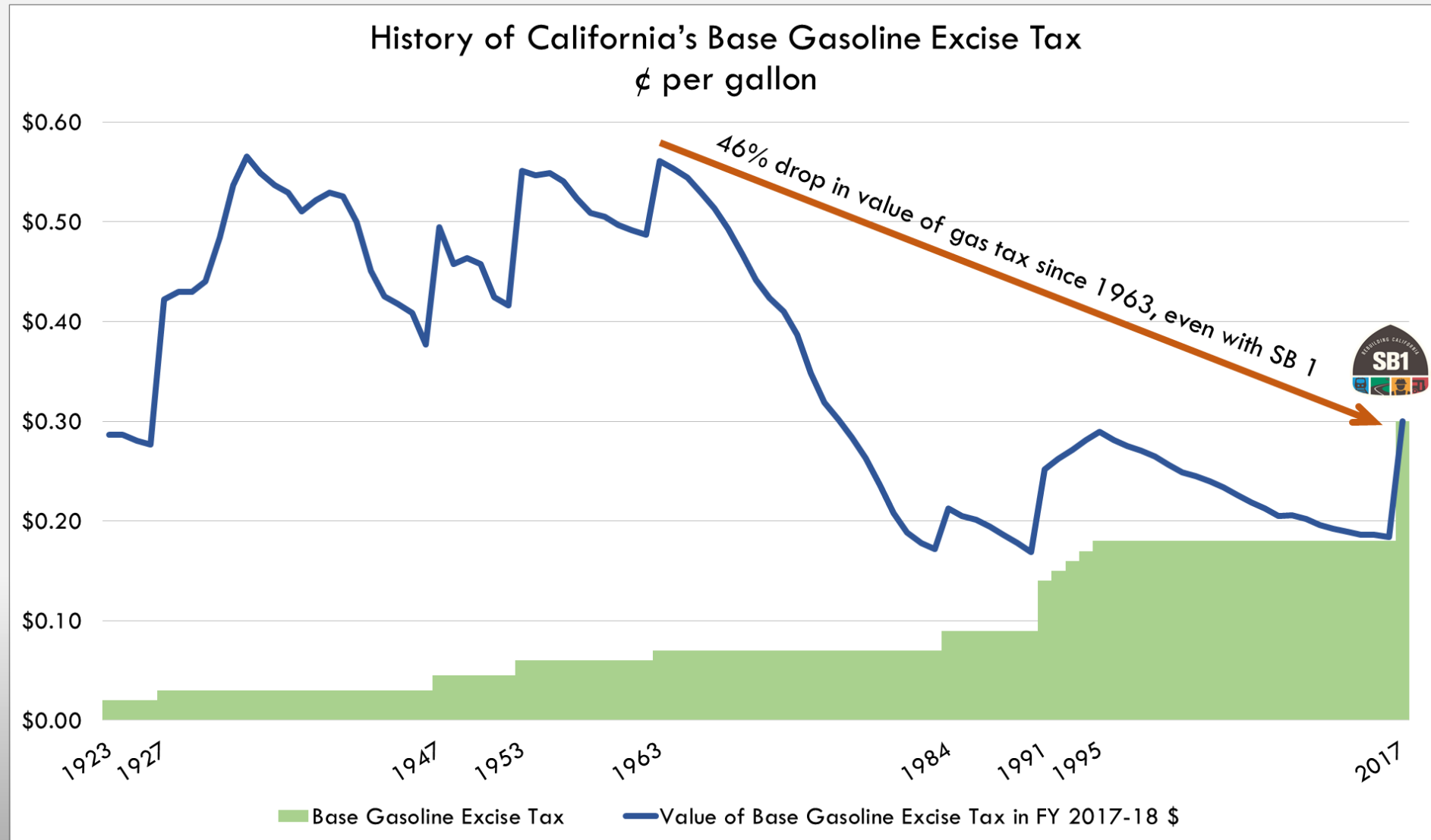
Presentation Outline

- 1. Overview of Proposition 6**
- 2. Senate Bill 1 (SB 1) funding programs**
- 3. Bay Area SB1 funding at risk: roads, transit, congestion relief**

Background on Proposition 6

- Qualified for the November ballot through the initiative process
- Repeals funding for Senate Bill 1 (Beall, 2017), the Road Repair and Accountability Act, the first major statewide funding increase in decades
- SB 1 is funded by an increase in the gas tax, a new vehicle registration charge, a new electric vehicle fee and an increase in the diesel sales tax.
- The Prop 6 campaign is funded by Republican gubernatorial candidate John Cox, House Majority Leader Kevin McCarthy, the California Republican Party, and numerous California Republican Congressional candidates.

Why Was SB 1 Needed?



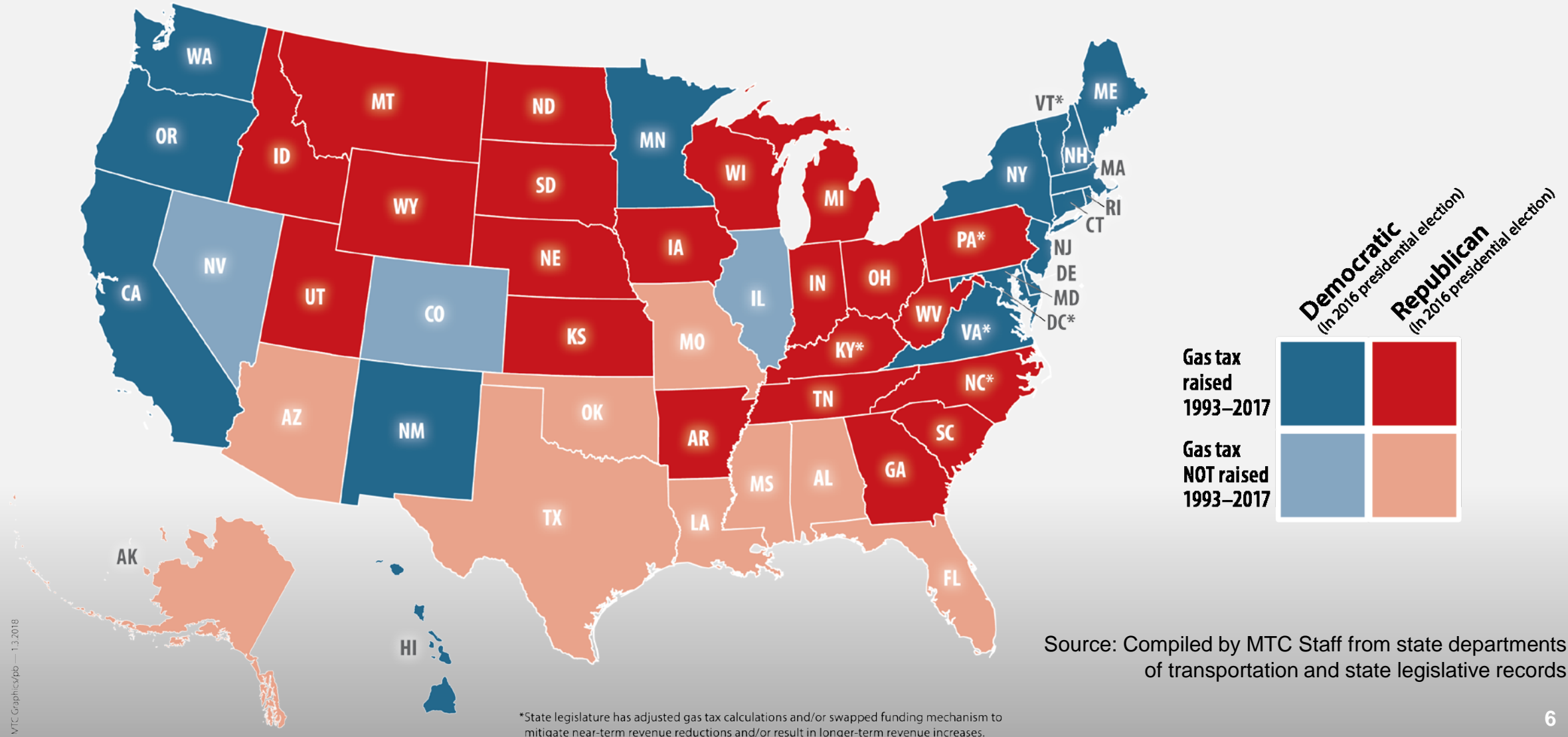
Cost of Today's Neglected Transportation System to Motorists



Source: *California by the Numbers: Meeting the State's Need for Safe, Smooth and Efficient Mobility*, TRIP, 2018

* Includes San Benito County data

CA is Not An Outlier: Gas Tax Increases Since 1993





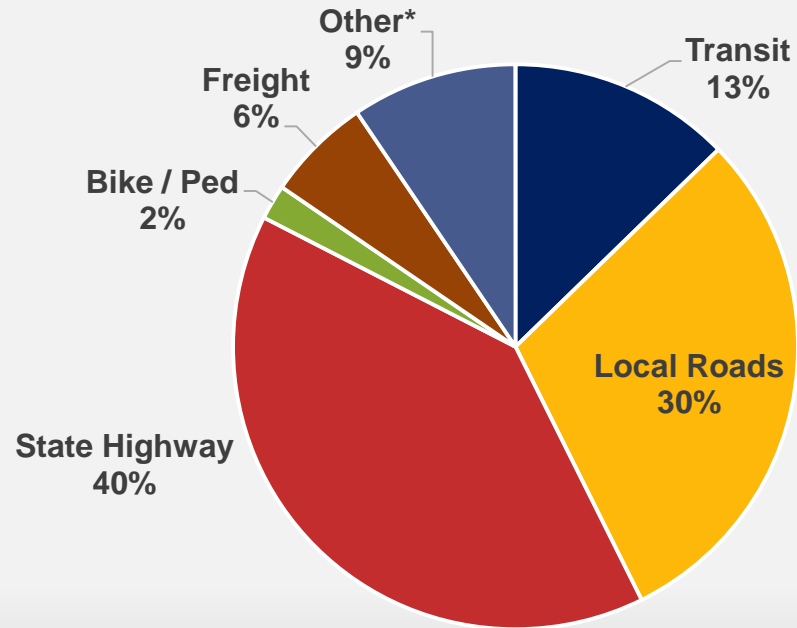
SB 1 Funding Overview

- An average of \$5 billion per year over 10 years, indexed to inflation so fund sources will maintain their value over time
- Funds are split roughly 50/50 between the state and local agencies
- Largest category of spending is local road and state highway system repairs/maintenance
- Congestion relief, public transit and bike/ped. projects also funded through competitive and formula funding programs

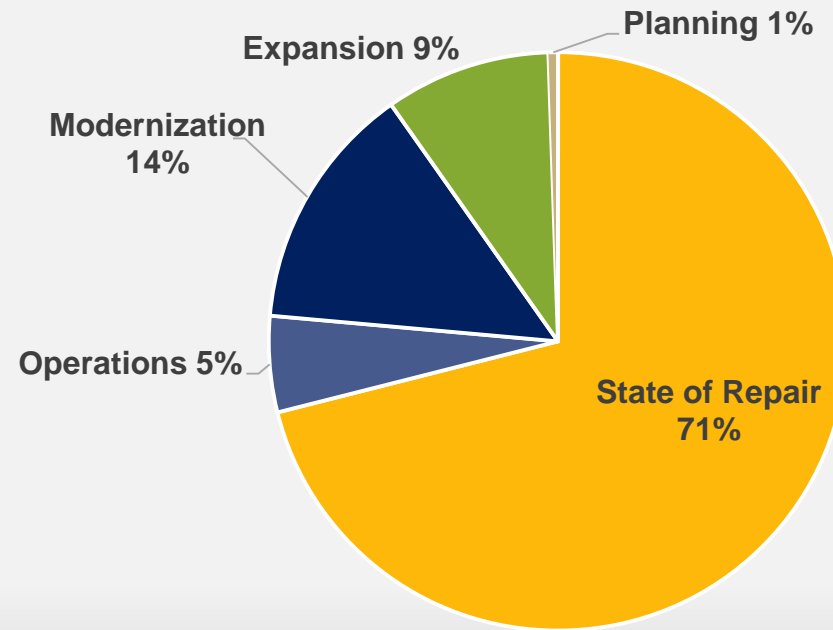


How Are SB 1 Funds Spent?

SB1 Funding by Mode



SB1 Funding by Function



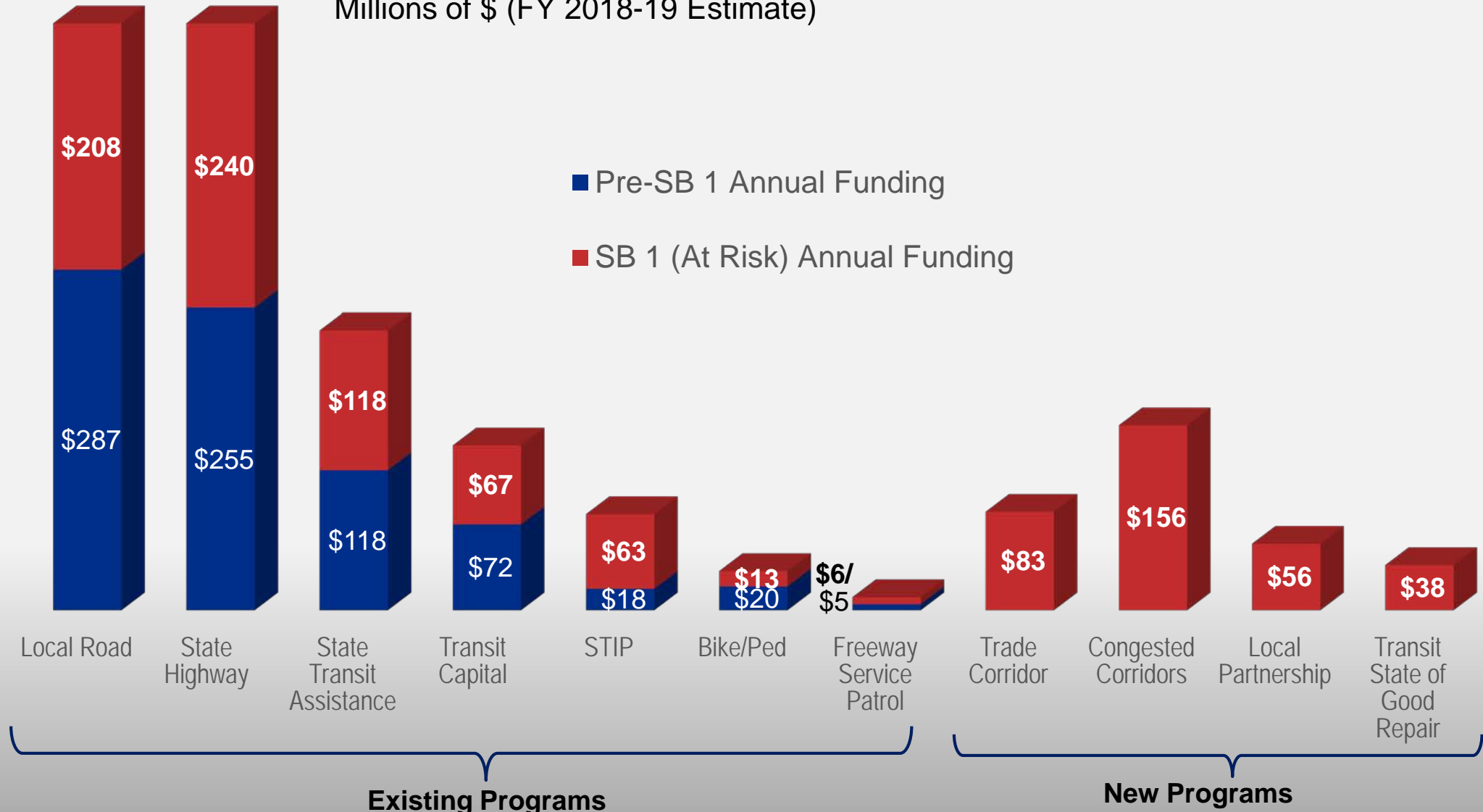
- To provide the public with information on how the new taxes are spent, SB 1 includes strong reporting requirements. For details by jurisdiction, visit rebuildingca.gov which includes an interactive map and project descriptions.

What's at Stake for the Bay Area?

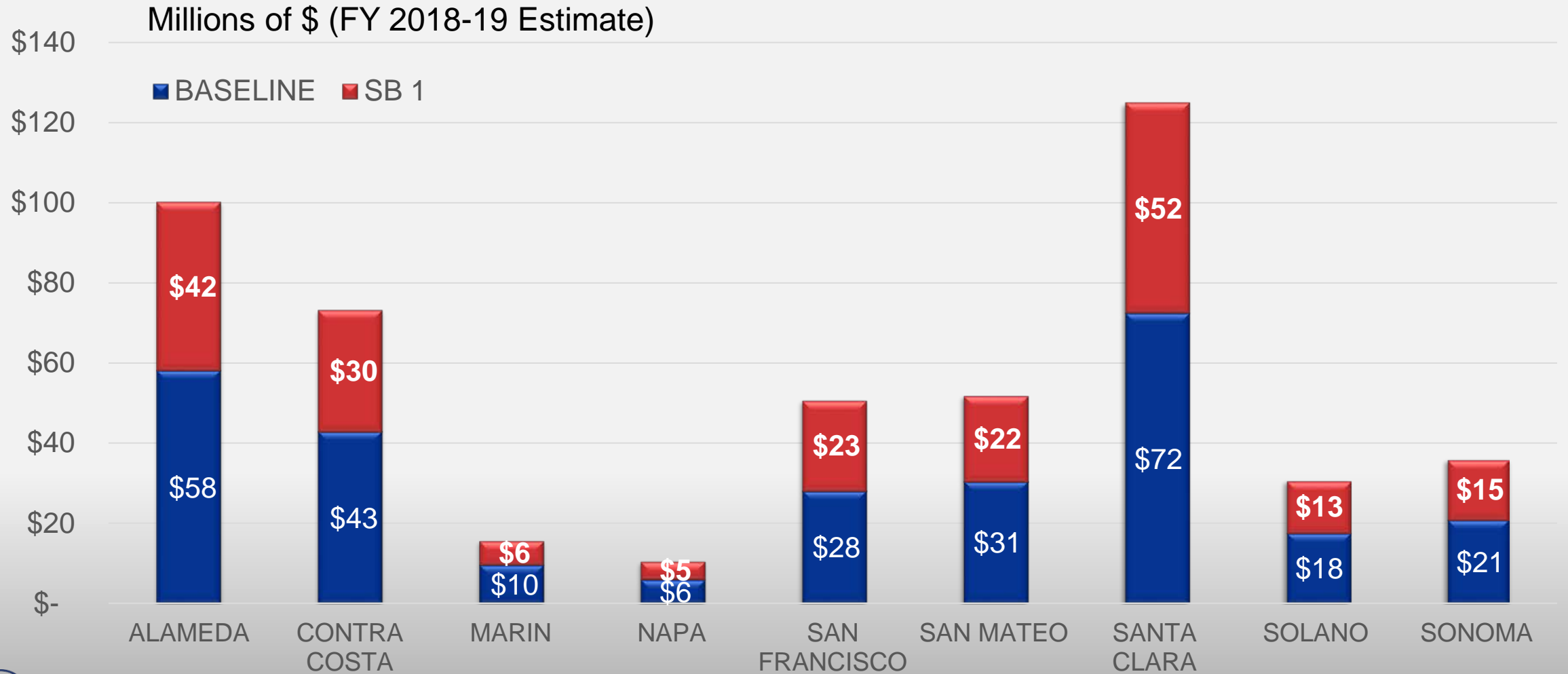
- A 40% funding cut to every city and county for local road repairs – over \$200 million per year for Bay Area jurisdictions
- Over \$150 million per year in funding cuts for transit services, including BART, SF MUNI, AC Transit, VTA, Caltrain and SF Bay Ferry
- A cut of over \$60 million per year in funding for the State Transportation Improvement Program (STIP)
- Approximately \$950 million in bridge and highway safety, maintenance and rehabilitation projects at risk over multiple years; funded by the State Highway Operation and Protection Program (SHOPP) and Caltrans' maintenance program
- Almost \$1.4 billion in funding for 23 projects from SB1 competitive programs

SB 1 Funding Increases for the Bay Area

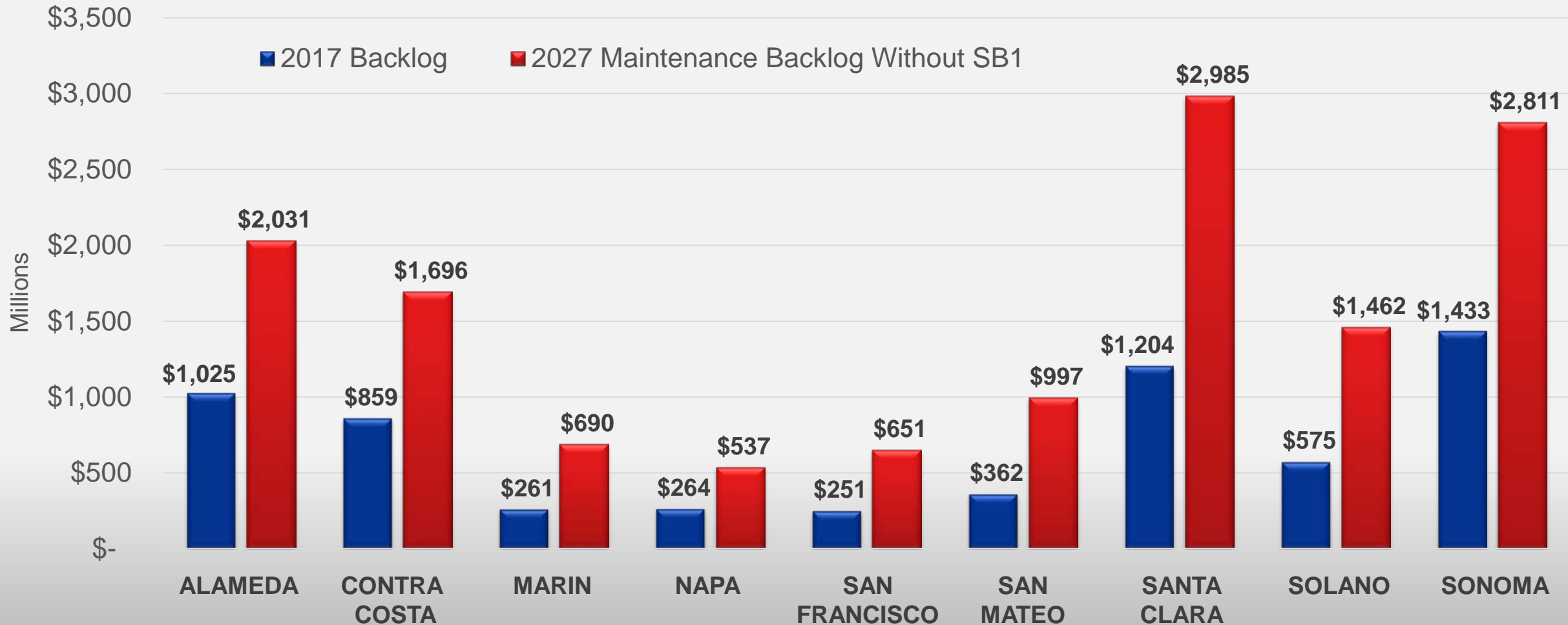
Millions of \$ (FY 2018-19 Estimate)



Prop 6 Would Repeal New Local Street and Road Funding from SB 1

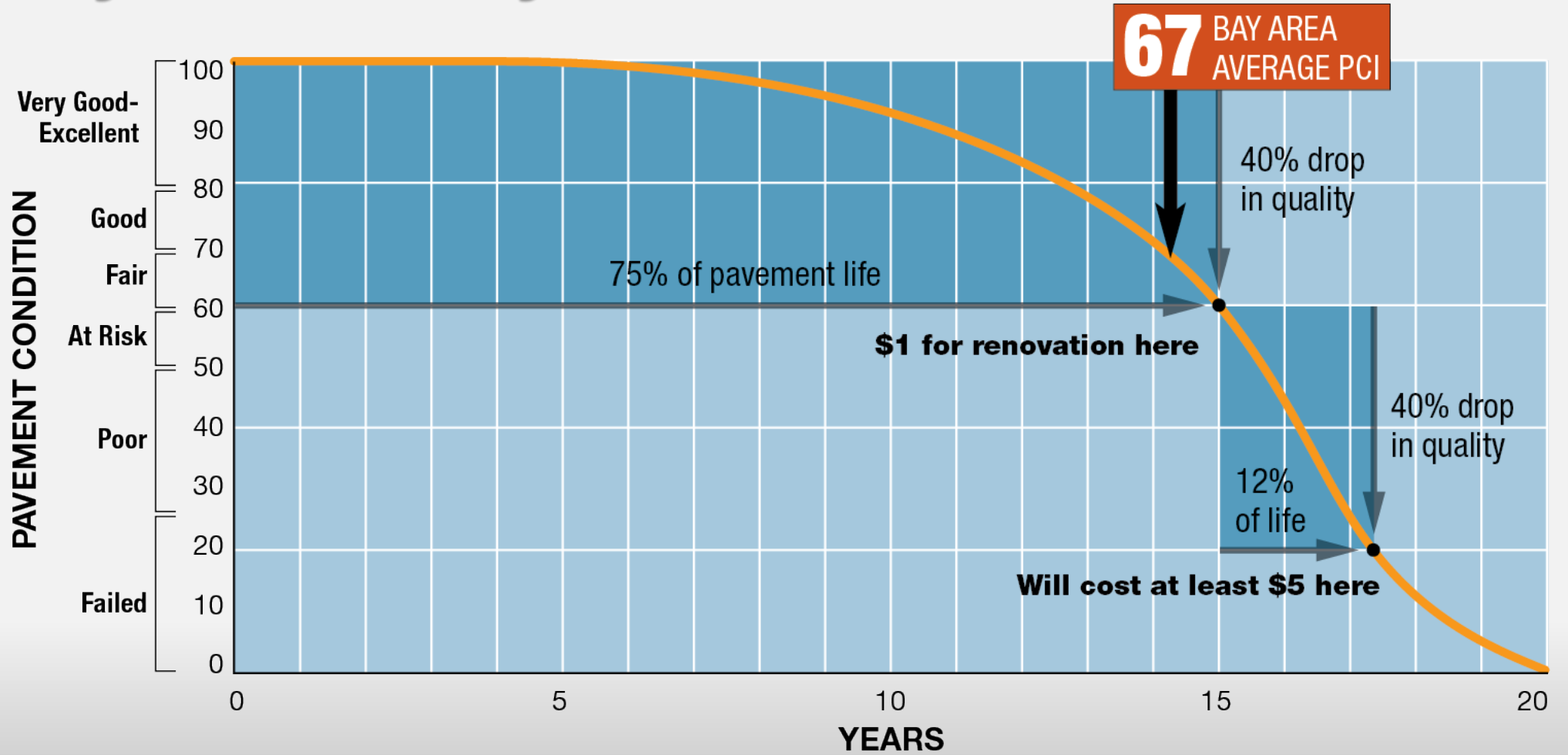


Prop 6 Would Increase Local Road Deferred Maintenance





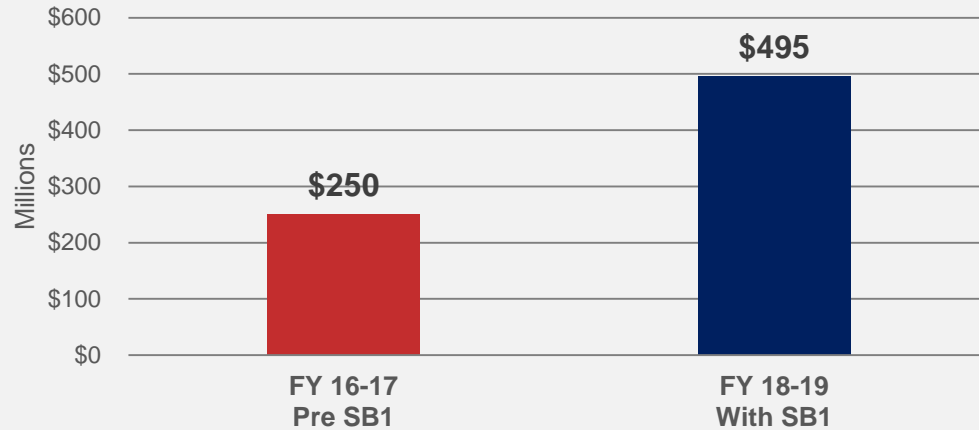
Pay Now or Pay Much More Later



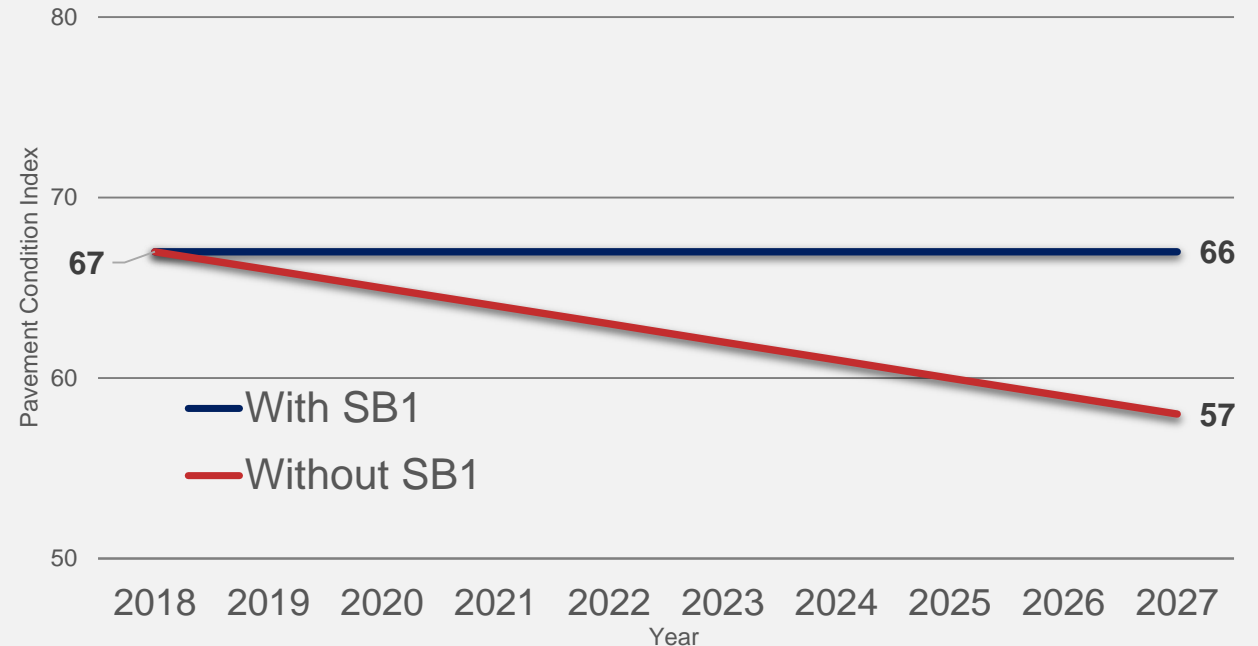
Time varies depending on traffic, climate, pavement design, etc.

Loss of Road Repair Funds Would Mean More Potholes

Local Road Gas Tax Funding By Year
(In Millions, Estimate)



Pavement Condition Forecast



A wide array of projects are eligible for SB 1, including:

- Safe driving conditions - road maintenance and rehabilitation
- Complete streets safety projects, such as sidewalks and bike lanes
- Traffic control safety devices such as traffic lights and crossings
- Storm water and clean water



Bay Area Congestion Relief Projects at Risk

Solutions for Congested Corridors:

- \$250 million per year statewide
- Focused on early delivery and most congested corridors
- CTC approved \$1 billion in May 2018 for a four-year cycle

Bay Area Funded Projects

Project Sponsor	Description	Funding
Caltrans	US-101 Marin-Sonoma Narrows	\$85
Caltrans/ VTA	US-101 Managed Lanes in San Mateo and Santa Clara Counties	\$233



Bay Area Transit Projects at Risk

State Transit Assistance

- SB 1 doubled STA funding, providing an additional \$156 million/year for Bay Area operators, including:

Operator	Annual Amount (Millions)
BART	\$25
SFMTA	\$40
AC Transit	\$13
Santa Clara VTA	\$18



Transit & Intercity Rail Capital Program

Operator	Description	Award (Millions)
VTA	BART to San Jose	\$730
BART	Transbay Core Capacity (Train Control, Fleet Expansion)	\$319
Caltrain	Electrification and Fleet Conversion/Expansion	\$165
Capitol Corridor	Northern California Corridor Enhancement (Oakland-San Jose)	\$80
SFMTA	Transit Capacity Expansion Program	\$27

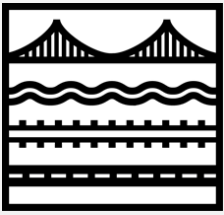




Risk to RM 3-Funded Highway Projects

Dollars in millions

Project	RM3 Funding	SB1 Funding	Comments
San Mateo US-101 Express Lanes	TBD	\$222	RM 3 Express Lane Program candidate project
Sonoma US-101 MSN	\$120	\$85	SB 1 Funding Segment C2
Alameda 7 th Street Grade Separation	TBD	\$175	RM 3 Goods Movement candidate project
Solano I-80/I-680/SR-12 Interchange	\$150	\$53	Multi-phase project



Risk to RM 3-Funded Transit Projects

Dollars in millions

Project	RM3 Funding	SB 1: Transit & Intercity Rail Capital Program
BART to Silicon Valley, Phase 2	\$375	\$730
BART Transbay Core Capacity	\$500	\$319
AC Transit High Capacity Buses	\$140*	\$14
SFMTA Transit Capacity Expansion	\$140	\$27
Capitol Corridor Enhancement Program	\$90	\$80
SMART Windsor Extension	\$40	\$21

*Part of RM 3 Core Capacity Transit Improvements project