



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Proposition 6 Puts Senate Bill 1 Infrastructure Investments At Risk



A presentation to the Livermore Valley Chamber of Commerce Business Alliance

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Local Dollars Create Powerful Returns

- Alameda County voters have supported three transportation sales tax measures to deliver major projects and programs
- Local tax dollars attract significant state and federal funds
 - **1986 Measure B: One-to-one leveraging**
 - **2000 Measure B: Three-to-one leveraging**
 - Delivered \$3 billion program with \$750 million of local sales tax money
 - **2014 Measure BB: Project delivery WILL depend on Senate Bill 1 (SB 1) and Regional Measure 3 (RM 3)**
 - Almost **10-fold leveraging** of funds on recent projects: Port modernization projects serving Northern California – \$19 million local money attracts over \$183 million in SB 1 funds

Local Sales Tax Dollars Deliver Local Improvements

- Local sales tax investments include improvements and maintenance for:
 - Roadway reconstruction
 - Ongoing pavement rehabilitation
 - Construction of bicycle/pedestrian paths
 - Senior and disabled transportation
 - Transit operations



Senate Bill 1 – Approved New Transportation Funding

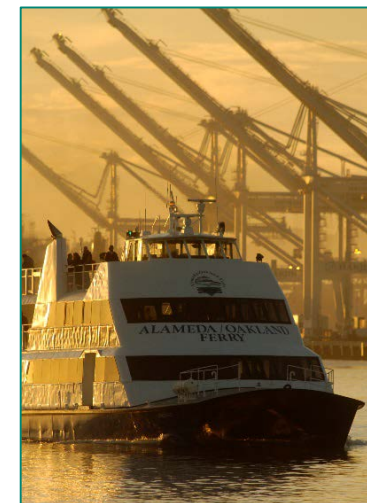
- Invests **\$5.4 billion annually** to repair California's transportation network
- Reliable funding to deliver major projects
- Stable funding for potholes repair and for mass transit capital improvements
- Funds are constitutionally protected under Proposition 69 and Assembly Constitutional Amendment No. 5



SB 1 is a gas tax, vehicle fees fund to support transportation maintenance and operations

SB 1 – The State Has Finally Stepped Up!

- Funds alleviate delivery backlog of **highway, bridge and pedestrian safety, and transit systems** projects
 - State gas tax had not been increased for a quarter century
- Enables cities and counties to **address significant maintenance, rehabilitation and safety needs** on the local street and road system



Over \$350 Million in New Funding From SB 1

BIKEWAYS



EXPRESS LANES



GOODS MOVEMENT



INTERCHANGES AND HIGHWAYS



INTERREGIONAL RAIL SERVICES



MULTIMODAL ARTERIAL CORRIDORS



What Is Proposition 6?

- Repeals SB 1 funding for transportation infrastructure
- Proposition 6 eliminates:
 - Over \$40 million per year in road maintenance funds from city and county budgets
 - All SB 1 funding designated for state highways
 - More than \$30 million per year in transit funds in Alameda County
 - Potential future transportation tax revenues
- Requires legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval
- Jeopardizes improvements to highways, rail, goods movement, roads, bridges, trails and pedestrian safety

What's At Risk?

Local Street and Road Funding

City Total: >\$60 million

County Total: >\$42 million

Grand Total: \$102,631,726



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

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

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

TOTAL STATE FUNDING: \$102,631

What's At Risk? Transit Funding

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

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

** Source: State Transit Assistance Funds.

What's At Risk?

Major Congestion Relief Projects



HIGHWAY AND BRIDGE SAFETY

SB 1 funds projects on every highway in Alameda County to:

- ✓ Repair roads and fix potholes
- ✓ Improve safety
- ✓ Modernize signals
- ✓ Fix Roadway Drainage



ROAD REPAIRS

Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. SB 1 funds local streets and roads maintenance to:

- ✓ Repair roads and fix potholes
- ✓ Improve safety
- ✓ Modernize signals



TRANSIT OPERATIONS AND MAINTENANCE

Every transit operator in Alameda County benefits from SB 1 funding to:

- ✓ Deliver expanded transit services
- ✓ Maintain transit vehicles
- ✓ Improve stations and cleanliness
- ✓ Support reliable services

MODE	EXAMPLES OF PROJECTS THAT CAN LEVERAGE SB 1 FUNDING
Bikeways	East Bay Greenway (Lake Merritt to South Hayward)
Express Lanes	I-680 Express Lanes from SR-84 to Alcosta Boulevard I-680 Sunol Express Lanes (Phase II)
Goods Movement	Go Port: 7th Street Grade Separation and Port Arterial Improvements
Interchanges and Highways	I-80 Ashby (SR 13) Interchange Improvements
	I-80 Gilman Interchange Improvements
	I-580/I-680 Interchange Improvements
	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)
	I-880 Interchange Improvements (Winton Avenue/A Street)
Rail	SR-262 (Mission Boulevard) Cross Connector
	Countywide Alameda County Grade Crossing Program Interregional Rail Services: ACE, Capital Corridor
Multimodal Arterial Corridors	Dublin Boulevard Extension
	East 14th Street/Mission and Fremont Boulevard Multimodal Corridor
	Oakland/Alameda Access Project
	San Pablo Avenue (SR-123) Multimodal Corridor
	Telegraph Avenue Multimodal Corridor
	University Ave Multimodal Corridor West Grand/Grand Avenue/MacArthur Boulevard Multimodal Corridor

SB 1 Potential Capital Project Investments

Project	Target to Begin Construction	Estimated Construction Cost* (\$ x million)
Go Port: 7th Street Grade Separation and Port Arterial Improvements	2019	\$395
I-80 Gilman Interchange Improvements	2021	\$45
East Bay Greenway (Lake Merritt BART to South Hayward BART)	2021	\$200
I-80 Ashby (SR-13) Interchange Improvements	2022	\$45
Oakland/Alameda Access Project	2022	\$90
I-680 Sunol Express Lanes (Phase II)	2022	\$115
Alameda County Grade Crossing Program	2022	\$665
I-680 Express Lanes from SR-84 to Alcosta Boulevard	2023	\$435
I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)	2023	\$125
Dublin Boulevard – North Canyons Parkway Extension	2023	\$95
I-880 Interchange Improvements (Winton Avenue/A Street)	2024	\$90
San Pablo (SR-123) Multimodal Corridor	2024	\$310
East 14th Street/Mission and Fremont Boulevard Multimodal Corridor	2024	\$380
SR-262 (Mission Boulevard) Cross Connector	2025	\$600
		\$3,590

*Dollars shown reflect the mid-point of construction. Full funding is assumed.

We've Delivered in Alameda County



- Since 2000, Alameda CTC has **leveraged \$2.6 billion in external funds** with our **local \$1.5 billion** to invest **over \$4.1 billion** along the highway corridors in the County to improve mobility and connectivity

Over
\$1.3 Billion
in the Tri-Valley



SB 1 in the Tri-Valley and Alameda County

FY2017-18 Estimates			FY2018-19 Estimates		
Alameda County Jurisdiction	State HUTA ¹	State Proposed SB 1	State HUTA ¹	State Proposed SB 1	Two-Year Total
Dublin	\$1,319,432	\$324,027	\$1,344,761	\$972,025	\$3,960,245
Livermore	\$2,021,193	\$497,988	\$2,060,121	\$1,493,876	\$6,073,178
Pleasanton	\$1,721,334	\$423,655	\$1,754,451	\$1,270,892	\$5,170,332
County of Alameda	\$26,508,675	\$5,744,260	\$25,838,702	\$17,231,773	\$75,323,410
TOTAL	\$31,570,634	\$6,989,930	\$30,998,035	\$20,968,566	\$90,527,165

1. Highway User Tax Account (*HUTA); cities and County receive allocations directly from the state

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

We Are Delivering in the Tri-Valley

\$435.0 Million

I-680 Express Lanes from SR-84 to
Alcosta Boulevard

PRELIM. ENGINEERING-ENVIRONMENTAL

Construction Anticipated
Spring 2023

\$600.0 Million

SR- 262 (Mission Boulevard)
Connector
SCOPING

\$95.0 Million

Dublin Boulevard – North Canyons
Parkway Extension

PRELIM. ENGINEERING-ENVIRONMENTAL

Construction Anticipated
Spring 2023

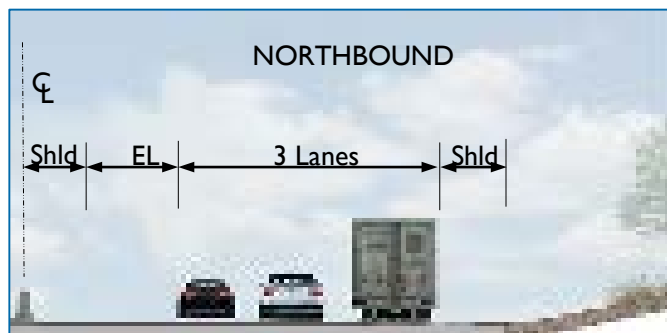
\$115.0 Million

I-680 Sunol Express Lanes (Phase II)
PRELIM. ENGINEERING-ENVIRONMENTAL



I-680 Express Lanes from SR-84 to Alcosta Boulevard

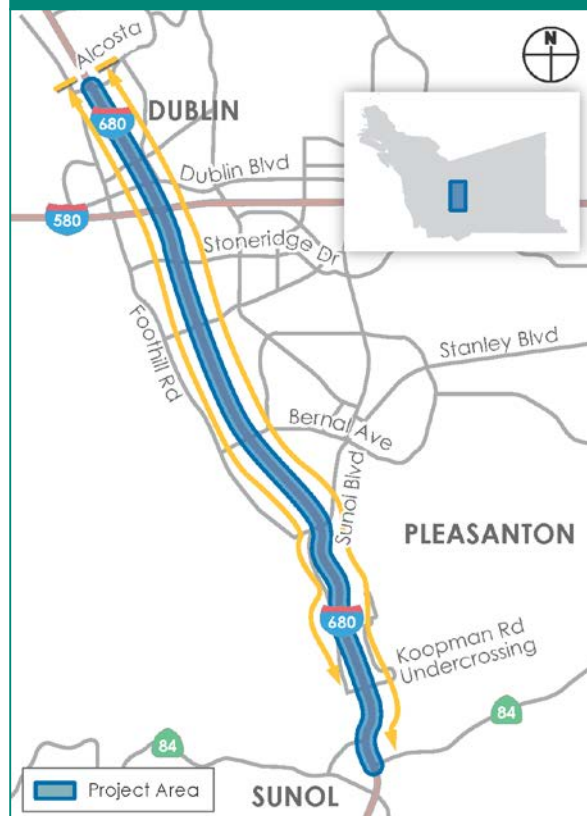
I-680 northbound proposed cross-section with express lane implementation



Estimated
Construction Cost:
\$480.0 M

Note: All maps and figures for illustrative purposes only.
Estimated construction cost dollars reflect the mid-point of construction. Full funding is assumed.

Environmental Document FALL 2020



Project Description

The project proposes construction of a 10-mile segment of express lanes along I-680 to complete the Express Lane Network through Alameda County. The project proposes to:

- Construct southbound HOV/express lanes from Alcosta Boulevard to Koopman Road
- Construction northbound HOV/express lanes from SR-84 to Alcosta Boulevard

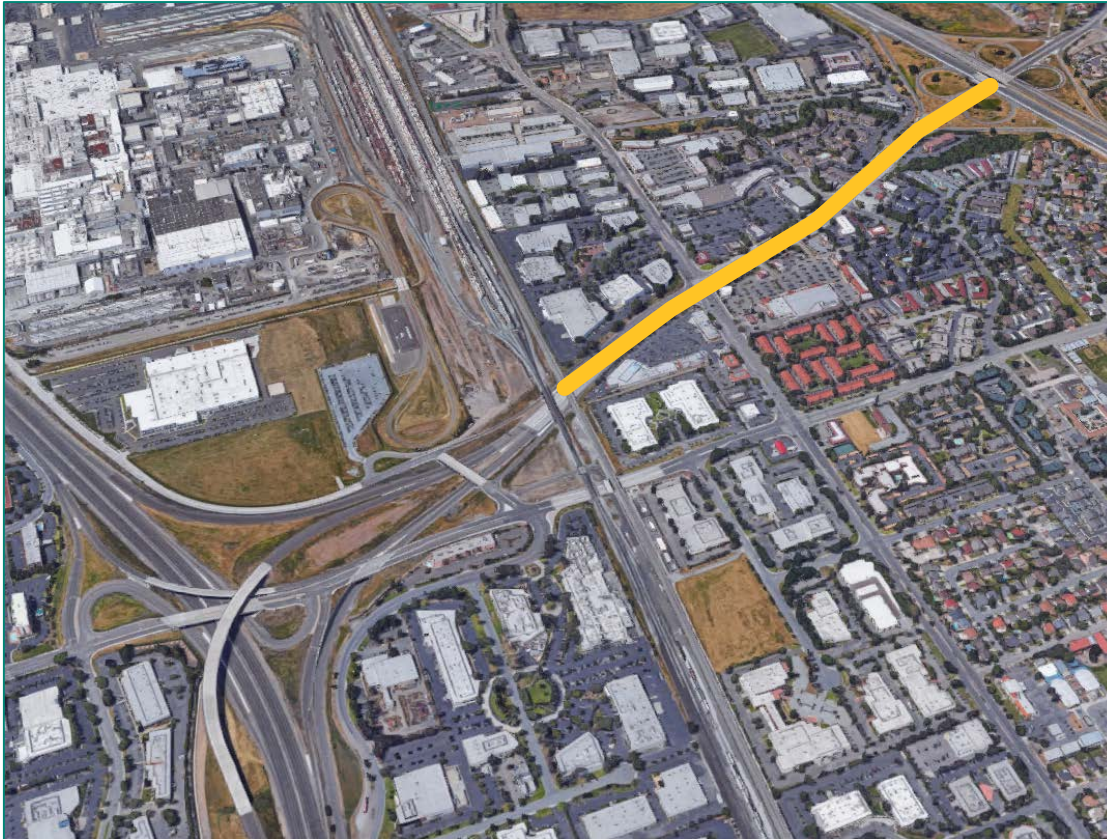
SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Summer 2018
Preliminary Engineering/ Environmental	Summer 2018	Fall 2020
Final Design	Summer 2020	Fall 2022
Right-of-Way	Summer 2020	Fall 2022
Construction	Spring 2023	Fall 2026

Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.

SR-262 (Mission Boulevard) Cross Connector

Scoping



Project Description

Recommended operational improvements for implementation include, but are not limited to:

- Improved geometry at the SR-262/I-680 interchange
- Providing a level separation at the SR-262/Warm Springs intersection
- Widening SR-262 between the Warm Springs intersection and I-680
- Construction of a direct connector between I-880 and I-680
- Depression of the SR-262 alignment to separate the local and regional traffic

SCHEDULE BY PHASE

	Begin	End
Scoping	Spring 2018	Summer 2019
Preliminary Engineering/Environmental	Fall 2019	Fall 2022
Final Design	Fall 2022	Summer 2025
Right-of-Way	Winter 2022	Summer 2025
Construction	Fall 2025	Spring 2028

Note: Schedule subsequent to the scoping phase subject to change based on availability of funding and selected alternative.

Estimated
Construction
Cost:

\$600.0 M

Note: All maps and figures for illustrative purposes only. Estimated construction cost dollars reflect the mid-point of construction. Full funding is assumed.

Dublin Boulevard Extension



Estimated
Construction
Cost

\$95.0
Million

Project Description

- The new extended street is planned to have four to six travel lanes, bike lanes, sidewalks, curb and gutter, traffic signals/roundabouts, a raised median, bus stops, and all street utilities.
- This project will consider the provision of dedicated transit lanes in addition to the mixed flow travel lanes for higher level of transit service
- Enhanced multimodal connectivity to various land uses and connectivity to five Priority Development Areas (PDAs) will be included as part of this effort.

SCHEDULE and COST ESTIMATE BY PHASE

	Begin	End
Scoping	Fall 2016	Spring 2019
Preliminary Engineering/Environmental	Fall 2016	Spring 2019
Final Design (PS&E)	TBD	TBD
Right-of-Way/Utility Relocation	TBD	TBD
Construction	TBD	TBD

Note: All maps and figures for illustrative purposes only. Estimated construction cost dollars reflect the mid-point of construction. Full funding is assumed.



Together, the cities of Dublin and Livermore are responsible for funding over \$76.6 million of this project.

Potential Funding Sources

- ✓ SB 1
- ✓ Tri-Valley Transportation Council

Note: Schedule subsequent to the scoping phase subject to change based on availability of funding, and selected alternative.

Interstate 680 Sunol Express Lanes (Phase II)

Estimated
Construction
Cost

\$115.0
Million



Interstate 680 northbound.



Project Description

The project proposes to implement improvements as follows:

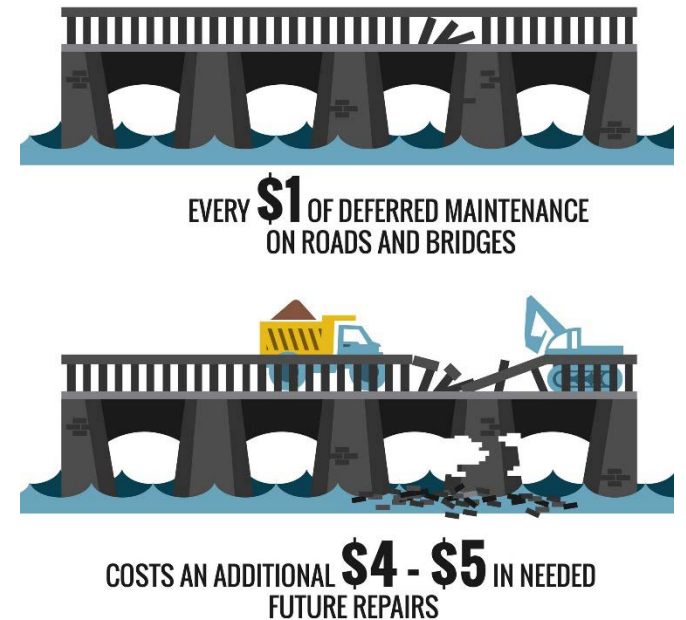
- Construct HOV/high occupancy toll lanes in the northbound direction on I-680 from south of SR-237 to south of Auto Mall Parkway, within Santa Clara and Alameda counties.
- Construct ~6.75 miles of HOV/express lane along the I-680 corridor through widening, along with other necessary improvements, including structure widening/modification and retaining walls

Construction on **Phase 1** of this project began in April 2018. **Phase 2** work is contingent upon coordination with the Santa Clara Valley Transportation Authority's implementation of the northbound express lane from the county line to State Route 237.

Note: All maps and figures for illustrative purposes only.
Estimated construction cost dollars reflect the mid-point of construction. Full funding is assumed.

The Cost

- Californians pay an average of \$762 per year in vehicle repair and maintenance due to bad roads
- The cost to repair a road in bad condition is exponentially higher than to maintain a road in good condition
- Pay now or pay later



Data Source: Trip Report, August 2018

SB 1 Costs Less Than \$10 per Month

Average cost per driver

- California's 26 million licensed drivers consume 15.5 billion gallons of fuel per year
 - 577 gallons per driver
 - 12 cents per gallon
 - \$69.24 average fuel cost
- Annual average cost per driver
 - Average vehicle registration fee is \$47.85
 - Average fuel consumption equals \$69.24
 - **Average total costs per driver is \$117.09 per year (or \$9.76 per month)**

Data Source: <http://www.counties.org/>

What's at Stake?

- Passage of Proposition 6 puts projects at risk delaying projects that provide maintenance and safety indefinitely
- Over \$40 million per year in road maintenance funds would vanish from city and county budgets
- State highway funding would be lost
- Over \$30 million per year in transit funding in Alameda County would be eliminated



Gridlock



Transit Overcrowding



Potholes



Thank You



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