

Senate Bill 1 Will Generate Over \$480 Million for Road Repairs in Alameda County Over the Next 10 Years; Proposition 6 Puts Road and Transit Projects At Risk



Senate Bill 1 reduces gridlock, transit overcrowding and potholes by providing funding for repair and maintenance of local streets, roads and transit, reducing congestion and increasing mobility options.

In April 2017, Governor Jerry Brown signed into law Senate Bill (SB 1), the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately \$5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. There hasn't been an investment in transportation like this in more than two decades.

SB 1 provides funding for every community to rehabilitate, repair, and maintain local streets and roads, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities. More than \$58 million is estimated in FY2018-19 in state transit funding for Alameda County transit operators including over \$34 million per year in new transit operations and maintenance funding. There are 96 projects in Alameda County that have been approved by the California Transportation Commission: 87 city projects and 9 county projects. These projects are at risk with Proposition 6, a measure on the ballot that Alameda CTC took an oppose position on in July 2018.

SB 1 gives cities and counties an opportunity to catch up on years of unfunded maintenance needs that have plagued our roadways and cost drivers for years and allows local Measure BB dollars to have more buying power. SB 1 funding expands the buying power of local voter-approved transportation dollars (Measure BB) to deliver projects faster. Alameda CTC has already identified a list of projects that will benefit from SB 1 funding by leveraging Measure BB dollars as shown on the Table below.

SB 1 will also put people to work. The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports 13,000 jobs for a year. With the \$5 billion annually planned from SB 1, this measure will put 650,000 people to work rebuilding California over the next decade.¹ Collectively the jurisdictions in Alameda County alone will receive a 70% increase in NEW money each year, which is almost half a billion dollars in 10 years that will evaporate if SB 1 is repealed.

Funding Safeguards

Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes. SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and to report annually.

Proposition 6: Project Funding at Risk

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
Multimodal Arterial Corridors	Interregional Rail Services: ACE, Capital Corridor
	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

¹Source: California State Association of Counties; SB 1 Frequently Asked Questions and Answers
http://www.counties.org/sites/main/files/file-attachments/sb_1_qa_for_local_agency_final.pdf.

A measure to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the cities, Alameda County and throughout the state
- Require 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
- Potentially lower future transportation tax revenues

Transportation News

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Alameda CTC Leverages Funding To Deliver Solutions

Alameda CTC has delivered transportation solutions throughout Alameda County by strategically leveraging local sales tax dollars with regional, state and federal funds. This year, passage of Senate Bill 1 and Senate Bill 595, authored by Senator Beall, offer new opportunities for Alameda CTC to attract state and regional funds to deliver the transportation projects promised to voters with Measure BB funds, approved by voters in 2014.

Global Opportunities at the Port of Oakland (GOPort) Projects Provide Potential \$1 Billion Economic Boost and Supply Chain Benefit

Alameda CTC, in partnership with the Port of Oakland, is advancing projects to eliminate cargo-hauling bottlenecks at the Port's 7th Street entrance, a major gateway to the Port of Oakland. This infrastructure project alone could boost economic output by \$1 billion while improving agricultural export flow, according to economists at Washington State University who have concluded that the proposed \$515 million upgrade would:

- Provide a \$1.1 billion boost in economic output for Oakland and surrounding counties
- Create 375 new jobs (primarily in construction and services sectors)
- Provide an improved supply chain for U.S. exporters, especially those shipping farm goods overseas

Alameda CTC's Global Opportunities at the Port of Oakland (GOPort) Program was recently awarded over \$187 million in funding from competitive grant programs funded by Senate Bill 1, the new statewide transportation funding enacted in 2017. \$175 million will fund the 7th Street Grade Separation Project (East), which will replace an existing railroad underpass between I-880 and Maritime Street to increase clearance for trucks and improve a shared pedestrian/bicycle pathway, and \$12.4 million will help fund new freight technology at the Port. Together these improvements will improve reliability of travel time and access throughout the Port of Oakland, increasing efficiency, while reducing congestion and air quality impacts on the local community and eliminating truck back-ups onto local streets.

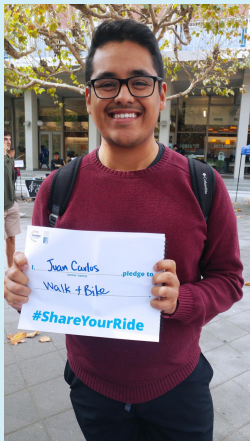
Oakland is considered a leading agricultural export gateway due to its proximity to California's fertile growing regions and its position on the Pacific Rim. It is the last U.S. stop for many container ships before they return to Asian markets. Growers choose Oakland because exports loaded in Oakland spend less time on the ocean, thereby extending shelf life.

Source: Port of Oakland [Press Release](#), August 27, 2018

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Share Your Ride Month is Coming in

October 2018!



This year, Share Your Ride Month is bigger and better! Join us to celebrate and promote carpooling, transit riding and active transportation across the region. Please stay tuned for more details.

Resolve to Carpool Instead in 2018

Save money and save time in 2018 by carpooling! For a limited time, 511 Carpool will pay for your first trip or give you a bonus for the first trip you drive using the carpool app, Scoop.



Ready to start saving?

1. Download the Scoop app at the [Google Play](#) or [Apple Store](#).
2. Set up your account. Your chances of matching increase if you select ride or drive.
3. In your account, click "Pricing & Payments," "Activity" and select "add referral code."
4. Enter **Carpool511**.
5. Schedule a trip! Tip: Your chances of matching increase if you select ride or drive.

Learn more [here](#).

Guaranteed Parking at BART

You can now get guaranteed parking at the Warm Springs BART Station until 10 a.m. when you carpool with Scoop. The program has been operating successfully at Dublin/Pleasanton BART since January 2017, and has since been expanded to six additional BART stations and will be expanding to more stations in the coming year! [Click here](#) for additional information. **#CarpoolInstead**

Here's how:

1. Visit takescoop.com and download the Scoop App on Android or iOS.

Regional Measure 3 Advances Projects with \$1 Billion Eligible for Alameda County

In June 2018, voters in the nine county San Francisco Bay Area approved Regional Measure 3 (RM 3). The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build major roadway and public transit improvements funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge. RM 3 will fund projects in Alameda County that support better goods movement and economic development, highway and express lanes improvements, major transit investments, active transportation projects to encourage bicycling and walking -- such as the East Bay Greenway Project, a 16-mile bicycle and pedestrian path connecting Lake Merritt BART to South Hayward BART, and corridors supporting multiple modes of travel including San Pablo Avenue and East 14th Street/Mission and Fremont Boulevard.

Traffic Congestion Relief is on the Way! RM 3 provides \$85 million for State Route 84 Widening in Southern Alameda County

RM 3 provides \$85 million for State Route 84 (SR-84) Widening from South of Ruby Hill Drive to Interstate 680 (I-680) and SR-84/I-680 Interchange Improvements, which is the final segment in a series of regionally significant SR-84 corridor improvements in Alameda County to relieve congestion and improve local



traffic circulation and safety for commuters and residents. In May 2018, the project achieved a significant milestone under the California Environmental Quality Act and National Environmental Policy Act when it obtained environmental certification, clearance and project acceptance with Caltrans, signaling the official beginning of the design phase. To date, about \$109 million of Measure B/BB funds for the project has leveraged over \$111 million of additional resources to fully fund the project. Construction is anticipated to begin in winter 2021. For project updates, visit the [project web page](#).

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Grant Funds Improve Mobility for Seniors and People with Disabilities

Through the 2018 Comprehensive Investment Plan, Alameda CTC approved approximately \$2.4 million in Measure B and Measure BB funds for the Paratransit Discretionary Grant Program. The program provides funding to various cities and eligible non-profits from fiscal year (FY) 2017-18 to FY2018-19 to meet needs not being adequately met through city-based



programs or paratransit services mandated by the Americans with Disabilities Act.

These grants aim to improve availability, affordability, access to and coordination of transit and paratransit services for seniors and people with disabilities. After one year, project sponsors have expended nearly \$1.2 million on volunteer driver programs,

subsidized taxi programs, travel training programs and mobility management programs that support greater transportation mobility in Alameda County. The project sponsors will continue

2. Set your work location to the Warm Springs BART station.
3. Schedule your morning and afternoon trips. When you match, you'll be sent instructions on how to get your parking space.

Student Transit Pass Pilot Program Enters 3rd Year



Alameda CTC is working on developing the next generation of transit riders! The Measure BB-funded and highly successful Student Transit Pass Pilot Program is beginning its third year. Program staff have been providing education to students on how to safely ride the bus and how to take bikes on the bus to school and to after school activities. Alameda CTC is working to expand and fund the program permanently, including leveraging Measure BB dollars further and securing other funding.

Additional Information

[Contracting Opportunities](#)

[FasTrak is required to use the I-580 Express Lanes in the Tri-Valley](#)

[Commute with confidence - Sign up for the Guaranteed Ride Home Program](#)

[Commute Choices - Learn about all your options including carpools](#)

[Bike Share - Now in the East Bay](#)

Learn More

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to implement these programs in FY2018-19 to provide vital transportation services and education throughout the county. A new call for projects is anticipated to be released in early October 2018.

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Service Review Advisory Committee Instrumental in East Bay Paratransit Van Fleet Improvements

In May 2018, the Service Review Advisory Committee (SRAC) met at the East Bay Paratransit (EBP) offices to evaluate a demo vehicle to purchase for the EBP fleet. The SRAC has been instrumental in advising EBP on van fleet improvements and its amenities.

Among the suggested changes, the new fleet will include:

- Armrests on all seats for safety
- 100% "flat floor" with added space previously taken up by wheel wells
- 100% flip seats allowing vehicles to transport up to five wheelchairs

The SRAC members appreciated being part of the evaluation team for the new vehicles.

The new modified Type 2 vans will be purchased under a 5-year agreement starting in 2018 and will be introduced to the fleet as replacements for retired vans. East Bay Paratransit is committed to addressing concerns raised by the Committee and the community, and improving service for all riders.



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Multimodal 2018 Level of Service Monitoring Report Tracks Traffic Congestion

As Alameda County's congestion management agency (CMA), Alameda CTC monitors traffic congestion and publishes a Level of Service (LOS) Report every two years on the County's designated 549-mile roadway network, including freeways, highways, and major arterials. Alameda CTC monitors LOS standards, based on travel speeds, to measure driving conditions and vehicle delay.



For the 2018 monitoring effort, Alameda CTC is collecting new data on bus transit speeds on major transit corridors and expanding the arterial monitoring network by 221 miles. The 2018 data shows average automobile speeds on freeways, highways, and major arterials remained stable or increased slightly indicating congestion relief after a consistent decline since the beginning of the economic recovery. However, lower tier arterials slowed down by about 2.5 miles per hour (mph) in the morning and 1.7 mph in the afternoon.

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[Signage for Project and
Program Sponsors](#)

About Alameda CTC

The Alameda County Transportation Commission plans, funds and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Funding sources for Alameda CTC's expenditure plans include Measure B, approved by 81.5 percent of county voters in 2000; Measure F, a Vehicle Registration Fee approved by 63 percent of county voters in 2010; and Measure BB, approved by more than 70 percent of voters in 2014.

For more information, visit:

www.AlamedaCTC.org,
facebook.com/AlamedaCTC
twitter.com/AlamedaCTC

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