



Transportation Solutions Overview In Alameda County

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$480 million for road repairs and maintenance over the next 10 years for the County of Alameda**, facilitating faster project delivery. SB 1 also funds transit operations and maintenance.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

TRANSPORTATION PROJECTS AT RISK

SB 1 is a new revenue stream to support projects currently funded by Measure BB, a voter-approved measure anticipated to generate over \$8 billion for essential transportation. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

SB 1 NEW ROAD MAINTENANCE FUNDING

New transportation funding from SB 1 for Alameda County and its 14 cities represents over 70 percent increase in FY2018-19 maintenance funding.

Jurisdictions Funded	Existing State Funding* (\$ x 1,000)	Over \$100 million in annual local streets and roads funding for Alameda County from the state	
		Existing State Funding* (\$ x 1,000)	New SB 1 Funding* (\$ x 1,000)
Alameda	\$1,854	\$1,854	\$1,344
Albany	\$448	\$448	\$320
Berkeley	\$2,801	\$2,801	\$2,032
Dublin	\$1,345	\$1,345	\$972
Emeryville	\$280	\$280	\$199
Fremont	\$5,343	\$5,343	\$3,887
Hayward	\$3,709	\$3,709	\$2,695
Livermore	\$2,060	\$2,060	\$1,494
Newark	\$1,050	\$1,050	\$758
Oakland	\$9,840	\$9,840	\$7,167
Piedmont	\$268	\$268	\$190
Pleasanton	\$1,754	\$1,754	\$1,271
San Leandro	\$2,050	\$2,050	\$1,486
Union City	\$1,707	\$1,707	\$1,236
County of Alameda	\$25,839	\$25,839	\$17,232
TOTAL	\$60,348	\$60,348	\$42,283

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

TOTAL STATE FUNDING: \$102,631

SB 1 NEW TRANSIT FUNDING

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

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

**Source: State Transit Assistance Funds.





Transportation Solutions in the City of Alameda

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$15 million for road repairs and maintenance over the next 10 years for the City of Alameda**, facilitating faster project delivery.

FUNDING SOLUTIONS

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ROAD REPAIRS ADVANCE IN THE CITY OF ALAMEDA

The City of Alameda is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety.

- **Pavement management** will occur throughout the City with projects that will provide:
 - New pavement
 - Repairs to existing pavement
 - Restoration of curbs and gutters, offering a safer ride for both cyclists and motorists
- **Sidewalk repair and maintenance** includes tree root pruning to maximize safety and minimize future damage to streets and sidewalks.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

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PROTECTION OF FUNDS

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Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



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- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Albany

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **almost \$4 million for road repairs and maintenance over the next 10 years for the City of Albany**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
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- **\$1.5 Billion:** local streets and roads
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- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF ALBANY

The City of Albany is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety.

- The **Annual Street Rehabilitation** project includes new pavement surface treatments and repairs to existing city streets.
- Road maintenance and rehabilitation consists of:
 - Asphalt overlay
 - Base repair
 - New traffic striping
 - Upgrades of existing curb ramps for Americans with Disabilities Act (ADA)-compliance



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

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- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Berkeley

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$23 million for road repairs and maintenance over the next 10 years for the City of Berkeley**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

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ANNUAL STATEWIDE SB 1 FUNDING

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- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF BERKELEY

The City of Berkeley is delivering three local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety.

- The City's **FY2019 Annual Street Rehabilitation** project to overlay and reconstruct includes new pavement surface treatments and repairs to existing city streets.
- The **Shattuck Avenue Reconfiguration** project will improve pedestrian and bicycle safety and transit circulation, and improve public spaces.
- **FY2018 Street Rehabilitation** is a continuation of street repairs that include pavement reconstruction.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

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PROTECTION OF FUNDS

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✓ **Proposition 69**

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Transportation Projects At Risk

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HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

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The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Dublin

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$11 million for road repairs and maintenance over the next 10 years for the City of Dublin**, facilitating faster project delivery.

FUNDING SOLUTIONS

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ROAD REPAIRS ADVANCE IN THE CITY OF DUBLIN

The City of Dublin is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety.

- The **Annual Street Resurfacing** project includes new pavement surface treatments and repairs to existing city streets.
- Design and construction of the 1.5-mile **Dublin Boulevard Extension** to provide new sidewalks, new curb and gutters, modernized traffic signals and roundabouts.
- **Dublin Boulevard Improvements**, a newly proposed project between Sierra Court and Dublin Court on Dublin Boulevard.
- **Iron Horse Trail Bridge**, a new structure for bicycles and pedestrians over Dublin Boulevard, linking to San Francisco Bay Area Rapid Transit.
- **Tassajara Road Realignment and Widening** will improve safety for motorists and create bicycle facilities.



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Transportation Solutions in the City of Emeryville

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Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$2 million for road repairs and maintenance over the next 10 years for the City of Emeryville**, facilitating faster project delivery.

FUNDING SOLUTIONS

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ROAD REPAIRS ADVANCE IN THE CITY OF EMERYVILLE

The City of Emeryville's **San Pablo Avenue Mid-Block Cross Walk** project will deliver added safety by constructing:

- New pedestrian ramps in compliance with the Americans with Disabilities Act (ADA).
- A new pedestrian refuge area in the median.
- Installing highly visible pedestrian/vehicular traffic control devices motorists and create bicycle facilities.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Fremont

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$44 million for road repairs and maintenance over the next 10 years for the City of Fremont**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF FREMONT

The City of Fremont is delivering eight local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety. With an estimated 125 project locations, the work includes:

- **Pavement maintenance and rehabilitation projects** in multiple locations throughout the city.
- **Multimodal improvement projects** to improve safety and accessibility, including new curb ramps, new raised bike lanes, intersection improvements and pedestrian guide signs.
- **New traffic signals, crosswalk signals and flashing beacons** for pedestrian safety.
- **Road grade separation project** will construct a bicycle and pedestrian bridge to provide safe crossing over Interstate 880.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Hayward

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **nearly \$31 million for road repairs and maintenance over the next 10 years for the City of Hayward**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF HAYWARD

The City of Hayward will deliver its **Pavement Rehabilitation and Preventative Maintenance** project, proposed in FY2018-19 and funded by SB 1 for maintenance, rehabilitation and safety. The work in 11 locations includes:

- Street overlays
- Full-depth roadway repairs and reclamation
- Cold-in-place recycling – removal and reuse of existing asphalt



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Livermore

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$17 million for road repairs and maintenance over the next 10 years for the City of Livermore**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF LIVERMORE

The City of Livermore is delivering a variety of **Road Maintenance and Rehabilitation** on local streets and roads in locations throughout the City in FY2018-19 funded by SB 1. The array of work entails:

- Asphalt resurfacing
- Slurry seal improvements
- Base repairs
- Curb, gutters and sidewalks repairs
- New video detection at traffic signals
- New signage
- New striping
- New Americans with Disabilities Act (ADA)-compliant ramps



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Newark

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **almost \$9 million for road repairs and maintenance over the next 10 years for the City of Newark**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF NEWARK

The City of Newark is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety.

- Installation, repair and replacement of **Citywide Accessible Pedestrian Ramps** to be Americans with Disabilities Act-compliant.
- Citywide installation and/or replacement of street signage, striping and pavement markings.
- The **Street Patch Paving, Asphalt Concrete Overlay and Street Slurry Seal Programs** involve removal, replacement, rehabilitation and maintenance of various existing roads located throughout the City.
- The **Sidewalk, Curb and Gutter Replacement** project will repair damaged concrete.
- Speed bumps and various other techniques offer **Traffic Calming Measures**.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
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PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Oakland

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$82 million for road repairs and maintenance over the next 10 years for the City of Oakland**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF OAKLAND

The City of Oakland is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety.

- The **Annual Street Resurfacing** project includes new pavement surface treatments and repairs to existing city streets.
- Citywide street and sidewalk repairs, and filling potholes.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

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PROTECTION OF FUNDS

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✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

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- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Piedmont

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$2 million for road repairs and maintenance over the next 10 years for the City of Piedmont**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF PIEDMONT

The City of Piedmont is delivering **Pavement Restoration** of local streets and roads proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety. Work includes new pavement surface treatments and repairs to existing city streets.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Pleasanton

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$14 million for road repairs and maintenance over the next 10 years for the City of Pleasanton**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF PLEASANTON

The City of Pleasanton's **Annual Resurfacing and Reconstruction of Various Streets** program is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety.

The proposed 38 project locations will extend the life of many City roadways by 10 to 15 years.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

SB 1 is a new revenue stream to support projects currently funded by Measure BB – a measure approved overwhelmingly by Alameda County voters anticipated to generate over \$8 billion for essential transportation improvements in every city and throughout the County, serving as a down payment to attract regional, state and federal funds to deliver projects, supporting local jobs and the economy. **Together, Measure BB and SB 1 can deliver projects faster. However, if Proposition 6 on the November ballot passes ...**

HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of San Leandro

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$17 million for road repairs and maintenance over the next 10 years for the City of San Leandro**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF SAN LEANDRO

The City of San Leandro is delivering **Road Maintenance and Rehabilitation** of local streets and roads projects proposed in FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety. These 10 separate projects include:

- Removal and replacement of distressed pavements
- Sealing pavement cracks
- Installation of street overlays



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially **lower future transportation tax revenues.**

Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

SB1 ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**

- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

PROTECTION OF FUNDS

The State and counties have long relied on “user fees,” fuel taxes and vehicle charges, to maintain transportation infrastructure. Diversion of those funds created a backlog of road and bridge repairs. **Proposition 69**, approved by voters in June 2018, created a “lockbox” to ensure that all SB 1 funding is dedicated for transportation-related purposes only.

✓ **Proposition 69**

- Prohibits the diversion of funds.
- Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
- Exempts new revenues from state and local spending limits.

FUNDING AT RISK

✓ **Proposition 6: SB 1 Repeal Effort**

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
- Potentially lower future transportation tax revenues.

Transportation Projects At Risk

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HIGHWAY AND BRIDGE SAFETY will be at risk with the County losing funding for projects on every highway to:

- ✓ Improve highway safety
- ✓ Repair and repave highways
- ✓ Repair bridges
- ✓ Reduce collisions
- ✓ Improve traveler information



ROAD REPAIRS will be at risk and unsafe conditions, accidents and costly repairs could worsen because of reduced funding for:

- ✓ Road repair
- ✓ Potholes repair
- ✓ Safety modernization
- ✓ Signals modernization

TRANSIT OPERATIONS AND MAINTENANCE will be at risk by reduced funding to:

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



The County's GOODS MOVEMENT AND ECONOMIC ACTIVITY will be at risk at some of the world's most strategic trade locations – the Port of Oakland, Oakland International Airport and highways of national freight significance. The County would lose funding for:

- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County



Transportation Solutions in the City of Union City

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$14 million for road repairs and maintenance over the next 10 years for the City of Union City**, facilitating faster project delivery.

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law 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.

ANNUAL STATEWIDE SB 1 FUNDING

- **\$1.5 Billion:** state highway operations protection program administered by Caltrans
- **\$400 Million:** state bridge maintenance and repairs
- **\$1.5 Billion:** local streets and roads
- **\$750 Million:** mass transit
- **\$300 Million:** goods movement and freight projects
- **\$250 Million:** congested corridors and relief management
- **\$200 Million:** the local partnership program to match locally generated transportation funds
- **\$100 Million:** Active Transportation Program

ROAD REPAIRS ADVANCE IN THE CITY OF UNION CITY

The City of Union City is improving the appearance of roads in local neighborhoods while saving tax payers money on costly future street repairs. The **Pavement Repair Project** for FY2018-19 is funded by SB 1 for maintenance, rehabilitation and safety. Union City's road enhancements include:

- Street overlays
- Base repairs
- New traffic striping and pavement markings
- Upgrades to curbs, gutters and sidewalks

Union City maintains 129 miles of roadways and has the 2nd best pavement conditions in Alameda County. Learn more about Union City Project in collaboration with Alameda CTC at unioncity.org/actc.



PROPOSITION 6 PUTS SB 1 FUNDING AT RISK IN THE COUNTY

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

- **Eliminate over \$40 million per year in road maintenance funds from city and county budgets.**
- **Eliminate all SB 1 funding designated for state highways.**
- **Eliminate more than \$30 million per year in transit funds in Alameda County.**
- Require any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to be submitted to the electorate for approval.
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Alameda County projects to improve highways, rail, goods movement, roads, bridges, trails and pedestrian safety could be delayed indefinitely with elimination of SB 1 funding.

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Transportation Solutions in the County of Alameda

Senate Bill 1 Infrastructure Investments At Risk With Proposition 6



Essential funding for transportation programs and projects throughout Alameda County is provided through Senate Bill 1 (SB 1) and will generate **over \$197 million for road repairs and maintenance over the next 10 years for the County of Alameda**, facilitating faster project delivery.

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ROAD REPAIRS ADVANCE IN THE COUNTY OF ALAMEDA

The County of Alameda proposes to deliver nine overall projects providing improvements at 62 locations on roads during FY2018-19 funded by SB 1 for maintenance, rehabilitation and safety. This **Road Maintenance and Rehabilitation** throughout the County entails:

- Construction of asphalt or concrete overlays on various roadways.
- Rehabilitation of major corridors with the construction of new sidewalks, new crosswalks, new pavement, new bicycle lanes, new street lighting and storm drains upgrades.
- Modernizing traffic signals and upgrading landscaping and streetscaping.
- Street improvements that include curb, gutter and clean water improvements, and sidewalk repairs.



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- ✓ Delivery of roadway and rail safety improvements at the Port of Oakland
- ✓ Installing smart technology to deliver goods more safely and efficiently
- ✓ Installing railroad crossing safety improvements in cities throughout Alameda County