



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.
- 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