Potential Alameda County Improvement Projects That Senate Bill 1 Can Fund

MODE ID
EXAMPLES OF PROJECTS THAT CAN LEVERAGE SB 1 FUNDING

Bikeways
1. East Bay Greenway (Lake Merritt to South Hayward)

Express Lanes
2. I-680 Express Lanes from SR-84 to Alcosta Boulevard
3. I-680 Sunol Express Lanes (Phase II)

Goods Movement
4. Go Port: 7th Street Grade Separation and Port Arterial Improvements
5. I-80 Ashby (SR 13) Interchange Improvements
6. I-80 Gilman Interchange Improvements
7. I-580/680 Interchange Improvements
8. I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southeast and Industrial Parkway)
9. I-880 Interchange Improvements (Winton Avenue/A Street)
10. SR-262 (Mission Boulevard) Cross Connector

Interchanges and Highways
11. Countywide Alameda County Grade Crossing Program
12. Interregional Rail Services: ACE, Capital Corridor
13. Dublin Boulevard Extension
14. East 14th Street/Mission and Fremont Boulevard Multimodal Corridor

Rail
15. Oakland/Alameda Access Project
16. San Pablo Avenue (SR-123) Multimodal Corridor
17. Telegraph Avenue Multimodal Corridor
18. University Ave Multimodal Corridor
19. West Grand/Grand Avenue/MacArthur Boulevard Multimodal Corridor

Multimodal Arterial Corridors
Senate Bill 1 Expanding Mobility in Alameda County

In April 2017, Governor Jerry Brown signed into law Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017. This landmark funding program invests approximately $5.4 billion annually in state and local roads, public transit and active transportation programs.

WHAT DOES SB 1 DO?
• Enables cities and counties to address significant maintenance, rehabilitation and safety needs on the local street and road system.
• Provides funding for every community to rehabilitate, repair and maintain local roads, repair and replace aging bridges and culverts, reduce congestion and increase mobility options, including bicycle and pedestrian facilities.
• Allows cities and counties to accelerate the delivery of projects.

ACCOUNTABILITY AND TRANSPARENCY
• Cities and counties must publically adopt and submit to the state a planned list of projects and year-end reporting that accounts for every single dollar of SB 1 revenue they receive.

OVERSEIGHT
• SB 1 establishes an independent Inspector General who is appointed by the Governor to oversee programs to ensure all funds are spent as promised.
• The Inspector General is also required to report annually to the state legislature.

PROTECTING FUNDS
• Proposition 69 approved by voters in June 2018 ensures that all SB 1 resources go to transportation and the funding cannot be used for other purposes.
• SB 1 funds will not be used to fund high-speed rail.

ANNUAL 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

GOODS MOVEMENT
Improvements in Alameda County can support jobs and local communities, supporting the Bay Area economy.

MULTIMODAL ARTERIAL CORRIDORS
Planning underway for transit priority and pedestrian/bicycle improvements will increase safety for all travelers, reduce travel conflicts and accommodate future growth.

INTERREGIONAL RAIL SERVICES
Support freight and passenger services in Alameda County and Northern California.

EXPRESS LANES along I-580 and I-680 increase highway efficiency for commuters, transit and freight, using existing capacity to reduce congestion and improve air quality.

BIKEWAYS such as the East Bay Greenway connecting Oakland to Hayward will give cyclists safe access to jobs, education, transit and other important destinations.

INTERCHANGES AND HIGHWAYS provide critical connections throughout the county. I-80/Gilman Street and the I-80/Albany Avenue interchange projects will improve navigation and traffic flow.

A SAFE ROUTES TO SCHOOLS PROGRAM
Walking School Bus

Investments Will Reduce Congestion and Improve Safety

SB 1 can fund a number of key projects and programs within Alameda County, including road maintenance, transit, bicycle and pedestrian safety projects, major trails, relief for congested corridors including highways and major arterials, as well as programs such as the very popular Safe Routes to Schools Program and Student Transit Pass Programs. These investments will reduce congestion, improve safety and expand mobility for people and goods throughout the region.

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www.catc.ca.gov/programs/sb1

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