Transportation Funds at Risk: Proposition 6

Bay Area and Sonoma County Impacts
Sonoma County Transportation Authority
October 8, 2018
Presentation Outline

1. Overview of Proposition 6

2. Senate Bill 1 (SB 1) funding programs

3. Bay Area SB1 funding at risk: roads, transit, congestion relief
Proposition 6 Overview

• Qualified for the November ballot through the initiative process

• Repeals funding for Senate Bill 1 (Beall, 2017), the Road Repair and Accountability Act, the first major statewide funding increase in decades

• SB 1 is funded by an increase in the gas tax, a new vehicle registration charge, a new electric vehicle fee and an increase in the diesel sales tax, which generate approximately $5 billion annually statewide.

• The Prop 6 campaign is funded by Republican gubernatorial candidate John Cox, House Majority Leader Kevin McCarthy, the California Republican Party, and numerous California Republican Congressional candidates.
Why Was SB 1 Needed?

History of California’s Base Gasoline Excise Tax
¢ per gallon

46% drop in value of gas tax since 1963, even with SB 1

Base Gasoline Excise Tax
Value of Base Gasoline Excise Tax in FY 2017-18 $
Cost of Today’s Neglected Transportation System to Motorists

Source: California by the Numbers: Meeting the State’s Need for Safe, Smooth and Efficient Mobility, TRIP, 2018
* Includes San Benito County data
CA is Not An Outlier: Gas Tax Increases Since 1993

Source: Compiled by MTC Staff from state departments of transportation and state legislative records

*State legislature has adjusted gas tax calculations and/or swapped funding mechanism to mitigate near-term revenue reductions and/or result in longer-term revenue increases.
• An average of $5 billion per year, with new tax rates indexed to inflation so fund sources will maintain their value over time

• Funds are split roughly 50/50 between the state and local agencies

• Emphasis on local and state roadway repair

• Congestion relief, public transit and bike/ped. projects also funded through competitive and formula funding programs
To provide the public with information on how the new taxes are spent, SB 1 includes strong reporting requirements. For details by jurisdiction, visit rebuildingca.ca.gov which includes an interactive map and project descriptions.
What’s at Stake for the Bay Area?

• A 40% funding cut to every city and county for local road repairs – over $200 million per year for Bay Area jurisdictions

• Over $150 million per year in funding cuts for transit services, including BART, SF MUNI, AC Transit, VTA, Caltrain and SF Bay Ferry

• A cut of over $60 million per year in funding for the State Transportation Improvement Program (STIP)

• Approximately $950 million in bridge and highway safety, maintenance and rehabilitation projects at risk over multiple years; funded by the State Highway Operation and Protection Program (SHOPP) and Caltrans’ maintenance program

• Almost $1.4 billion in funding for 23 projects from SB1 competitive programs
SB 1 Funding Increases for the Bay Area

Millions of $ (FY 2018-19 Estimate)

- Local Road: $287/($208)
- State Highway: $255/($240)
- State Transit Assistance: $118/($118)
- Transit Capital: $67/$67
- STIP: $63/($62)
- Bike/Ped: $18/($13/18)
- Freeway Service Patrol: $6/$5
- Trade Corridor: $83
- Congested Corridors: $156
- Local Partnership: $56
- Transit State of Good Repair: $38

Pre-SB 1 Annual Funding
SB 1 (At Risk) Annual Funding

Existing Programs
New Programs
Local Road Funding Forecast for Sonoma Cities and County with SB1 (FY 2016-2022) ($ in thousands)
Two Potential Futures

2017
Status Quo

2027
With SB 1 Funds (Proposition 6 Fails)

2027
Without SB 1 Funds (Proposition 6 Passes)

Pavement Condition Index
- Poor/Failed (0-49)
- At Risk (50-59)
- Good/Fair (60-79)
- Excellent/Very Good (80-100)

Source: MTC
Loss of Road Repair Funds Would Mean More Potholes

A wide array of projects are eligible for SB 1, including:

- Safe driving conditions - road maintenance and rehabilitation
- Complete streets safety projects, such as sidewalks and bike lanes
- Traffic control safety devices such as traffic lights and crossings
- Storm water and clean water
Road Repair Backlog Would Increase Dramatically Without SB 1 Funding

<table>
<thead>
<tr>
<th>County</th>
<th>2017 Backlog</th>
<th>2027 Maintenance Backlog Without SB1</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALAMEDA</td>
<td>$1,025</td>
<td>$2,031</td>
</tr>
<tr>
<td>CONTRA COSTA</td>
<td>$859</td>
<td>$1,696</td>
</tr>
<tr>
<td>MARIN</td>
<td>$690</td>
<td>$997</td>
</tr>
<tr>
<td>NAPA</td>
<td>$264</td>
<td>$362</td>
</tr>
<tr>
<td>SAN FRANCISCO</td>
<td>$251</td>
<td>$1,204</td>
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<tr>
<td>SAN MATEO</td>
<td>$362</td>
<td>$2,985</td>
</tr>
<tr>
<td>SANTA CLARA</td>
<td>$1,204</td>
<td>$2,811</td>
</tr>
<tr>
<td>SOLANO</td>
<td>$575</td>
<td>$1,462</td>
</tr>
<tr>
<td>SONOMA</td>
<td>$1,433</td>
<td>$2,811</td>
</tr>
</tbody>
</table>

Millions

$3,500 to $0

- $3,500
- $3,000
- $2,500
- $2,000
- $1,500
- $1,000
- $500
- $0
Sonoma County’s Roads Already “At Risk”

- **Sonoma County's Roads** are at risk due to their pavement conditions.
- The average PCI ( Pavement Condition Index ) for Sonoma is 41, which is set to decrease to 39 in 2027 without SB 1 funding.
- Today, Sonoma’s PCI is 53.
- In 2027, with SB 1 funding, the PCI is expected to decrease to 41.
- Without SB 1 funding, the PCI will drop to 39, indicating a 40% drop in quality.
- The graph shows that maintenance costs will increase significantly over time due to the decrease in pavement quality.

*Note: Time varies depending on traffic, climate, pavement design, etc.*
With SB 1

Good: 70-79
Fair: 60-69
At Risk: 50-59
Poor: 25-49
Failed: 0-24
## Forecast of Sonoma County Road Pavement Condition

<table>
<thead>
<tr>
<th>PAVEMENT CONDITION INDEX (PCI) FORECAST</th>
<th>PCI 2017</th>
<th>PCI 2027 Without SB 1 Funds</th>
<th>2027 Deferred Maintenance with SB 1 Funds ($ in 1,000s)</th>
<th>2027 Deferred Maintenance without SB 1 Funds ($ in 1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>57</td>
<td>49</td>
<td>$31,384</td>
<td>$35,725</td>
</tr>
<tr>
<td>Cotati</td>
<td>55</td>
<td>41</td>
<td>$27,308</td>
<td>$31,510</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>60</td>
<td>57</td>
<td>$38,574</td>
<td>$42,817</td>
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<tr>
<td>Petaluma</td>
<td>46</td>
<td>34</td>
<td>$289,585</td>
<td>$321,614</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>69</td>
<td>54</td>
<td>$75,204</td>
<td>$92,875</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>59</td>
<td>47</td>
<td>$578,546</td>
<td>$678,552</td>
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<tr>
<td>Sebastopol</td>
<td>54</td>
<td>43</td>
<td>$26,648</td>
<td>$30,141</td>
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<tr>
<td>Sonoma</td>
<td>74</td>
<td>61</td>
<td>$17,208</td>
<td>$22,350</td>
</tr>
<tr>
<td>Sonoma County</td>
<td>48</td>
<td>35</td>
<td>$1,248,479</td>
<td>$1,529,828</td>
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<tr>
<td>Windsor</td>
<td>78</td>
<td>70</td>
<td>$24,085</td>
<td>$25,126</td>
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<tr>
<td>Countywide</td>
<td>53</td>
<td>41</td>
<td>$2,357,021</td>
<td>$2,810,537</td>
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</table>
Prop 6 Impact on Road Repair Backlog: Sonoma County’s Smaller Cities
($ in millions)
Prop 6 Impact on Petaluma, Santa Rosa & County-Owned Roads
($ in millions)

- Petaluma
- Santa Rosa
- Sonoma County

- 2017 Backlog
- 2027 Backlog Without SB 1

$606 million increase
Bay Area Congestion Relief Projects at Risk

Solutions for Congested Corridors:

- $250 million per year statewide
- Focused on early delivery and most congested corridors
- CTC approved $1 billion in May 2018 for a four-year cycle

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Description</th>
<th>Funding</th>
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</thead>
<tbody>
<tr>
<td>Caltrans</td>
<td>US-101 Marin-Sonoma Narrows</td>
<td>$85</td>
</tr>
<tr>
<td>Caltrans/VTA</td>
<td>US-101 Managed Lanes in San Mateo and Santa Clara Counties</td>
<td>$233</td>
</tr>
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</table>
Bay Area Transit Projects at Risk

State Transit Assistance
• SB 1 doubled STA funding, providing an additional $156 million/year for Bay Area operators, including:

<table>
<thead>
<tr>
<th>Operator</th>
<th>Annual Amount ($1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SFMTA</td>
<td>$40,000</td>
</tr>
<tr>
<td>BART</td>
<td>$25,000</td>
</tr>
<tr>
<td>SF Bay Ferry</td>
<td>$1,153</td>
</tr>
<tr>
<td>SMART</td>
<td>$639</td>
</tr>
<tr>
<td>City of Santa Rosa</td>
<td>$120</td>
</tr>
<tr>
<td>City of Petaluma</td>
<td>$27</td>
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</tbody>
</table>

Transit & Intercity Rail Capital Program

<table>
<thead>
<tr>
<th>Operator</th>
<th>Description</th>
<th>Award (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>VTA</td>
<td>BART to San Jose</td>
<td>$730</td>
</tr>
<tr>
<td>BART</td>
<td>Transbay Core Capacity (Train Control, Fleet Expansion)</td>
<td>$319</td>
</tr>
<tr>
<td>SMART</td>
<td>Larkspur to Windsor Corridor Project</td>
<td>$21</td>
</tr>
<tr>
<td>SFMTA</td>
<td>Transit Capacity Expansion Program</td>
<td>$27</td>
</tr>
</tbody>
</table>

State Rail Assistance Program
• $10.5 million to fund service operation and increased weekday and weekend service
## Risk to RM 3-Funded Highway Projects

### Dollars in millions

<table>
<thead>
<tr>
<th>Project</th>
<th>RM3 Funding</th>
<th>SB1 Funding</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sonoma US-101 MSN</td>
<td>$120</td>
<td>$85</td>
<td>SB 1 Funding Segment C2</td>
</tr>
<tr>
<td>Solano I-80/I-680/SR-12 Interchange</td>
<td>$150</td>
<td>$53</td>
<td>Multi-phase project</td>
</tr>
<tr>
<td>San Mateo US-101 Express Lanes</td>
<td>TBD</td>
<td>$222</td>
<td>RM 3 Express Lane Program candidate project</td>
</tr>
<tr>
<td>Alameda 7th Street Grade Separation</td>
<td>TBD</td>
<td>$175</td>
<td>RM 3 Goods Movement candidate project</td>
</tr>
</tbody>
</table>
## Risk to RM 3-Funded Transit Projects

### Dollars in millions

<table>
<thead>
<tr>
<th>Project</th>
<th>RM3 Funding</th>
<th>SB 1: Transit &amp; Intercity Rail Capital Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMART Windsor Extension</td>
<td>$40</td>
<td>$21</td>
</tr>
<tr>
<td>BART to Silicon Valley, Phase 2</td>
<td>$375</td>
<td>$730</td>
</tr>
<tr>
<td>BART Transbay Core Capacity</td>
<td>$500</td>
<td>$319</td>
</tr>
<tr>
<td>AC Transit High Capacity Buses*</td>
<td>$140</td>
<td>$14</td>
</tr>
<tr>
<td>SFMTA Transit Capacity Expansion</td>
<td>$140</td>
<td>$27</td>
</tr>
<tr>
<td>Capitol Corridor Enhancement Program</td>
<td>$90</td>
<td>$80</td>
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*Part of RM 3 Core Capacity Transit Improvements project*
Prop 6 Public Information

✓ MTC and ABAG web pages dedicated to Prop 6
✓ Maps of pavement impact & competitively-awarded program projects at risk
✓ Detailed funding impacts by agency
✓ Videos of local road impacts
Questions?