

Transportation Funds at Risk: Proposition 6

Bay Area Bridges, Roads, Highways and Transit Systems Would Lose Funding



Proposition 6 on the November 2018 ballot would repeal the funding sources for the Road Repair and Accountability Act (Senate Bill 1, 2017), which restored state transportation funding after decades of underinvestment. Prop 6 also dictates that future increases in taxes on gasoline or vehicles must be approved by voters. If approved this November, Prop 6 would impact every facet of the Bay Area’s transportation system.

Senate Bill 1: Road Repair and Accountability

Approved by the Legislature by a two-thirds vote in 2017, Senate Bill 1 provides funding to rebuild California’s streets, highways and bridges, and to improve public transit systems in communities across the state. If left in place, SB 1 is expected to generate over \$5 billion annually in revenues from taxes on motor fuels and vehicles.

Action to meet California’s transportation funding challenges was long overdue. The state’s last adjustment to the gas tax was in 1994. From then until 2017, the backlog in needed repairs for the state’s local roads and highways swelled to \$137 billion. With passage of SB 1, however, California joined the ranks of 38 states that have passed legislation to raise their own state gas taxes since 1993, the last time Congress raised the federal gas tax.

Annual Bay Area SB 1 Formula Funds at Risk

(\$ in millions)

Local road funds for cities and counties	\$208
Public Transit	\$156
State Transportation Improvement Program	\$60
Local Partnership Program (state matching grant for local voter-approved funds)	\$28
Total	\$452

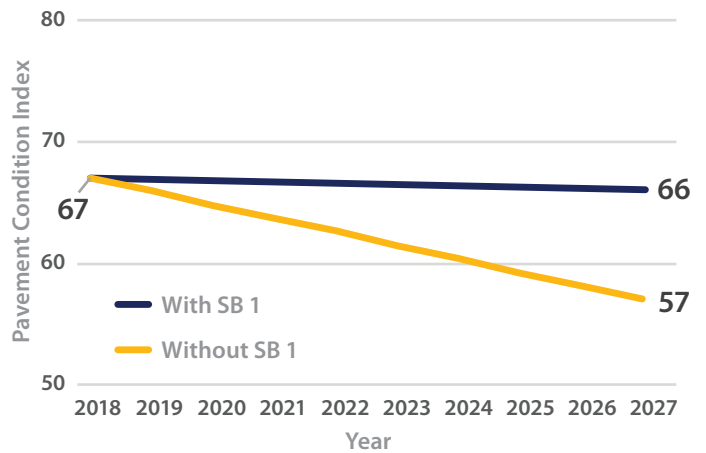
Note: Total doesn’t include estimated annual funding from statewide competitive programs totaling approximately \$900 million annually.

Pothole Peril: Planned Local Road Repairs Would Be Delayed or Eliminated

If Prop 6 passes, Bay Area cities and counties stand to lose over \$200 million per year in road repair funding, over 40 percent of their current state funding for pothole repairs. Each city and county in the region already has projects underway that are relying on these funds.

Without SB 1 funding, the region’s Pavement Condition Index (PCI) is forecast to drop from a “fair” score of 67 to the “at risk” level of 57 by 2027.

PCI Forecast: With and Without SB 1



Roadway Safety and Maintenance Improvements Would Be Deferred

Almost \$1 billion in Bay Area local bridge and highway safety, maintenance and rehabilitation projects would be at risk if Prop 6 passes. Examples of this work include:

- 104 lane-miles of pavement replacement on I-880 north of Fremont Boulevard in Alameda County;
- 22 lane-miles of pavement preservation on I-80 from SR-4 to the Carquinez Bridge in Contra Costa County;
- Upgrades to the San Antonio Creek bridges on U.S. Highway 101 in Sonoma County to address flooding.

(Continued)



Trouble for Transit: Funding Cuts Would Delay Transit Upgrades and Potentially Cut Service

Over \$150 million in transit formula funding for every Bay Area transit operator, double prior funding levels, would be eliminated if Prop 6 passes. This funding provides about \$13 million for AC Transit, \$25 million for BART, \$40 million for SF Muni and \$18 million for Santa Clara Valley Transportation Authority. SB 1 transit funds pay for important needs, such as increased service and replacing aging buses and trains with new vehicles, including zero-emission buses.

Solutions Slowed: Highway Congestion Relief Funding Would Be Stalled

In addition to cutting formula funding on which local governments and transit operators rely, Prop 6 would also eliminate funding for statewide competitive grant programs, including:

- **Solutions for Congested Corridors** – \$250 million/year to improve mobility options along state’s most congested high-ways. Bay Area projects with funds at risk include:
 - Managed Lanes in San Mateo & Santa Clara on U.S.-101
 - Marin-Sonoma Narrows on U.S.-101
- **Trade Corridor Enhancement Program** – \$300 million/year program to enable goods to be transported more efficiently. Bay Area projects with funds at risk include:
 - Port of Oakland 7th Street grade separation

- **Transit and Intercity Rail Capital Program** – \$245 million/year to expand and enhance commuter and intercity rail. Bay Area projects with funds at risk include:
 - BART to Silicon Valley, Phase 2
 - BART Core Capacity: Additional BART cars and system capacity between the East Bay and San Francisco
 - AC Transit zero-emission buses
 - SF Muni fleet car replacement
- **Active Transportation Program** – \$100 million/year to make roads safer for bicyclists and pedestrians. Examples of Bay Area projects with funds at risk include S.F. Bay Trail enhancements, Safe Routes to School projects and dedicated bicycle and pedestrian routes.



Learn more

including detailed information about potential funding cuts by city, county and transit operator – at:
mtc.ca.gov/prop6

For questions, please contact **info@bayareametro.gov**

The Metropolitan Transportation Commission (MTC) is the transportation planning and financing agency for the nine-county San Francisco Bay Area.

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