



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 6, 2018

FR: Executive Director

RE: Senate Bill 1 Repeal Initiative: Proposition 6

Background

On June 25, 2018, the state's Attorney General determined that the SB 1 repeal initiative backed by GOP gubernatorial candidate John Cox has obtained enough valid signatures to qualify for the November ballot. The repeal initiative, now known as Proposition 6, would provide that any tax on motor vehicle fuel or vehicles themselves must be subject to a vote of the people and would apply retroactively to January 1, 2017, as shown in Attachment A. As a result, this measure would not only repeal SB 1, it would also set a very high bar for any future effort to raise revenue from transportation user fees.

Recommendation: Oppose

SB 1 Background

In April 2017, the Legislature enacted Senate Bill 1 (Beall), a landmark transportation funding bill that provides approximately \$5 billion per year in ongoing state funding for transportation after decades of underinvestment by the state. The primary goal of SB 1 is to restore the condition of the state highway and local road systems after decades of deferred maintenance, resulting in funding shortfalls of \$59 billion and \$78 billion, respectively. While state and local roadway maintenance receives the vast majority of SB 1 funds, the bill also provides vital new funding for enhanced travel options and congestion reduction, establishing a Corridor Mobility Improvement Program, a Trade Corridors Improvement Program, a Local Partnership Program (which rewards local jurisdictions with voter-approved funding for transportation), plus funding increases for the existing Transit and Intercity Rail Capital, State Transit Assistance and Active Transportation programs.

SB 1 is funded by adjustments to roadway user fees assessed on motor vehicle fuel and motor vehicles. Proposition 69, approved by 81 percent of voters in June 2018, added a provision to the California Constitution ensuring that all of the SB 1 funding sources are protected from diversion to non-transportation purposes. The new revenue measures contained in SB 1 are as follows:

- A 12-cent/gallon increase in the state's gasoline excise tax. This adjustment amounts to an inflation adjustment to restore the tax's purchasing power since its most recent adjustment in 1994.
- A Transportation Improvement Fee, an annual vehicle registration surcharge which varies based on the value of the vehicle and depreciates over time.
- A zero-emission vehicle registration surcharge of \$100 per year
- A 20-cent/gallon increase in the diesel excise tax
- A 4 percent rate increase in the sales tax on diesel fuel

Bay Area Impacts of SB 1 Repeal Would Affect All Modes and All Jurisdictions

Repeal of SB 1 would be felt by every Bay Area resident and visitor. Funding levels for the maintenance and rehabilitation of the state's highways and local roads was woefully insufficient prior to SB 1; without it pavement condition can be expected to deteriorate at an ever-accelerating pace. Public transit systems would face tighter budgets that could require cuts in service and delays to vehicle procurements and to urgent state of good repair priorities. Priority congestion relief and transit expansion projects also would be significantly delayed due to funding gaps arising from the loss of SB 1.

Local Road Funding

The greatest negative impact on the region's transportation system resulting from an SB 1 repeal likely would be the condition of our local roads, 22 percent of which already are classified as being in poor or failed condition. Regionwide, we currently have a pavement condition index (PCI) of 67, which is considered "fair." However, conditions vary widely by county as well as within each county depending on the type of road; overall, local roads in Napa and Sonoma counties are classified as "at risk," but a sizeable portion of them are deemed "failed," with PCIs below 25. Whether driving, riding the bus, cycling or walking, Bay Area residents should expect to notice significantly worse local road conditions if Proposition 6 passes. In PCI terms, staff estimates repeal could bring the region's PCI down to 58 percent and increase poor or failed conditions to 36 percent by 2027.

SB 1 distributes road repair funding to every city and county in the state by formula. Bay Area cities and counties are forecast to receive \$208 million from SB 1 in FY 2018-19, a 73 percent increase in their baseline state gas tax funding, as shown in Attachment B. These funds may be spent on road maintenance and rehabilitation, but are also eligible to be spent on safety projects, railroad grade separations, and complete streets components, including pedestrian and bicycle safety projects and traffic control devices. Cities and counties have already submitted specific plans to CTC for use of these funds. All such plans would be shelved in the event of a repeal.

Transit Funding

Bay Area transit riders also have a lot to lose from a repeal of SB 1. Thanks to its significant boost in State Transit Assistance (STA) funding, the Bay Area anticipates receiving \$156 million more in additional STA funds in FY 2018-19 – more than *double* the baseline STA program. Of this amount, \$118 million augments the existing STA program and can be used on any transit agency needs, whether it be increasing service, paying for rising fuel and labor costs, boosting safety measures or expanding the system. Another \$38 million is anticipated for the new SB 1 State of Good Repair transit program, which is limited to capital improvements such as replacing vehicles and upgrading facilities. Examples of transit projects that could be in jeopardy include

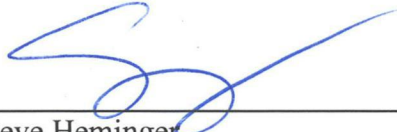
“quality of life” improvements at BART to improve the safety and cleanliness of stations, as well as the new transit fare discount program for low-income transit riders, known as the regional means-based fare program. Details of SB 1 transit operator funding shares are shown in Attachment C.

Congestion Relief Projects

In its first award of competitive funds from new SB 1 programs, the California Transportation Commission (CTC) awarded Bay Area projects \$660 million in funding, more than 25 percent of the statewide total. The region’s largest award was a \$233 million commitment to Caltrans and the Santa Clara Valley Transportation Authority (VTA) through the Solutions for Congested Corridors program to establish express lanes along both directions of U.S. 101 between State Route 237 in Mountain View through San Mateo County to Interstate 380 near San Francisco International Airport. The CTC also awarded Caltrans \$85 million through the Solutions for Congested Corridors program to complete the final Sonoma County portion of the multi-phase widening of U.S. 101 through the Marin-Sonoma Narrows. A complete list of Bay Area projects that were awarded competitive funding from SB 1 is included in Attachment D.

Summary

SB 1 offers the potential to greatly improve the condition of the Bay Area and state’s transportation system, with a fix-it-first emphasis on repairing our local roads and state highway system, but with funding for vital mobility and transit improvements as well. The bill includes strong accountability provisions requiring detailed reporting on how formula funds are spent at the local level. Finally, SB 1 provides for a sustainable and predictable funding stream that ensures the users of the transportation system help pay for it. Proposition 6 would likely require that transportation compete for funding as part of the annual state budget process with other General Fund programs, such as affordable housing, K-12 education, the University of California, social safety net programs, environmental protection and corrections. Staff requests your opposition to Proposition 6 so that we can help Bay Area residents understand what is at stake.



Steve Heminger

Attachments:

- Attachment A: Ballot Measure Text
- Attachment B: Local road funding
- Attachment C: Transit operator funding
- Attachment D: Bay Area competitive funding awards

SH:rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2018\07_LEGIS_Jul 2018\3ai_SB 1 Defense Memo.docx

BELL, MCANDREWS & HILTACHK, LLP
ATTORNEYS AND COUNSELORS AT LAW
455 CAPITOL MALL, SUITE 600
SACRAMENTO, CALIFORNIA 95814

(916) 442-7757
FAX (916) 442-7759
www.bmhlaw.com

RECEIVED

OCT 13 2017

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

October 13, 2017

Initiative Coordinator
Office of the Attorney General
State of California
PO Box 994255
Sacramento, CA 94244-25550

Re: Amendment of Proposed Initiative No. 17-0033 "Voter Approval for Increases in Gas and Car Tax"

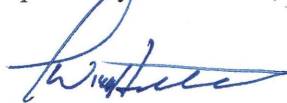
Dear Initiative Coordinator:

With this letter I submit an amendment to the above-referenced proposed statewide initiative measure in accordance with Elections Code section 9002. I am the proponent of the measure and a registered voter in the State of California. Please prepare a circulating title and summary of the measure using the amended language as provided by law.

Enclosed with this letter please find the text of the proposed measure as amended.

Thank you for your attention to processing my request.

Respectfully Submitted,



Thomas W. Hiltachk

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

SECTION 1. STATEMENT OF FINDINGS AND PURPOSES

- (a) California's taxes on gasoline and car ownership are among the highest in the nation.
- (b) These taxes have been raised without the consent of the people.
- (c) Therefore, the people hereby amend the Constitution to require voter approval of the recent increase in the gas and car tax enacted by Chapter 5 of the Statutes of 2017 and any future increases in the gas and car tax.

SECTION 2. VOTER APPROVAL FOR INCREASES IN GAS AND CAR TAX

Section 3.5 of Article XIII A of the California Constitution is added to read:

Sec. 3.5(a) Notwithstanding any other provision of law, the Legislature shall not impose, increase or extend any tax, as defined in section 3, on the sale, storage, use or consumption of motor vehicle gasoline or diesel fuel, or on the privilege of a resident of California to operate on the public highways a vehicle, or trailer coach, unless and until that proposed tax is submitted to the electorate and approved by a majority vote.

(b) This section does not apply to taxes on motor vehicle gasoline or diesel fuel, or on the privilege of operating a vehicle or trailer coach at the rates that were in effect on January 1, 2017. Any increase in the rate of such taxes imposed after January 1, 2017 shall cease to be imposed unless and until approved by the electorate as required by this section.



Current State Funding for Local Street & Roads, FY 2018-19

Senate Bill 1 (Beall) and Baseline Gas Tax

ALAMEDA COUNTY	BASELINE	SB 1	TOTAL
ALAMEDA	\$1,735,563	\$1,337,356	\$3,072,919
ALBANY	\$418,185	\$317,708	\$735,893
BERKELEY	\$2,628,715	\$2,028,555	\$4,657,270
DUBLIN	\$1,299,142	\$998,667	\$2,297,809
EMERYVILLE	\$263,375	\$198,341	\$461,716
FREMONT	\$5,009,521	\$3,876,204	\$8,885,725
HAYWARD	\$3,486,854	\$2,694,523	\$6,181,377
LIVERMORE	\$1,945,128	\$1,499,991	\$3,445,119
NEWARK	\$990,107	\$760,001	\$1,750,108
OAKLAND	\$9,201,038	\$7,129,074	\$16,330,112
PIEDMONT	\$251,064	\$188,787	\$439,851
PLEASANTON	\$1,649,064	\$1,270,227	\$2,919,291
SAN LEANDRO	\$1,915,505	\$1,477,001	\$3,392,506
UNION CITY	\$1,595,939	\$1,229,000	\$2,824,939
CITY TOTAL	\$32,389,200	\$25,005,435	\$57,394,635
COUNTY TOTAL	\$25,782,062	\$17,040,682	\$42,822,744
GRAND TOTAL	\$58,171,262	\$42,046,117	\$100,217,379

CONTRA COSTA COUNTY	BASELINE	SB 1	TOTAL
ANTIOCH	\$2,500,327	\$1,911,481	\$4,411,808
BRENTWOOD	\$1,340,666	\$1,021,573	\$2,362,239
CLAYTON	\$253,305	\$188,804	\$442,109
CONCORD	\$2,807,730	\$2,147,888	\$4,955,618
DANVILLE	\$954,069	\$725,416	\$1,679,485
EL CERRITO	\$545,019	\$411,608	\$956,627
HERCULES	\$569,407	\$429,594	\$999,001
LAFAYETTE	\$559,051	\$421,630	\$980,681
MARTINEZ	\$830,120	\$630,094	\$1,460,214
MORAGA	\$371,618	\$279,023	\$650,641
OAKLEY	\$907,161	\$689,342	\$1,596,503
ORINDA	\$420,766	\$316,821	\$737,587
PINOLE	\$421,636	\$317,490	\$739,126
PITTSBURG	\$1,531,321	\$1,168,195	\$2,699,516
PLEASANT HILL	\$764,828	\$579,881	\$1,344,709
RICHMOND	\$2,446,892	\$1,870,388	\$4,317,280
SAN PABLO	\$686,416	\$519,579	\$1,205,995
SAN RAMON	\$1,764,816	\$1,347,763	\$3,112,579
WALNUT CREEK	\$1,556,472	\$1,187,538	\$2,744,010
CITY TOTAL	\$21,231,620	\$16,164,108	\$37,395,728
COUNTY TOTAL	\$21,694,182	\$14,228,986	\$35,923,168
GRAND TOTAL	\$42,925,802	\$30,393,094	\$73,318,896

MARIN COUNTY	BASELINE	SB 1	TOTAL
BELVEDERE	\$53,476	\$36,342	\$89,818
CORTE MADERA	\$215,019	\$158,720	\$373,739
FAIRFAX	\$172,984	\$126,678	\$299,662
LARKSPUR	\$283,757	\$210,355	\$494,112
MILL VALLEY	\$335,077	\$249,474	\$584,551
NOVATO	\$1,209,065	\$912,262	\$2,121,327
ROSS	\$61,619	\$42,550	\$104,169
SAN ANSELMO	\$291,769	\$216,462	\$508,231
SAN RAFAEL	\$1,347,791	\$39,831	\$1,387,622
SAUSALITO	\$167,629	\$122,595	\$290,224
TIBURON	\$215,502	\$159,088	\$374,590
CITY TOTAL	\$4,353,688	\$2,274,357	\$6,628,045
COUNTY TOTAL	\$5,353,629	\$3,855,323	\$9,208,952
GRAND TOTAL	\$9,707,317	\$6,129,680	\$15,836,997

NAPA COUNTY	BASELINE	SB 1	TOTAL
AMERICAN CANYON	\$437,265	\$344,177	\$781,442
CALISTOGA	\$115,651	\$87,642	\$203,293
NAPA	\$1,687,830	\$1,349,068	\$3,036,898
SAINT HELENA	\$132,172	\$100,944	\$233,116
YOUNTVILLE	\$66,792	\$49,108	\$115,900
CITY TOTAL	\$2,439,710	\$1,930,939	\$4,370,649
COUNTY TOTAL	\$3,574,221	\$2,716,184	\$6,290,405
GRAND TOTAL	\$6,013,931	\$4,647,123	\$10,661,054

SAN FRANCISCO COUNTY	BASELINE	SB 1	TOTAL
SAN FRANCISCO CITY	\$17,962,184	\$14,627,591	\$32,589,775
SAN FRANCISCO COUNTY	\$10,248,706	\$8,009,281	\$18,257,987
GRAND TOTAL	\$28,210,890	\$22,636,872	\$50,847,762

SB 1 requires cities and counties to submit an annual report to the California Transportation Commission on how they plan to spend SB 1 local street and road funds. This unprecedented level of **transparency** and **accountability** will ensure Bay Area residents can find out exactly how SB 1 is being put to work to improve their communities. A list of reports submitted to date can be found here:

catc.ca.gov/programs/sb1/lrsp/



SAN MATEO COUNTY	BASELINE	SB 1	TOTAL
ATHERTON	\$164,956	\$119,600	\$284,556
BELMONT	\$621,343	\$461,703	\$1,083,046
BRISBANE	\$110,279	\$79,008	\$189,287
BURLINGAME	\$677,853	\$504,437	\$1,182,290
COLMA	\$39,122	\$25,198	\$64,320
DALY CITY	\$2,432,879	\$1,828,591	\$4,261,470
EAST PALO ALTO	\$682,101	\$507,649	\$1,189,750
FOSTER CITY	\$745,935	\$555,921	\$1,301,856
HALF MOON BAY	\$286,388	\$210,673	\$497,061
HILLSBOROUGH	\$267,846	\$196,651	\$464,497
MENLO PARK	\$800,033	\$596,831	\$1,396,864
MILLBRAE	\$522,414	\$387,647	\$910,061
PACIFICA	\$854,330	\$637,891	\$1,492,221
PORTOLA VALLEY	\$109,947	\$78,757	\$188,704
REDWOOD CITY	\$1,906,304	\$1,432,277	\$3,338,581
SAN BRUNO	\$1,012,995	\$757,876	\$1,770,871
SAN CARLOS	\$659,334	\$490,432	\$1,149,766
SAN MATEO	\$2,303,199	\$1,730,525	\$4,033,724
SOUTH SAN FRANCISCO	\$1,460,466	\$1,095,127	\$2,555,593
WOODSIDE	\$132,166	\$94,804	\$226,970
CITY TOTAL	\$15,789,890	\$11,791,598	\$27,581,488
COUNTY TOTAL	\$14,749,139	\$9,733,147	\$24,482,286
GRAND TOTAL	\$30,539,029	\$21,524,745	\$52,063,774

SANTA CLARA COUNTY	BASELINE	SB 1	TOTAL
CAMPBELL	\$939,379	\$714,892	\$1,654,271
CUPERTINO	\$1,292,763	\$985,800	\$2,278,563
GILROY	\$1,227,976	\$935,922	\$2,163,898
LOS ALTOS	\$693,270	\$525,419	\$1,218,689
LOS ALTOS HILLS	\$194,446	\$144,464	\$338,910
LOS GATOS	\$691,358	\$523,946	\$1,215,304
MILPITAS	\$1,651,211	\$1,261,761	\$2,912,972
MONTE SERENO	\$81,889	\$58,579	\$140,468
MORGAN HILL	\$970,219	\$738,635	\$1,708,854
MOUNTAIN VIEW	\$1,735,276	\$1,326,480	\$3,061,756
PALO ALTO	\$1,505,185	\$1,149,338	\$2,654,523
SAN JOSE	\$22,759,595	\$17,503,003	\$40,262,598
SANTA CLARA	\$2,709,365	\$2,074,485	\$4,783,850
SARATOGA	\$675,167	\$511,481	\$1,186,648
SUNNYVALE	\$3,271,129	\$2,506,974	\$5,778,103
CITY TOTAL	\$40,398,228	\$30,961,179	\$71,359,407
COUNTY TOTAL	\$32,051,280	\$21,466,715	\$53,517,995
GRAND TOTAL	\$72,449,508	\$52,427,894	\$124,877,402

SOLANO COUNTY	BASELINE	SB 1	TOTAL
BENICIA	\$615,518	\$463,393	\$1,078,911
DIXON	\$430,170	\$322,894	\$753,064
FAIRFIELD	\$2,507,408	\$1,910,076	\$4,417,484
RIO VISTA	\$203,729	\$150,906	\$354,635
SUISUN CITY	\$650,454	\$490,164	\$1,140,618
VACAVILLE	\$2,162,078	\$1,647,367	\$3,809,445
VALLEJO	\$2,597,434	\$1,979,062	\$4,576,496
CITY TOTAL	\$9,166,791	\$6,963,862	\$16,130,653
COUNTY TOTAL	\$8,486,589	\$6,263,985	\$14,750,574
GRAND TOTAL	\$17,653,380	\$13,227,847	\$30,881,227

SONOMA COUNTY	BASELINE	SB 1	TOTAL
CLOVERDALE	\$201,214	\$149,434	\$350,648
COTATI	\$165,100	\$121,675	\$286,775
HEALDSBURG	\$264,668	\$197,438	\$462,106
PETALUMA	\$1,338,892	\$1,019,665	\$2,358,557
ROHNERT PARK	\$926,534	\$703,865	\$1,630,399
SANTA ROSA	\$3,863,442	\$2,958,202	\$6,821,644
SEBASTOPOL	\$171,783	\$126,812	\$298,595
SONOMA	\$247,014	\$183,868	\$430,882
WINDSOR	\$606,625	\$457,972	\$1,064,597
CITY TOTAL	\$7,785,272	\$5,918,931	\$13,704,203
COUNTY TOTAL	\$13,134,277	\$9,288,325	\$22,422,602
GRAND TOTAL	\$20,919,549	\$15,207,256	\$36,126,805

REGION	BASELINE	SB 1	TOTAL
CITY TOTAL	\$151,516,583	\$115,638,000	\$267,154,583
COUNTY TOTAL	\$135,074,085	\$92,602,628	\$227,676,713
GRAND TOTAL	\$286,590,668	\$208,240,628	\$494,831,296

STATEWIDE	BASELINE	SB 1	TOTAL
CITY TOTAL	\$721,704,709	\$551,931,000	\$1,273,635,709
COUNTY TOTAL	\$760,033,117	\$551,931,000	\$1,311,964,117
GRAND TOTAL	\$1,481,737,826	\$1,103,862,000	\$2,585,599,826

Source: League of California Cities & California State Association of Counties

For more information, contact Rebecca Long, Government Relations Manager, rlong@bayareametro.gov

June 2018



Estimate of State Transit Assistance Revenue-Based Funding, Including SB 1 Contribution

	FY2017-18	FY2017-18	FY2018-19	FY2018-19
	SB 1 Contribution	Estimated Total	SB 1 Contribution	Estimated Total
AC Transit	\$4,827,836	\$14,483,509	\$9,950,810	\$19,901,620
Altamont Commuter Express (ACE)	\$102,168	\$306,505	\$210,582	\$421,165
BART	\$9,353,673	\$28,061,019	\$19,279,158	\$38,558,316
Caltrain	\$1,908,845	\$5,726,536	\$3,934,383	\$7,868,766
City of Dixon	\$1,592	\$4,776	\$3,281	\$6,562
City of Fairfield	\$40,278	\$120,835	\$83,019	\$166,038
City of Petaluma	\$10,052	\$30,157	\$20,719	\$41,438
City of Rio Vista	\$567	\$1,701	\$1,169	\$2,338
City of Santa Rosa	\$44,133	\$132,400	\$90,965	\$181,930
City of Union City	\$26,235	\$78,706	\$54,074	\$108,149
County Connection (CCCTA)	\$182,659	\$547,977	\$376,484	\$752,969
Golden Gate Transit	\$886,398	\$2,659,195	\$1,826,984	\$3,653,968
Marin Transit	\$314,411	\$943,233	\$648,043	\$1,296,086
SamTrans	\$1,879,680	\$5,639,040	\$3,874,269	\$7,748,539
San Francisco MTA	\$14,561,026	\$43,683,077	\$30,012,201	\$60,024,403
Santa Clara Valley Transit Authority (VTA)	\$6,638,048	\$19,914,144	\$13,681,895	\$27,363,791
Sonoma-Marín Area Rail Transit (SMART)	\$235,665	\$706,994	\$485,736	\$971,472
Solano County Transit	\$90,088	\$270,265	\$185,684	\$371,368
Sonoma County Transit	\$52,051	\$156,152	\$107,283	\$214,567
Tri Delta Transit (ECCCTA)	\$84,549	\$253,647	\$174,267	\$348,533
Vacaville City Coach	\$6,774	\$20,322	\$13,962	\$27,925
Vine Transit (Napa)	\$20,616	\$61,847	\$42,492	\$84,983
WestCat (WCCTA)	\$109,451	\$328,354	\$225,594	\$451,187
SF Bay Ferry (WETA)	\$424,996	\$1,274,988	\$875,973	\$1,751,945
Wheels (Livermore Amador Valley Transit)	\$85,289	\$255,866	\$175,791	\$351,583
REVENUE-BASED GRAND TOTAL	\$41,887,082	\$125,661,245	\$86,334,819	\$172,669,638
POPULATION-BASED FUNDS	\$15,708,094	\$47,124,283	\$32,376,461.17	\$64,752,922
GRAND TOTAL SF BAY AREA	\$57,595,176	\$172,785,528	\$118,711,280.02	\$237,422,560

SB 1 State of Good Repair Program Funding



	FY2017-18	FY2018-19
	Estimated Total (100% SB 1-Funded)	Estimated Total (100% SB 1-Funded)
AC Transit	\$3,149,541	\$3,149,541
Altamont Commuter Express (ACE)	\$66,652	\$66,652
BART	\$6,102,066	\$6,102,066
Caltrain	\$1,245,276	\$1,245,276
City of Dixon	\$1,039	\$1,039
City of Fairfield	\$26,276	\$26,276
City of Petaluma	\$6,558	\$6,558
City of Rio Vista	\$370	\$370
City of Santa Rosa	\$28,791	\$28,791
City of Union City	\$17,115	\$17,115
County Connection (CCCTA)	\$119,162	\$119,162
Golden Gate Transit	\$578,261	\$578,261
Marin Transit	\$205,113	\$205,113
SamTrans	\$1,226,249	\$1,226,249
San Francisco MTA	\$9,499,192	\$9,499,192
Santa Clara Valley Transit Authority (VTA)	\$4,330,471	\$4,330,471
SMART	\$153,741	\$153,741
Solano County Transit	\$58,771	\$58,771
Sonoma County Transit	\$33,956	\$33,956
Tri Delta Transit (ECCCTA)	\$55,157	\$55,157
Vacaville City Coach	\$4,419	\$4,419
Vine Transit (Napa)	\$13,449	\$13,449
WestCat (WCCTA)	\$71,403	\$71,403
Wheels (Livermore Amador Valley Transit)	\$55,640	\$55,640
SF Bay Ferry (WETA)	\$277,255	\$277,255
REVENUE-BASED GRAND TOTAL	\$27,325,923	\$27,325,923
POPULATION-BASED FUNDS	\$10,247,507	\$10,247,507
TOTAL SGR PROGRAM	\$37,573,430	\$37,573,430

SB1 Competitive Programs - Bay Area Projects (FY 2018–2021)*

Solutions for Congested Corridors (SCC)

Project	County	Sponsor	SCC Award
San Mateo US-101 Express Lanes / Santa Clara US-101 Express Lanes Phase 3	San Mateo / Santa Clara	Caltrans / VTA	\$233
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
Total			\$318

Trade Corridor Enhancement Program (TCEP)

Project	County	Sponsor	SCC Award
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	\$12
At-Grade Rail Crossing Improvements (Emeryville)	Alameda	Emeryville	\$4
Solano I-80/I-680/SR-12 Interchange (phase 2a)	Solano	Caltrans/STA	\$53
US-101 / SR 25 Interchange (design)	Santa Clara	VTA	\$4
Total			\$249

Local Partnership Program (LPP) Competitive Program

Project	Applicant	LPP Amount
Purchase Hybrid Buses	AC Transit	\$15
I-680/SR4 Interchange Improvements – Phase 3	CCTA	\$34
Complete Streets	San Pablo	\$3
Jefferson Street Improvements Phase II	SF PW	\$7
US-101 Managed Lanes	C/CAG, SMCTA	\$20
Mathilda Avenue Improvements at SR 237 and US-101	VTA	\$17
Total		\$96

Transit and Intercity Rail Capital Program (TIRCP)

Project	Sponsor	TIRCP	Multi-Year Funding Agreement*
Transbay Core Capacity Project	BART	\$144	\$174
SFTMA's Transit Capacity Expansion Program	SFMTA	\$27	
Purchase Zero Emission Buses to Support Transbay Tomorrow, Clean Corridors	AC Transit	\$14	
BART Silicon Valley Extension Phase 2	VTA	\$238	\$492
Caltrain Electrification – Full Fleet Conversion and Expansion	Caltrain	\$123	\$41
SamTrans US-101 Express Bus Pilot Project	SamTrans	\$15	
Northern California Corridor Enhancement Program	Capitol Corridor	\$80	
SMART Larkspur to Windsor Corridor Project	SMART	\$21	
Solano Regional Transit Improvements	STA, et al.	\$11	
Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	LAVTA	\$21	
Total		\$695	\$707

*Funding extends beyond 2021 for the TIRCP multi-year funding agreement.