

COUNCIL AGENDA: 9/12/17
ITEM: 2.13

Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Toni J. Taber, CMC
City Clerk

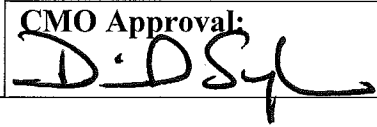
SUBJECT: SEE BELOW

DATE: August 31, 2017

SUBJECT: SB 595 (BEALL): REGIONAL MEASURE 3.

RECOMMENDATION: As recommended by the Rules and Open Government Committee on August 30, 2017, Pursuant to the City's streamlined bill process for responding quickly to legislative proposals, re-affirm a position of support for SB 595 (Beall), so that the City's legislative representatives can continue to advocate the City's support for SB 595 (Beall).

EXPEDITED CITY COUNCIL ACTION REQUEST

| | | | |
|-----------------------|--------------|----------------------|---|
| Department(s): | Date: | Coordination: | Dept. Approval: |
| DOT | 8/21/17 | CMO, CAO | /s/ Jim Ortbal |
| | | | CMO Approval: |
| | | |  |

SUBJECT: SB 595 (Beall): Regional Measure 3

RECOMMENDED POSITION: Support

RECOMMENDED ACTION:

1. Pursuant to the City's streamlined bill process for responding quickly to legislative proposals, re-affirm a position of support for SB 595 (Beall).
2. Request placement of this item on the September 12, 2017 Council agenda so that the City's legislative representatives can continue to advocate the City's support for SB 595 (Beall).

BILL SYNOPSIS:

SB 595 (Beall) would authorize the Bay Area Toll Authority (BATA) to put on the ballot a measure to increase bridge tolls on seven Bay Area bridges (all bridges except the Golden Gate Bridge) by up to \$3. Revenues from this bridge toll increase would be spent on operations, bridge rehabilitation and capital projects.

Current bridge tolls are \$5 for two axle vehicles on all BATA bridges except for the San Francisco-Oakland Bay Bridge, which has variable pricing according to time of day (ranges from \$4 in off-peak weekday to \$6 during peak commute hours).

Voters in the nine county Bay Area (City of County of San Francisco, Counties of Santa Clara, San Mateo, Alameda, Contra Costa, Marin, Napa, Solano and Sonoma) would need to approve the fee increase and expenditure plan by a majority vote. The attached expenditure plan shows where funding would go if voters approve the toll increase. This expenditure list is the result of many negotiations among the Assembly Transportation Committee Chair, Senator Beall, and members of the Bay Area legislative delegation.

IMPACTS TO CITY OF SAN JOSE:

The City of San José has a number of transportation priorities in the expenditure plan including:

- \$400 million for Phase 2 of the extension of BART to Silicon Valley
- \$120 million for the San José Diridon Station
- \$130 million for Eastridge Light Rail (Capitol)
- \$150 million for Bay Trail/Safe Routes to Transit (all bridge corridors including the South corridor and Santa Clara County are eligible for these funds)

Currently, the corridor Express Lanes category calls out every express lane corridor except those in Santa Clara County. In Santa Clara County, the Express Lanes include:

- SR-237 Express Lanes Phase 2 from Matilda in Sunnyvale to US 101 in Mountain View.
- US 101 Express Lanes from Palo Alto to Gilroy.
- SR-85 Express Lanes.

With the one exception of Santa Clara County Express Lanes not currently being an eligible use of regional express lane corridor funding, the expenditure plan is a good and fair return to the City of San José.

The City intends to include in a support letter its support for the inclusion of projects in San José (e.g. BART Phase 2, Diridon Station, Eastridge Light Rail, Bay Trails/Safe Routes to School) at the dollar amounts stated above and a request that all Santa Clara County Express Lanes be included as eligible projects in the regional Corridors Express Lanes category.

POLICY ALIGNMENT:

SB 595 aligns with the Legislative Guiding Principles to “preserve and pursue California’s and San José’s share of regional, state and federal transportation funding” and “support efforts that promote regional transit priorities (California High Speed Rail, BART, Caltrain, Light Rail, Bus Rapid Transit and Diridon Station Expansion). Additionally, support roadway/interchange improvements, bikeways, pedestrian enhancements and emerging technologies, along with the necessary funding sources.”

SUPPORTERS/OPPONENTS:

Supporters:

Alameda County Transportation Commission
 Alameda-Contra Costa Transit District
 Bay Area Council
 Capitol Corridor
 City of Alameda
 Contra Costa Transportation Authority
 East Bay Regional Park District
 Honorable Edwin Lee, Mayor, City of San Francisco
 Honorable Libby Schaaf, Mayor, City of Oakland
 Honorable Sam Liccardo, Mayor, City of San José
 Inlandboatmen’s Union of the Pacific
 International Longshore and Warehouse Union
 International Organization of Masters, Mates & Pilots
 Internet Association
 Metropolitan Transportation Commission (sponsor)
 Napa Valley Transportation Authority
 Port of Oakland
 San Francisco Bay Area Rapid Transit Board of Directors
 San Francisco Bay Area Water Emergency Transportation Authority
 San Francisco County Transportation Authority
 San Francisco Water Emergency Transportation Authority
 San Mateo County Economic Development Association
 Silicon Valley Leadership Group
 Solano County Transit
 SPUR
 TechNet

Transform

Transportation Authority of Marin Transportation California
City/County Association of Governments of San Mateo County
Peninsula Corridor Joint Powers Board
San Mateo County Board of Supervisors
San Mateo County Transit District

Opponents:
None on file.

STATUS OF BILL:

SB 595 passed out of the Assembly Transportation Committee on a 10-2 vote and is now in the Assembly Appropriations Committee.

FOR QUESTIONS CONTACT: Bena Chang, Department of Transportation at 408-975-3240

Attachment

RM3 - REVISED DRAFT EXPENDITURE PLAN - JULY 12, 2017 (all amounts \$ millions)

| OPERATING PROGRAM | | | |
|---------------------------------|-------------------|-------------------------------------|-----------------------------------|
| All- Corridor Operating Program | \$3 Toll Increase | | Benefit-Cost /Cost Effectiveness* |
| | Annual RM3 Amount | % of Toll Revenue Revenue Generated | |
| All Corridors | 60 | 16% | |
| Transbay Terminal | 5 | | |
| Ferries | 35 | | |
| Regional Express Bus | 20 | | |

| CAPITAL PROJECTS | | | |
|--|--------------------------|---------------------|-----------------------------------|
| Regional Programs | \$3 Toll Increase | | Benefit-Cost /Cost Effectiveness* |
| | RM3 Amount | RM3 Capital Funds % | |
| Bridge Rehabilitation (SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward & Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward) | Top priority of indexing | | 17 |
| BART Expansion Cars (all BART-reliant counties) | 500 | | 3 |
| Corridor Express Lanes (Eligible: Alameda/Contra Costa I-80, Alameda I-880, Alameda-Contra Costa I-680, San Francisco 101, San Mateo 101, SR 84, SR 92, Solano I-80 Express Lanes (Red Top Road to I-505)) | 300 | | 2-5 |
| Goods Movement and Mitigation (I-580 and I-880 in Alameda County, Port of Oakland, Freight Rail Improvements) | 125 | | N/A |
| Bay Trail / Safe Routes to Transit (all bridges corridors eligible) | 150 | | 2 |
| Ferries (New vessels to add frequency to existing routes and service expansions in the counties of Alameda, Contra Costa, San Mateo, San Francisco, Solano; Antioch terminal) | 325 | | 2-6 |
| BART to Silicon Valley, Phase 2 | 400 | | 8 |
| SMART | 40 | | |
| Capitol Corridor Connection | 90 | | |
| Regional Programs Subtotal / % of Capital Projects | 1,930 | 46% | N/A |

| Corridor-Specific Capital Projects | | | |
|--|-------------------|---------------------|-----------------------------------|
| Central (SFOBB) | \$3 Toll Increase | | Benefit-Cost /Cost Effectiveness* |
| | RM3 Amount | RM3 Capital Funds % | |
| Caltrain Downtown Extension (Transbay Terminal, Phase 2) | 350 | | 3 |
| Muni Expansion Vehicles | 140 | | 1 |
| Core Capacity Transit Improvements serving the Bay Bridge corridor | 140 | | 2-6 |
| AC Transit - Rapid Bus Improvements | 50 | | 2-4 |
| New Transbay BART Tube & Approaches | 50 | | N/A |
| Central Subtotal / % of Corridor-Specific Projects | 730 | 32% | 32% |
| South (San Mateo-Hayward, Dumbarton) | | | |
| Tri-Valley Transit Access Improvements | 100 | | N/A |
| Eastridge to BART Regional Connector | 130 | | 6 |
| San Jose Diridon Station | 120 | | 8 |
| Dumbarton Rail/Ace/BART/Shinn Station | 130 | | N/A |
| 101/92 Interchange | 50 | | |
| South Subtotal / % of Corridor-Specific Projects | 530 | 23% | 22% |
| North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch) | | | |
| Contra Costa 680/4 Interchange Improvements & Transit Enhancements | 150 | | 2 |
| Marin-Sonoma Narrows | 125 | | 2 |
| Solano I-80/680/SR 12 Interchange Improvements | 175 | | 1 |
| Solano West-Bound I-80 Truck Scales | 125 | | |
| Highway 37 Corridor Access Improvements from Highway 101 to I-80 and Sea Level Rise Adap | 150 | | N/A |
| San Rafael Transit Center / SMART | 30 | | N/A |
| Marin 101/580 Interchange | 135 | | N/A |
| North Bay Transit Improvements (Contra Costa, Marin, Napa, Solano Sonoma) | 100 | | N/A |
| SR 29 (South Napa County) | 20 | | |
| North Subtotal / % of Corridor-Specific Projects | 1,010 | 44% | 46% |
| Corridor-Specific Capital Projects Subtotal / % of Capital Projects | 2,270 | 54% | |
| Capital Projects Reserve | | 0% | |
| All Capital Projects Total | 4,200 | | |

Notes re: Benefit/Cost

Scores are based on MTC analysis of projects for Plan Bay Area 2040 (draft) or Plan Bay Area (adopted in 2013). A score of 1 or higher means a project's benefits equal or exceed its costs. "N/A" is used where project is defined as a group of potential projects, each of which would need to be analyzed separately or where project is not sufficiently defined to do a B/C analysis.