



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Nadine N. Nader

SUBJECT: SEE BELOW

DATE: February 10, 2004

Approved

Date

2-10-04

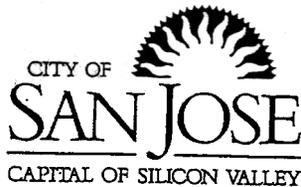
SUBJECT: SUPPORT POSITION FOR THE REGIONAL MEASURE 2

On February 4, 2004, the Rules Committee approved a support position for the Regional Measure 2; the Regional Traffic Relief Plan on the March 2, 2004 State Primary ballot, and requested that this item be forwarded to the February 10, 2004 City Council Meeting for full Council approval.

A copy of the staff memo is attached for your review.

NADINE N. NADER
Senior Executive Analyst
City Manager's Office

Attachment



Memorandum

TO: RULES COMMITTEE

FROM: Betsy Shotwell

SUBJECT: Regional Measure 2 – The Regional
Traffic Relief Plan

DATE: 01-28-04

Approved

Date 1/28/04

RECOMMENDATION

Approve a support position for Regional Measure 2, The Regional Traffic Relief Plan on the March 2, 2004 State Primary ballot.

BACKGROUND

Regional Measure 2, the Regional Traffic Relief Plan, has been placed on the March 2, 2004 Primary ballot with the passage of SB 916 (Perata, Ch. 715, 2003 Statutes). If passed, by the voters of Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano counties and the city and county of San Francisco, Regional Measure 2 would increase the tolls on the seven Bay Area state-owned bridges by \$1. This funding is estimated to total \$1.63 billion in regional congestion relief and transportation improvements over the next 35 years. The Measure requires a simple majority vote of the combined votes in all counties and if passed would take effect on July 1, 2004.

Key components of the Regional Traffic Relief plan are:

- Invest in commuter rail;
- Fund several highway projects;
- Fund new express bus and ferry service;
- Underwrite a “universal” fare card (TransLink); and
- Provides an infusion of funds to operate commuter rail, express bus and ferry services.

ANALYSIS

Regional Measure 2 has been placed on the March 2, 2004 ballot in the counties of Alameda, Contra Costa, Marin, San Mateo, Santa Clara, Solano and the city and county of San Francisco. If approved by the voters in the above counties, tolls would increase by \$1 on the seven state-owned bridges in the Bay Area. Tolls on the Golden Gate Bridge would not be affected since it is owned and operated by a special district. Regional Measure 2 was the outcome of Senate Select Hearings that focused on traffic congestion in the Bay Area. The Senate Select Committee on Bay Area Transportation reviewed traffic forecasts and

determined that new investment in the bridge corridors was needed along with a new revenue source. It was also determined that there needed to be greater coordination between the existing transit systems. The Committee concluded that the most appropriate funding mechanism was a toll increase. A public advisory committee was formed to develop an expenditure plan. The outcome of the committee was an expenditure plan, which was approved by the Legislature in September 2003 as Senate Bill 916.

If voters approve Regional Measure 2, tolls would increase on the following bridges:

- Antioch
- Benicia-Martinez
- Carquinez
- Dumbarton
- Richmond-San Rafael
- San Francisco-Oakland Bay
- San Mateo-Hayward

It is estimated that Regional Measure 2 would generate approximately \$125 million a year to be used towards funding the Regional Traffic Relief Plan, which is a series of regional projects and programs with the goals of providing:

- New public transit in bridge corridors;
- Seamless and safe transit connections; and
- Traffic bottleneck relief in the bridge corridors.

Specific investments include:

BART to Warm Springs Extension	\$95 million
BART - Seismic strengthening of the Transbay tube	\$143 million
BART extensions and commuter rail improvements (does not include \$95 million for the Warm Springs extension)	\$389 million
Express bus infrastructure	\$302 million
Transbay Terminal	\$150 million
Freeway bottleneck/carpool-lane improvements	\$110 million
Solano County I-80/I-680 corridor improvements	\$110 million
Fourth bore for the Caldecott Tunnel	\$55.5 million
Ferry service enhancements	\$84 million
Safe Routes to transit/bicycle and pedestrian improvements	\$22.5 million

In addition to capital investments, the plan includes operating funds for commuter rail, express and enhanced bus and ferry service, recognizing that covering operating costs for regional transit. The plan dedicates up to 38 percent of total annual revenues to transit operations, an amount expected to reach approximately \$48 million annually between 2016 and 2040. Operating funds are dedicated for specific transit operators and for express bus programs.

Some of the transit services that would receive operating dollars under the Regional Measure 2 expenditure plan are:

- Dumbarton commuter rail \$5.5 million per year
- Ferry service \$15.6 million per year
- Express bus service \$9.9 million per year
- AC Transit \$3 million per year
- San Francisco Muni \$2.5 million per year
- Night owl bus service in BART corridors \$1.8 million per year

The Regional Measure 2 expenditure plan also invests in intelligent transportation systems, providing \$22 million for TransLink capital costs, \$20 million for TransLink operations from 2005 to 2007, and \$20 million for the Metropolitan Transportation Commission (MTC) to allocate to transit operators in the region for real-time transit information technology.

Concerns were raised by the City regarding earlier versions of SB 916, which had included more than \$2 million for the California High Speed Rail Authority to restudy the Altamont Pass alignment into the Bay Area. The Altamont Pass language was removed from SB 916 and the City removed its opposition to the bill.

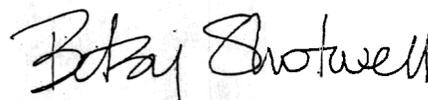
Although the bulk of the funds generated by Regional Measure 2 are focused in counties north of Santa Clara County, the benefit of a new infusion of local funding within the region may free up other scarce federal and state funds and allow for their reallocation. The \$95 million for BART to Warm Springs directly supports the City's top priority transportation project – bringing BART to San José.

COST IMPLICATIONS

There are no apparent direct cost implications to the City. Funding for projects and programs earmarked in Regional Measure 2 would be provided by a \$1 increase in tolls on Bay Area state-owned toll bridges.

COORDINATION

The Department of Transportation, the City Attorney's Office, and the City's Legislative Representative in Sacramento.



BETSY SHOTWELL

Director, Intergovernmental Relations