



**DATE:** April 24, 2018

**TO:** Mayor and City Council

**FROM:** City Manager

**SUBJECT** Approval of a Resolution Endorsing Regional Measure 3 – Funding for a San Francisco Bay Area Region Transportation Plan

### **RECOMMENDATION**

That the City Council approves the attached resolution endorsing Regional Measure 3 on the June 2018 ballot that provides funding for the implementation of a regional transportation plan.

### **SUMMARY**

In 2017, Governor Brown signed Senate Bill 595 (Beall), known as Regional Measure 3 (RM3). The approved legislation authorized a public vote on June 5, 2018 in the San Francisco Bay Area region for the funding of traffic relief projects through a series of phased in increases to regional bridge tolls.

### **BACKGROUND AND DISCUSSION**

In 2017, Governor Brown signed Senate Bill 595 (Beall), known as Regional Measure 3 (RM3). The approved legislation authorized a public vote on June 5, 2018 in the San Francisco Bay Area region for the funding of traffic relief projects.

The Regional Measure 3 plan aims to revitalize the San Francisco Bay Area Region's transportation infrastructure and reduce traffic. Some of the transportation projects that will benefit Alameda County include:

- **Expansion of Regional Express Bus Service:** Reduce highway congestion by expanding regional express bus service throughout the Bay Area;
- **New Bay Area Corridor Express Lanes:** New highway Express Lanes that are actively managed to be congestion-free at all times;
- **Improved Goods Movement and Mitigation:** Reduce truck traffic, truck congestion, and truck pollution with improvements on Interstates 580, 80, 880 and on freight rail and at the Port of Oakland;

- **Improved San Francisco Bay Trail/Safe Routes to Transit:** Improvements to bicycle and pedestrian access on and around state-owned bridges connecting to rail transit stations and ferry terminals; and
- **Implementation of Next-Generation Clipper Transit Fare Payment System:** Develop and implement the next generation of the Clipper transit fare payment system to use a single card to pay for many different transit systems.

Additional information about the regional projects that will benefit Alameda County are listed in Attachment III and can be accessed online at: [www.YesonRM3.com](http://www.YesonRM3.com).

Regional Measure 3 achieves several of the Council’s Legislative Program Policy Positions, specifically:

- 1.2.A. - Support legislation and initiatives that boost funding for infrastructure projects within the city and surrounding region;*
- 1.2.B. - Support legislation and initiatives that increase access and funding for regional public transportation; and*
- 1.2.C. – Support legislation and initiatives that reduce traffic and congestion and boost public transportation ridership.*

Senate Bill 595<sup>(1)</sup> requires that the City and County of San Francisco and the other 8 Bay Area counties in the San Francisco Bay area, including Alameda County, conduct a special election on the proposed increase in the amount of the toll rate charged on the state-owned toll bridges in the region to be used for specified projects and programs. The bill also requires the Bay Area Toll Authority (BATA) to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval.

If approved by the voters, the bill would authorize BATA to phase in the toll increase over a period and to adjust the toll increase for inflation after the toll increase is phased in completely. The bill would specify that, except for the inflation adjustment, providing funding to meet the requirements of voter approved regional measures, and as otherwise specified in statute, the toll increase adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature.

The bill also requires BATA to establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure that the revenues generated by the toll increase are expended consistent with a specified expenditure plan. The bill also requires BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.

---

<sup>(1)</sup> Link to more information about: [SB595 \(Beal\) – Regional Measure 3 \(RM3\)](#)

## **ECONOMIC AND FISCAL IMPACT**

The total transportation plan would fund \$4.45 billion in regional transportation projects. This plan is financed by a \$3 total bridge toll increase that is phased in as follows: a \$1 increase in tolls on all Bay Area bridges, except the Golden Gate Bridge, effective January 1, 2019; a \$1 toll increase effective January 1, 2022; and a \$1 toll increase effective January 1, 2025. This measure will not have any fiscal impact on the City of Hayward but could potentially provide funding for regional transportation projects benefitting Hayward.

## **STRATEGIC INITIATIVES**

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets Initiative is to build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability, including: motorists, pedestrians, bicyclists, and public transportation riders. This item supports the following goal:

Goal 3: Maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system.

## **PUBLIC CONTACT**

This agenda item was posted in compliance with the California Brown Act.

## **NEXT STEPS**

If Council approves the attached resolution, staff will distribute the signed resolution to the appropriate bodies and organizations, as well as post a copy of the resolution on the Legislative Program website.

*Prepared and Recommended by:*

David Korth, Assistant to the City Manager

Approved by:



---

Kelly McAdoo, City Manager