

STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants, Project Management & Contract Specialist

DATE: June 27, 2017

Action Requested

Receive an informational update on 2017 State and Federal legislative activities of interest to LAVTA and refer two legislative positions to the Board of Directors for approval.

Background

On February 6, 2017, the Board of Directors approved LAVTA’s 2017 Legislative Program to guide staff and the Board for legislative issues to support, watch and monitor, stay neutral, or oppose. **Attachment 1** provides a detailed summary of bills LAVTA staff has been tracking since the beginning of the current state and federal legislative sessions, including those the Board of Directors has taken past positions on.

Discussion

1. Federal

In May 2017, the President signed the Consolidated Appropriations Act of 2017, which provides for full funding through the end of Federal Fiscal Year 2017 for federal surface transportation programs, including transit formula and discretionary grant programs, as authorized under the Fixing America’s Surface Transportation (FAST) Act of 2015. This Act appeared to reaffirm the traditional bipartisan support in Congress for surface transportation programs despite prior proposals from the Administration to cut such programs in favor of increased spending on defense and homeland security in the current fiscal year. Nevertheless, the Administration’s final FY 18 budget proposal released in May continues to advance similar priorities to previous proposals, specifically by cutting the Department of Transportation’s budget by 13% across the board. With the passage of the omnibus appropriations act for 2017, the 2018 appropriations process has officially begun, though currently taking a back seat to other Congressional legislative priorities.

In addition, the Administration’s 2018 budget calls for a “target” of \$1 trillion in infrastructure investment to be funded through a combination of new Federal funding, “incentivized non-Federal funding,” and newly prioritized and expedited projects. Among the infrastructure priorities noted in the Administration’s proposal are expanding the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program and incentivizing “innovative approaches to congestion mitigation” through competitive grants to urbanized

areas for new, multi-pronged approaches to addressing congestion. Staff will continue to monitor any legislation introduced in Congress relevant to these or any other related proposals.

2. State

On April 28, the Governor signed SB 1 (Beall), also known as the Road Repair and Accountability Act of 2017, into law. Following extensive negotiations and a close vote in both chambers, the law will provide four new inflation-indexed funding sources for the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the state highway and local street and road systems:

- A new 12-cent/gallon gasoline excise tax, effective November 1, 2017.
- Monies remaining from a new vehicle registration surcharge (called a Transportation Improvement Fee) after an inflation-adjusted \$600 million annual set-aside for public transit, intercity/commuter rail and a new Congested Corridors program. The vehicle surcharge takes effect on January 1, 2018.
- A new \$100/year zero-emission vehicle registration surcharge, which takes effect on July 1, 2020.
- 50 percent of the 20-cent/gallon diesel excise tax increase, effective November 1, 2017.

In addition, SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The California Transit Association estimates the State Transit Assistance (STA) program, the state's flexible transit funding program which may be used for capital or operating purposes and which represents about 8 percent of LAVTA's operating budget, will in effect be doubled, though actual revenues will depend on the price of diesel fuel. LAVTA staff will continue to monitor SB 1 implementation activities as guidelines are developed for new statewide programs.

Furthermore, staff has learned that the Metropolitan Transportation Commission (MTC), which programs the region's population-based share of STA funds including those that flow to LAVTA and other operators, intends to revisit their longstanding distribution policy in light of new funding available via SB 1. LAVTA staff will work with our transit partners, especially other small operators in the region, to ensure the agency continues to receive an equitable share of this vital source of flexible revenue.

As a general reference, **Attachment 2** provides a broad overview of transportation revenue sources available to agencies in California such as LAVTA, the programs through which they flow, and the different modes they support.

Meanwhile, the LAVTA-sponsored shared autonomous vehicle (SAV) demonstration bill, **AB 1444 (Baker)**, passed the Assembly floor on May 30. Similarly, **AB 758 (Eggman)**, which would create the Tri-Valley–San Joaquin Valley Regional Rail Authority, passed the Assembly floor on June 1. As of this writing both bills await a hearing in the Senate Transportation & Housing Committee, out of which they must pass by July 14 in order to be enacted this year.

While LAVTA's Executive Director has been working with the outgoing Board Chair to help support AB 758 as it progressed through the Assembly, staff is recommending the committee refer a formal **SUPPORT** position for the bill to the Board of Directors as it prepares to move through the Senate. AB 758 supports LAVTA's adopted legislative goal to "leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership." Positions of record include support from the Altamont Regional Rail Working Group and the East Bay Leadership Council, and opposition from the BART Board of Directors. An outstanding issue identified by staff is whether the bill would create a new claimant for Transportation Development Act funds in LAVTA's service area; currently, more than 50 percent of LAVTA's annual operating budget, approximately \$10 million per year, comes from TDA funds. Staff recommends the agency continue to work in its capacity as a member of the Altamont Regional Rail Working Group to ensure this essential source of LAVTA operating funds is accounted for going forward.

3. Regional/Local:

MTC has sponsored SB 595 (Beall), which would authorize MTC to place a new bridge toll increase of a yet-unspecified amount on the ballot in the nine Bay Area counties to fund congestion relief, rail connectivity, and improved mobility in the region's bridge corridors. In keeping with past voter-approved toll increases, the measure is currently known as Regional Measure 3, or RM3.

In January 2017, the Alameda County Transportation Commission adopted a list of priority projects for a potential RM3 expenditure plan, which includes \$200 million for BART for a "BART to Livermore / ACE Regional Rail" project, as shown in **Attachment 3**. No LAVTA-specific projects were advanced by ACTC, but there is \$100 million proposed in non-operator-specific funding for countywide Safe Routes to Transit access improvements. Meanwhile, MTC staff has been conferring with members of the Assembly and Senate Bay Area delegation to discuss a potential structure of an expenditure plan. The expenditure outline MTC has brought to state legislators (**Attachment 4**) includes an unspecified share of a \$2 billion capital program that includes "Tri-Valley Transit Access Improvements," which does not currently specify any mode or operator but could potentially include the BART to ACE project. No LAVTA-specific projects are identified in this expenditure framework, either.

Having passed out of the Senate on May 31, SB 595 (Beall) will likely be amended in the Assembly with further details regarding the amount of toll increases and proposed expenditures to be put before voters. In order to be enacted this year and placed on the ballot as soon as 2018, the bill will need to pass out of the Assembly Transportation Committee by July 14.

SB 595 only authorizes MTC to put a toll increase before voters in all nine Bay Area counties; ultimately, voters would decide whether to enact any toll increase, though the current language would require only a simple majority of voters region-wide to do so, as bridge tolls are considered fees rather than taxes. LAVTA staff does not anticipate any LAVTA-specific projects to be advanced in the final expenditure plan, though there may be some potential sources of operating and capital funding available that are not agency-specific

for which LAVTA could be eligible to receive future allocations. Due to the lack of specificity currently available regarding the amount of toll increase to be sought or the potential amount of revenue that might be available for expenditure, staff currently recommends a **WATCH** position on this bill.

Recommendation

Staff recommends the Committee accept this report and refer two legislative positions to the Board of Directors for approval:

- AB 758 (Eggman) Tri-Valley San Joaquin Valley Regional Rail Authority.–
SUPPORT
- SB 595 (Beall) Metropolitan Transportation Commission: toll bridge revenues –
WATCH

Attachments:

1. 2017 Legislative History
2. 2017 Caltrans Transportation Funding Chart
3. Regional Measure 3 Project List
4. Regional Measure 3 Summary Overview

**Legislative History
2017–18 Session
June 21, 2017**

STATE					
Bill	Current Text	Status	Description	Related LAVTA Legislative Agenda Goal or Principle	LAVTA Position
<u>AB 1</u> (Frazier)	Introduced 12/5/2016	Assembly Transportation	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Enhance Future Transportation Funding Investments	
<u>AB 17</u> (Holden)	Amended 5/30/17	Senate Transportation & Housing	Transit Pass Program: free or reduced-fare transit passes. Would create the Transit Pass Pilot Program to be administered by the Department of Transportation to provide free or reduced-fare transit passes to specified pupils by supporting new, or expanding existing transit pass programs. The bill would require the department to develop guidelines that describe the application process and criteria for awarding the moneys made available for the program, and would exempt the development of those guidelines from the Administrative Procedure Act. The bill would require the department to develop performance measures and reporting requirements to evaluate the effectiveness of the program, and would require the department to submit a report to the Legislature on or before January 1, 2020, on the outcomes of the program and the status of transit pass programs statewide. The bill would appropriate \$20,000,000 From the Public Transportation Account to the department to implement the pilot program.	Enhance Future Transportation Funding Investments	

AB 96 (Ting)	Amended 5/31/2017	Assembly Budget	Budget Act of 2017. This bill would make appropriations for the support of state government for the 2017–18 fiscal year.	Protect Existing Transportation Funding Sources	
AB 151 (Burke)	Amended 5/2/2017	Assembly Third Reading	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report. Would require the State Air Resources Board to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan and a regulation ensuring statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill contains other related provisions and other existing laws.	Protect Existing Transportation Funding Sources	
AB 399 (Grayson)	Amended 3/23/2017	Assembly Transportation	Autonomous vehicles: Contra Costa Transportation Authority: pilot project. Current law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver’s seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill would extend the authorization for the pilot project to 12 months after the operative date of regulations promulgated by the department	Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	
AB 623 (Rodriguez)	Amended 4/17/2017	Senate Transportation & Housing	Autonomous vehicle testing: accident reporting. Would require the operator of an autonomous vehicle who is involved in an accident that results in damage to the property of any one person in excess of \$1,000, or in bodily injury, or in the death of a person, to make that report. The bill would require a traffic collision report prepared by a member of the Department of the California Highway Patrol or any other peace officer to specify if an autonomous vehicle was involved in the traffic collision in any manner.	Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	
AB 673 (Chu)	Amended 5/15/2017	Senate Appropriations	Public transit operators: vehicle safety requirements. Would require a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. By creating new duties for public transit operators, this bill would impose a state-mandated local program.	Enhance Operating Conditions to Support Safety and Performance Goals	

AB 758 (Eggman)	Amended 4/18/2017	Senate Transportation & Housing	Transportation: Tri-Valley San Joaquin Valley Regional Rail Authority. Would establish the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning and developing a cost effective and responsive connection between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, that meets the goals and objectives of the community. The bill would require the authority's governing board to be composed of 14 representatives and would require the authority to annually provide a project feasibility report to the public on the plans for the development and implementation of the connection.	Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	
AB 1113 (Bloom)	Amended 6/20/2017	Senate Appropriations	State Transit Assistance program. Would revise and recast the provisions governing the State Transit Assistance program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined.	Protect Existing Transportation Funding Sources	Support
AB 1444 (Baker)	Amended 6/30/2017	Senate Transportation & Housing	Livermore Amador Valley Transit Authority: demonstration project. Would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions to existing law applicable to the Contra Costa Transportation Authority, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. This bill contains other existing laws.	Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	Support
AB 1640 (Garcia, E.)	Introduced 2/17/2017	Assembly Transportation	Transportation funding: low-income communities. Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the Department of Transportation, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018.	Protect Existing Transportation Funding Sources	

ACA 4 (Aguiar-Curry)	Introduced 2/17/2017	Assembly Local Government & Appropriations	Local government financing: affordable housing and public infrastructure: voter approval. Would reduce the local vote threshold for approval of bond and special tax measures, including for public transit, from two-thirds to 55%.	Enhance Future Transportation Funding Investments	Support
SB 1 (Beall)	Amended 4/3/2017	Chaptered 4/28/2017	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.	Enhance Future Transportation Funding Investments	Support
SB 145 (Hill)	Introduced 1/17/2017	Assembly Transportation and C&C	Autonomous vehicles: testing on public roads. Current law requires the Department of Motor Vehicles to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Current law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle.	Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	
SB 369 (Hertzberg)	Introduced 2/14/2017	Senate Transp & Housing	Autonomous vehicles. Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Current law defines an “autonomous vehicle: for this purpose as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would specify that a vehicle equipped with a collision avoidance system, as specified, that is not capable of driving the vehicle without a human driver remaining fully engaged in the driving task is not an autonomous vehicle.	Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	

SB 595 (Beall)	Amended 5/26/2017	Senate Floor	Metropolitan Transportation Commission: toll bridge revenues. The bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. The bill would require the BATA to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters. By requiring this election, the bill would impose a state-mandated local program.	Enhance Future Transportation Funding Investments	
SB 614 (Hertzberg)	Amended 5/4/2017	Assembly Transportation	Public transportation agencies: administrative penalties. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct on or in a transit facility or vehicle. Current law requires these penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the penalties to be deposited with the public transportation agency that issued the citation.	Enhance Future Transportation Funding Investments	
SCA 6 (Wiener)	Amended 5/1/2017	Senate Appropriations Suspense File	Local transportation measures: special taxes: voter approval. Would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax.	Enhance Future Transportation Funding Investments	Support

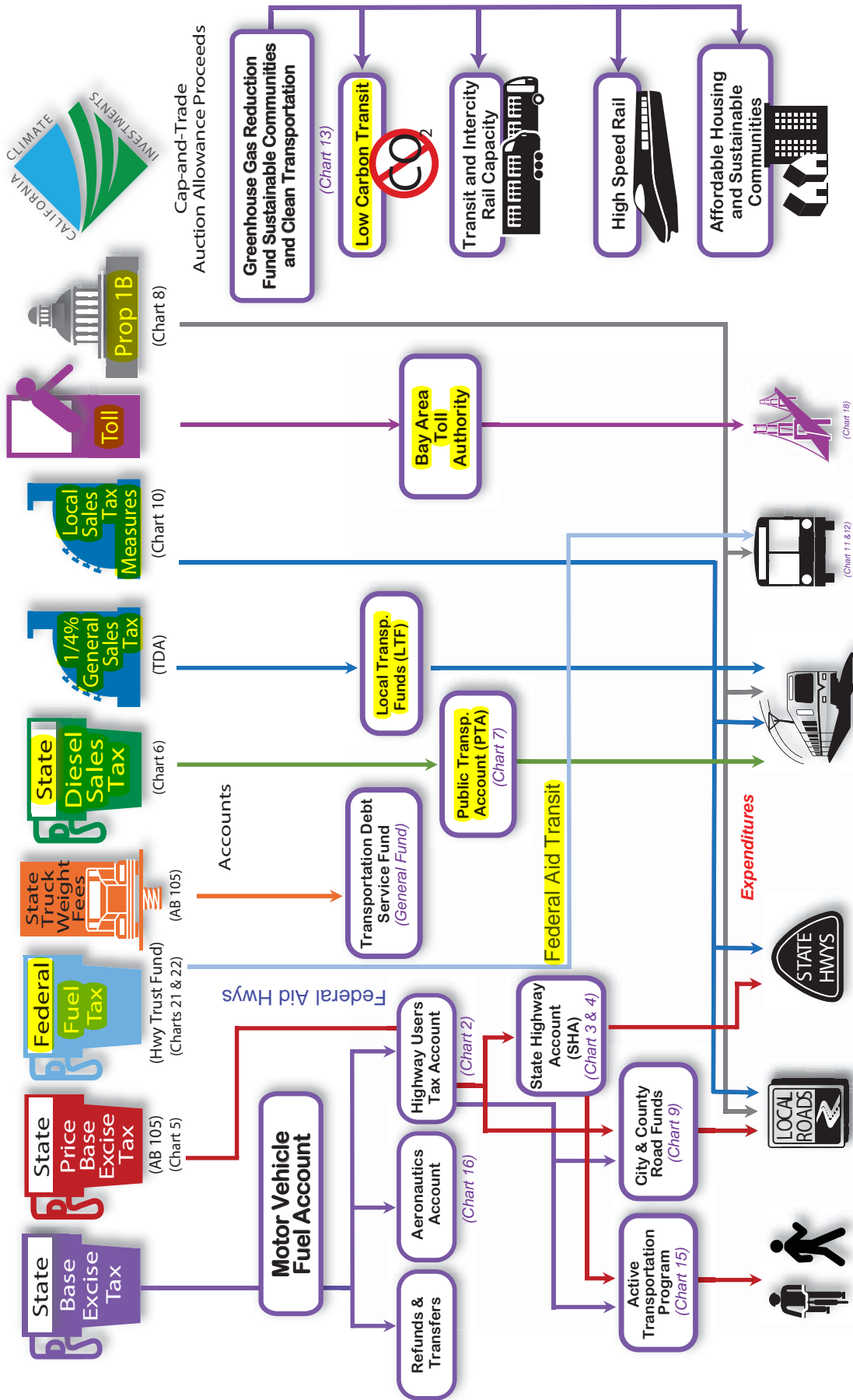
FEDERAL

Bill	Current Text	Status	Description	Related LAVTA Legislative Agenda Goal or Principle	LAVTA Position
HR 100 (Brownley)	Introduced 1/3/2017	House Transp & Infrastructure	Support Local Transportation Act. Increases share of Surface Transportation Block Grant Program that is suballocated on the basis of population from 55% to 65% by fiscal year 2020.	Enhance Future Transportation Funding Investments	
HR 127 (Green)	Introduced 1/3/2017	House Transp & Infrastructure	Transit for Veterans. Amends 5307 to mandate operators discount peak fares for veterans.	Protect Existing Transportation Funding Sources	
HR 891 (Meadows)	Introduced 2/6/17	House Transp & Infrastructure	Federal Transit Modernization Act of 2017. Repeals requirements that condition certain financial assistance for public transportation projects upon employee protective arrangements approved by the Secretary of Labor.		
HR 904 (Lipinski)	Introduced 2/24/17	House Oversight & Gov't Reform and other Committees	Buy American Improvement Act of 2017. Changes the Buy American Act, standardizes requirements and waiver notices, and expands Buy America provisions for existing grant programs, including transportation grant programs.		
HR 932 (Ellison)	Introduced 2/7/17	House Transp & Infrastructure	MOVE Act. Directs the Department of Transportation (DOT) to issue regulations necessary to establish performance measures relating to multimodal transportation connectivity and accessibility for states and metropolitan planning organizations to use to assess the connectivity and accessibility of roadways, public transit infrastructure, pedestrian and bikeway infrastructure, and other transportation infrastructure.	Protect Existing Transportation Funding Sources	
HR 1458 (Blumenauer)	Introduced 3/9/17	House Ways & Means	RAISE IT Act. Increases the federal excise tax on gasoline and diesel fuel to 33.3 cents and 39.3 cents, respectively.	Enhance Future Transportation Funding Investments	

HR 1664 (DeFazio)	Introduced 3/23/17	House Transp & Infrastructure and Ways & Means	Investing in America: A Penny for Progress Act. Amends the Internal Revenue Code of 1986 to index the gas and diesel tax and rebuild our roads, bridges, and transit systems. Authorizes the Secretary of the Treasury to issue "Invest in America" bonds and distributes the resulting revenue through the Highway and Transit Trust Funds to highway and transit programs authorized in the Fixing America's Surface Transportation Act. Sets aside revenues to proportionately increase funding to the Capital Investment Grants program.	Enhance Future Transportation Funding Investments	
S 181 (Brown)	Introduced 1/20/17	Senate Homeland Security and Gov't Affairs	Expand Buy America provisions to ensure federal public works and infrastructure projects use manufactured products and commodity construction materials produced in the United States.		

A Simplified Overview of Transportation Funding

Chart 1



Transportation Economics Branch / Division of Transportation Planning / California Department of Transportation / 02/2017

Regional Measure 3 Requests

(Based on staff proposals, unless noted as "board approved.")

Congestion Management Agency Requests

(\$ millions)

Alameda County Transportation Commission (Board Approved)	3,315
Transit	1,524
<u>BART</u>	600
Fleet Expansion	300
BART to Livermore/ACE Regional Rail	200
BART Access and Station Modernization	100
<u>AC Transit</u>	500
San Pablo Ave Rapid Improvements	100
Grand Avenue and MacArthur Rapid Improvements	100
Transbay Buses	100
Bus Yard and Maintenance Facility	200
<u>WETA</u>	209
Alameda Point/ Seaplane Lagoon	75
Berkeley Marina	35
Vessels	99
<u>Dumbarton Corridor</u>	65
Dumbarton Transit Priority Treatments	45
Dumbarton Corridor Park and Ride Improvements	20
Core Capacity Transit Study Infrastructure Improvements	150
Highway	151
<u>I-880 Corridor</u>	56
Whipple Road & Industrial Blvd Interchange Improvements	13
Winton Avenue Interchange	43
<u>I-80 Corridor</u>	13
Gilman Street Interchange	10
Ashby Interchange	3
SR 84 Expressway and I-680/SR 84 Interchange	82
Goods Movement	350
Port of Oakland - 7th St Grade Separation	150
Efficiency and Impact Reduction - Urban Freight Corridors	150
Impact Reduction - Emissions	50
Transit Access, Trails, and TDM	155
Transit Access - Safe Routes to Transit	100
Trails - Bridge Access Trails	50
Transportation Demand Management	5
Transit Operations	1,135
AC Transit Transbay Routes incl. Owl services	810
WETA Operations	325

Handout, Item 5a

Contra Costa Transportation Authority (<i>Board Approved</i>)	1,867
I-680/State Route 4 Interchange Improvements – Phases 1, 2, and 3	235
I-80/San Pablo Dam Road (SPDR) Interchange Improvements – Phase 2	64
SR-4 Integrated Corridor Management (ICM)	15
SR-4 Operational Improvements - Initial Phase	139
I-680 Forward*	210
Vasco-Byron Highway Connector	87
West Contra Costa High Capacity Transit	424
Hercules Intermodal Transit Center	76
Brentwood Transit Center	52
Pedestrian and Bicycle Projects	162
Innovative Transportation Technologies	53
BART Fleet Expansion	300
Richmond San Rafael Bridge Congestion Relief in the WB direction	50
Ferry Operations and Landside Improvements	70

*Combines following projects in PBA: I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd, I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots, and I-680 Northbound HOV lane extension between N. Main and SR-242.

Transportation Authority of Marin (<i>Board Approved</i>)	222-375
Transit Access, Trails, and TDM	25
US 101/ I-580 Direct Connector	135-255
San Rafael Transit Center	25
US 101 Novato Narrows	42-75
Highway 37 Improvements	20
Transit Access, Trails, and TDM	-
Bike/Ped Improvements	
Highway 101 Interchange Improvements	
Highway 101 Transit Capital Elements	
Marin Transit Local O&M Facility	
"Opportunity Candidates"	-
Local and Regional Transit Rehab Needs	
Local Streets and Roads Rehab Needs	
Local and Regional Transit Rehab Needs	

Napa Valley Transportation Authority (Board Approved)	36
Park & Ride Improvements / New P&R	12
Bus Infrastructure Improvements	4.1
Ped/Bike Improvements/Landscaping	6
Express Bus - Electric vehicles	14
Highway 37 Improvements	TBD
Transit Clean Vehicle program	TBD, competitive
Transit Technology program	TBD, competitive
Vallejo Ferry Operating funds	TBD

San Francisco County Transportation Authority (Board Approved)	1,973
Transit Core Capacity	
BART Core Capacity/Metro Projects	TBD
BART Expansion Vehicles	200
Caltrain Downtown Extension	500
Core Capacity & Transit Reliability (SFMTA)	600
Mission Bay Ferry Landing (Port of SF)	25
Muni Fleet Expansion and Facilities (SFMTA)	350
2nd Transbay Tube	TBD
Operations - Transbay Transit Center	125
Active Congestion Management	
San Francisco Managed Lanes (SFCTA)	30
Treasure Island Mobility Management Program (SFCTA)	32
Transportation Demand Management Program (MTC)	TBD
Equity	
BART Modernization (Embarcadero to Civic Center)	36
Bicycle/Pedestrian Facilities Program (MTC)	TBD
Lifeline Transportation Program (MTC)	TBD
Muni Metro Modernization (SFMTA)	75

Note: San Francisco list is combined SFCTA/SFMTA

Handout, Item 5a

San Mateo (SamTrans/Caltrain/CCAG)	TBD
US 101 Managed Lanes (South of I-380)	
US 101 Managed Lanes (North of I-380)	
Dumbarton Corridor	
SamTrans El Camino Real Corridor	
Caltrain Modernization 2.0 (Level Boarding, South Terminal)	
Caltrain Downtown Extension	
101/92 Interchange Improvements	
Woodside/101 Interchange	
Bicycle/Pedestrian Facilities	
Expanded Ferry Service Redwood City	
Expanded Ferry Service South San Francisco	
BART Rail Car Rehab	
University Ave Improvements	
Grade Separation	
Operations - Transbay Terminal	

Santa Clara	1,265
BART to Silicon Valley Phase 2	500
Capitol Expressway Light Rail Extension	130
SR-237 Express Lanes Phase 2	30
US 101 Express Lanes	435
SR-85 Express Lanes	170

Solano	199
I-80/I-680/SR-12 Interchange	58
I-80 Westbound Truck Scales	43
I-80 Express Lanes	52
Fairfield Transportation Center Phase 3	10
Vallejo Station Phase B	10
SR 37 and Fairground Drive Access and Transit Center	10
Fairfield/Vacaville Train Station Phases 4-7	5
Transit Facilities - Solano Express	5
Safe Routes to Transit	(incl. in above)
Solano Express - Vehicles	4
Solano Express - Operating	3

Solano notes: \$199M request includes 80/680/12 packages 2 and 3. \$446M adds package 4. \$856M adds package 5; and 80 Express Lanes Corridor (Vacaville, Fairfield, Vallejo)

Sonoma	TBD
SR 37	
US 101 Novato Narrows	
SMART to Windsor	
SMART Bike/Ped Pathway	
SR 116/ SR 121	

City and Transit Agency Requests

City of San Jose	TBD
Diridon Station and connections to SJC/North San Jose	
Rapid Transit Corridor on Stevens Creek/Apple/West San Jose	
Flexible local funds - network maintenance and improvements	
101/280 Corridor Congestion Management (Caltrain, Express Lanes)	

AC Transit	TBD
Core Capacity - New Buses	94
Core Capacity - Additional Bus Facility	100-120
Core Capacity - Infrastructure	50-200
Dumbarton Corridor Improvements	TBD
West Grand Ave Transit Only Lane	69
San Pablo Rapid/BRT	TBD
Resiliency and BART Mutual Aid	TBD
Expanded Transbay Service	41
Transbay Terminal	TBD

BART (Board Approved)	1,885
306 Additional Train Cars	1,000
Core Capacity - Train Control Modernization & Additional Traction Power	250
Berkeley Hills Tunnel Design	90
Transit Operations Facility Modernization	25
Embarcadero/Montgomery Capacity Enhancements	120
Safe Routes to Transit	25
Second Transit Bay Crossing	200
Seismic Operability Upgrades	80
BART Metro	95

Golden Gate Bridge Highway & Trans. District	TBD
San Rafael Transit Center	TBD
Improve Traffic Flow to Richmond-San Rafael Bridge	TBD
Highway 37	TBD
Route 40 Bus Service	TBD
Subsidy for Means-Based Fares for Bridge Corridor Trips	TBD
Ferry Service from Vallejo to Larkspur	TBD

Marin Transit (Letter to TAM)	55
San Rafael Transit Center	35
Marin Transit Operations and Maintenance Facility	10
Matching Funds for Bus Replacements	10
Highway 101-Related Transit Access Improvements	TBD

San Francisco Municipal Transportation Agency	TBD
<i>See San Francisco under County CMA Section</i>	

Transbay Joint Powers Authority	610
Caltrain Downtown Rail Extension	600
Transbay Transit Center Operations	10

WETA	639
New Ferry Vessels (17)	275
Ferry Terminal Capacity Enhancement (Alameda, Oakland, Seaplane Lagoon, Downtown SF, Mission Bay)	123
Expansion Ferry Terminals (Berkeley, Redwood City)	50
Capital Rehabilitation (Vessels, Terminals, Facilities)	150
Operating - Maintain Existing Service	11
Operating - Enhance Existing Service (Alameda/Oakland, Vallejo, Harbor Bay, SSF, Richmond)	20
Operating - Expansion Service (Berkeley, Redwood City)	10

Advocacy Organizations/Nonprofits, etc. Requests

Bay Area Council	577
Capital - Ferry Enhancement	160
Capital - Ferry Expansion (Seaplane Lagoon, Berkeley, Redwood City, Hercules, Mission Bay)	400
Operating - Ferry Enhancement	17
Operating - Ferry Expansion	36

Greenbelt Alliance/Nature Conservancy/American Farmland Trust/Rails-to-Trails Conservancy	-
Regional Advance Mitigation Program	
Land Conservation Programs	
Transit-Oriented Affordable Housing	
Regional Trail System Gap Closures	

Regional Mobility Management Group	\$15M/year
Senior and Disabled Transportation Projects	\$12M/year
Rail Elevators and Accessibility Projects	\$3M/year



Regional Measure 3: A Potential Framework

MTC Legislation Committee

June 9, 2017

RM3 Potential Framework (\$3 Toll)

PROGRAM CATEGORY	Funding <i>(in millions)</i>
Operating Program	\$60/year
Regional Capital Program	\$2,000
Corridor-Based Capital Program	\$2,000
Reserve	\$200
Grand Total Capital Program	\$4,200

OPERATING PROGRAM

All — Corridor Operating Program
15% of \$3 Toll Revenue

Annual Amount
\$60 million

ALL CORRIDORS

- Transbay Terminal
- Ferries
- Clipper 2.0
- Regional Express Bus

CAPITAL PROJECTS

Regional Programs

Total Amount
\$2,000 million
*(50% of
Capital Funds)*

- **Bridge Rehabilitation**
(SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward and Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)
- **BART Expansion Cars**
(all BART-reliant counties)
- **Corridor Express Lanes**
(San Mateo 101, Alameda/Contra Costa I-80, Alameda I-880, Contra Costa I-680, I-680/80 connectors, SR 84, SR 92)
- **Freight**
(I-580, I-880, I-80, Port of Oakland)
- **Bay Trail / Safe Routes to Transit**
(all bridges corridors eligible)
- **Ferries**
(New vessels to add frequency to existing routes and expansion to Mission Bay, Alameda Point-Seaplane Lagoon, Berkeley, San Francisco)

CAPITAL PROJECTS

Regional Programs

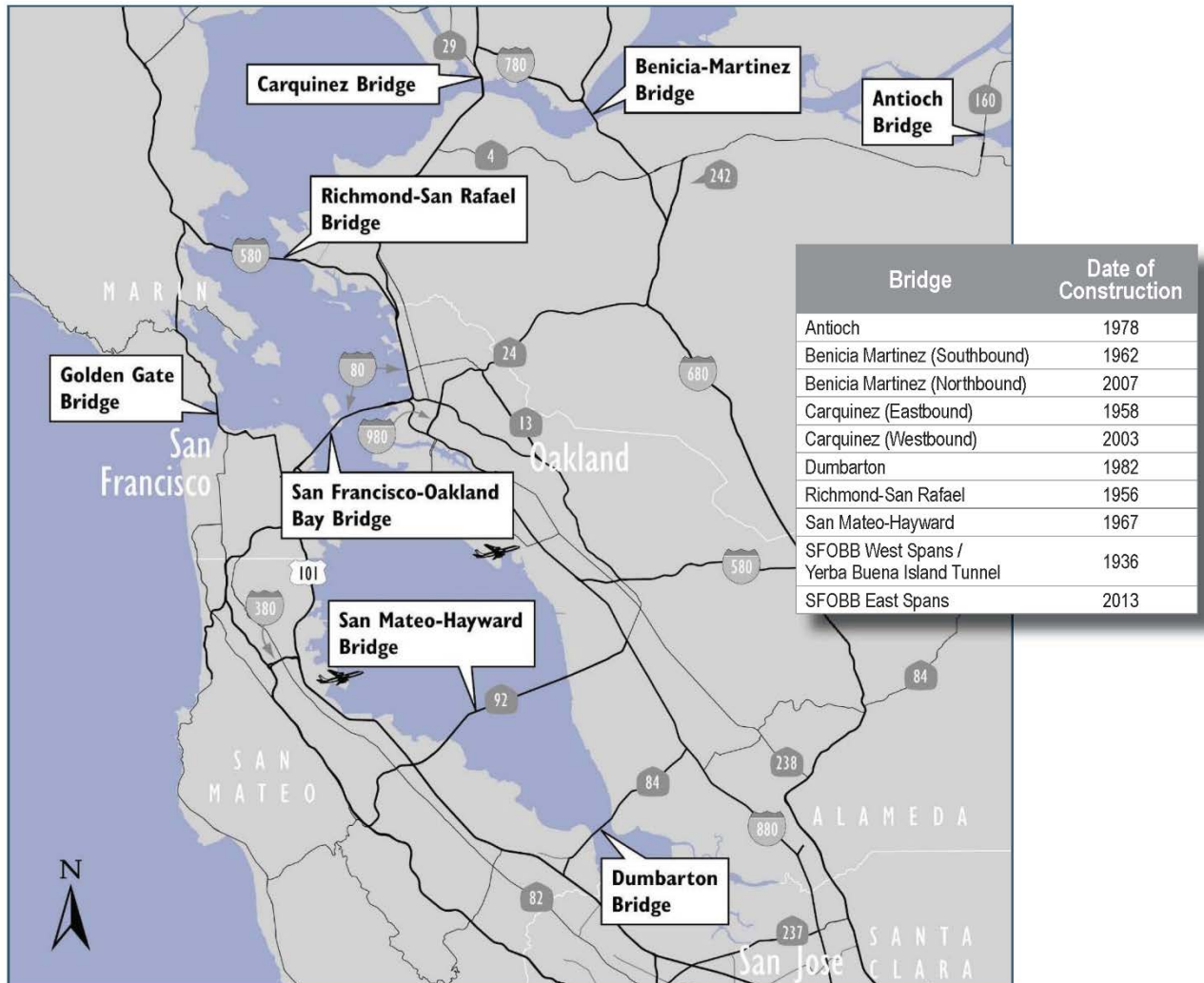
50% of RM3 Capital Funds

Regional Program Categories

- **Bridge Rehabilitation**
- **BART Expansion Cars**
- **Corridor Express Lanes**
- **Freight**
- **Bay Trail/Safe Routes to Transit**
- **Ferries**

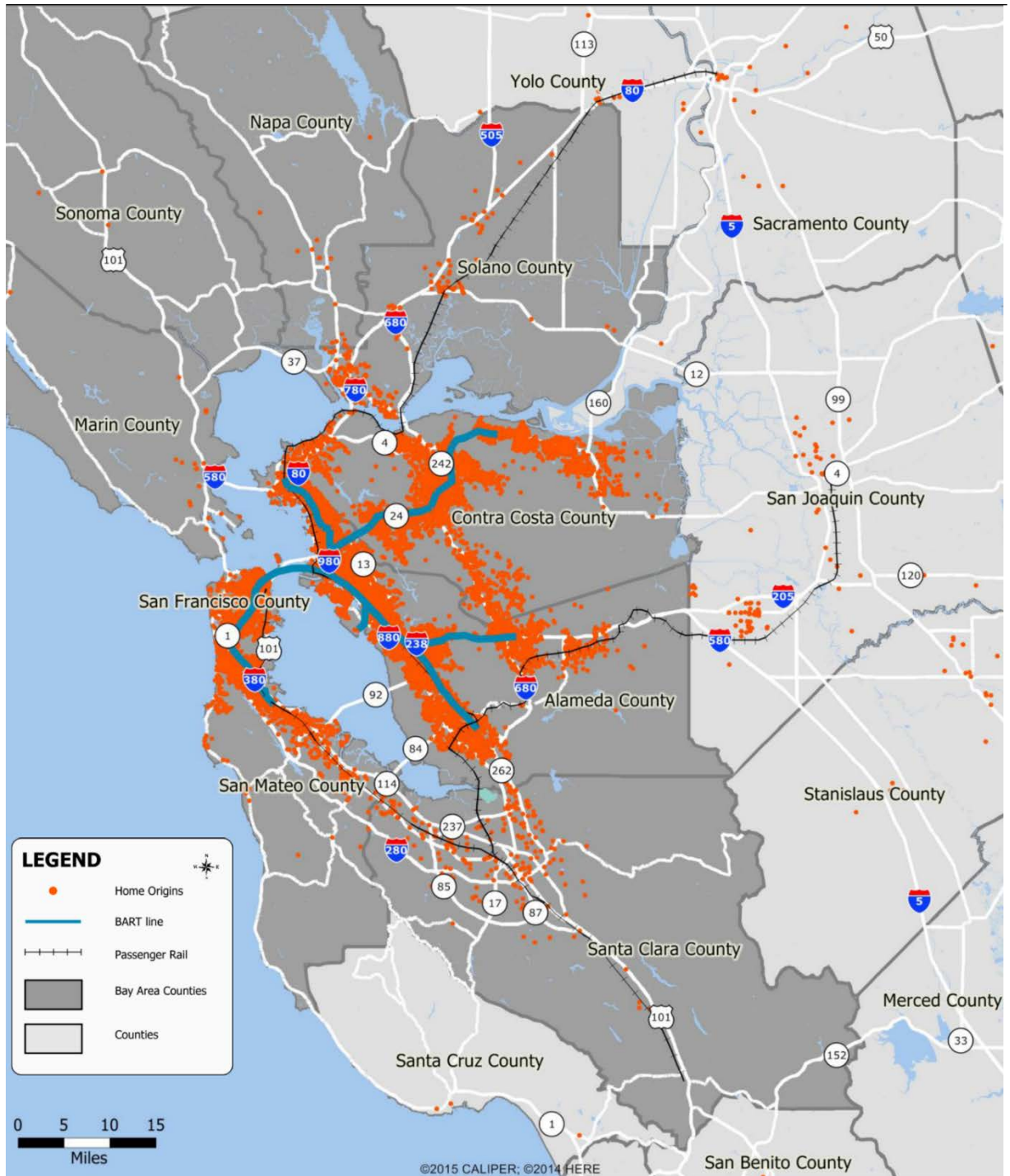
Bridge Rehabilitation

BATA annually adopts a revised 10-Year Toll Bridge Rehabilitation Plan for the state-owned bridges. BATA currently provides approximately \$60 million a year to fund the upkeep and rehabilitation of the toll bridges, toll facilities, and tolling equipment. However, as the bridges age, additional funds are needed to keep all structures and systems in a state of good repair.



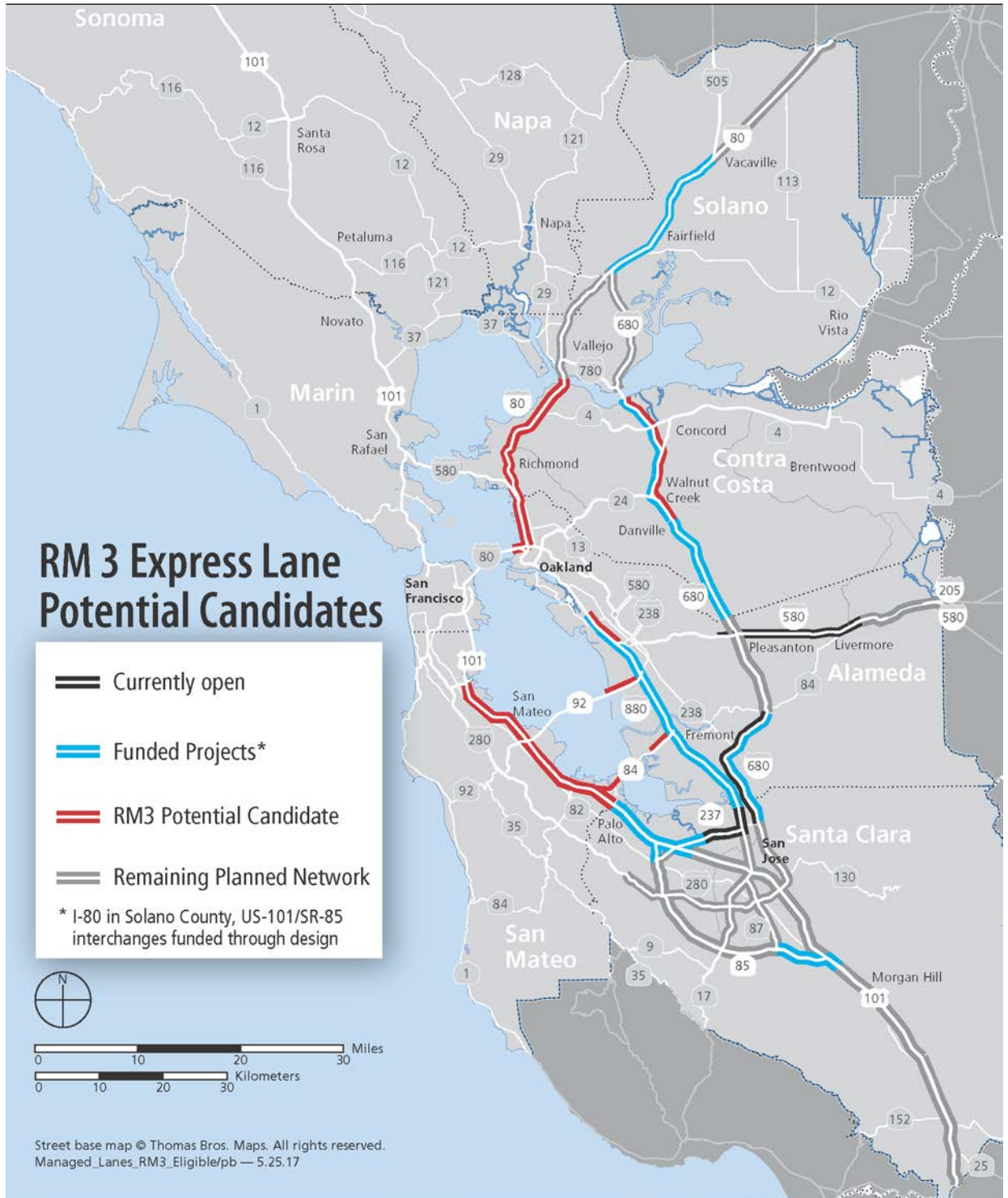
BART Expansion Cars

Regional Overview: Home Locations of BART Riders

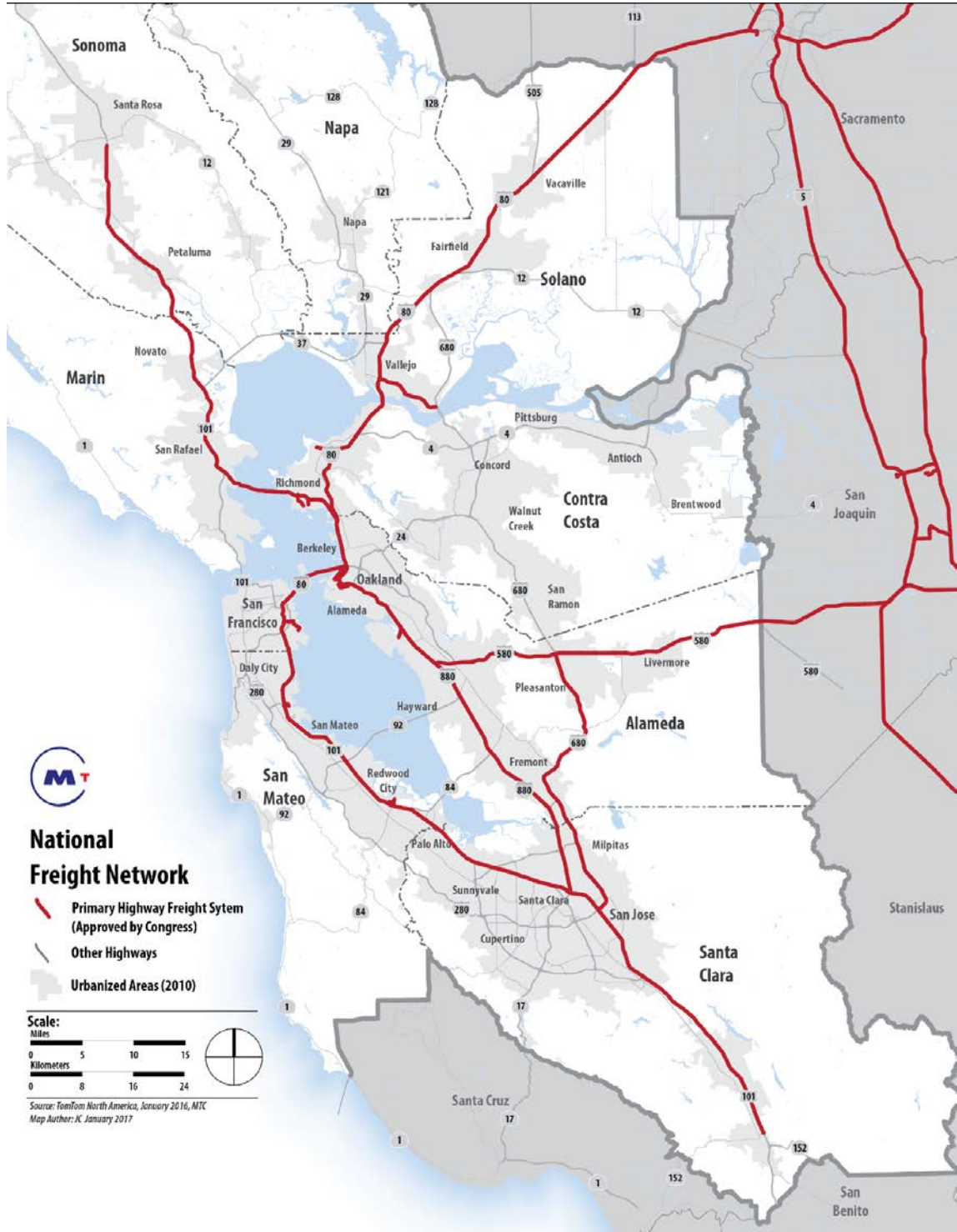


2015 BART Station Profile Study (weekday). Data shown on this map are not weighted.

Corridor Express Lanes



Freight Corridors (I-580, I-880, I-80, Port of Oakland)



Bay Trail / Safe Routes to Transit



Ferries



CAPITAL PROJECTS

Corridor-Specific Projects & Programs

Total Amount

\$2,000 million

(50% of

Capital Funds)

CENTRAL

(San Francisco-Oakland Bay Bridge)

- **New Transbay Tube Design**
- **Caltrain Downtown Extension**
- **Muni Expansion LRVs**
- **Core Capacity Projects (SF/Oakland)**
- **AC Transit - Rapid Bus Improvements**

CORRIDOR REVENUE GENERATED

32%

SOUTH

(San Mateo-Hayward, Dumbarton Bridges)

- **Tri-Valley Transit Access Improvements**
- **Eastridge to BART Regional Connector**
- **San Jose Diridon Station**
- **Dumbarton Rail/ACE Connection**
- **BART to San Jose**

CORRIDOR REVENUE GENERATED

22%

CAPITAL PROJECTS (continued)

Corridor-Specific Capital Projects & Programs

NORTH (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch Bridges)

- **Contra Costa 680 Express Bus/Transit Capacity**
- **Marin-Sonoma Narrows**
- **Solano 80/680 Interchange**
- **Highway 37**
- **San Rafael Transit Center/SMART**
- **Marin 101/580 Interchange**
- **North Bay Transit Improvements**
(Marin, Sonoma, Solano, Napa)

CORRIDOR REVENUE GENERATED 46%

(\$ in millions)

Regional Capital Projects Total	\$2,000
Corridor Specific Capital Projects Total	\$2,000
Capital Projects Reserve	200
All Capital Projects TOTAL	4,200

Core Capacity Projects (S.F./Oakland)



- 75% of the peak Bay Bridge commute trips occur on transit, but transit is at capacity.
- **Examples of Core Capacity projects:**
BART platform enhancements to improve capacity, transbay bus fleet and service expansion, feeder bus service to ferries, new park-and-ride lots for transbay bus service, better bus access to bridge and HOV lanes.

Diridon Station/BART to Silicon Valley



- Diridon Station will be the South Bay hub for the region's existing and future rail systems, improving mobility for commuters traveling between the region's three largest cities: San Francisco, San Jose, and Oakland.
- BART to Silicon Valley scored the highest of any transit project in the Draft Plan Bay Area 2040 benefit-cost analysis.

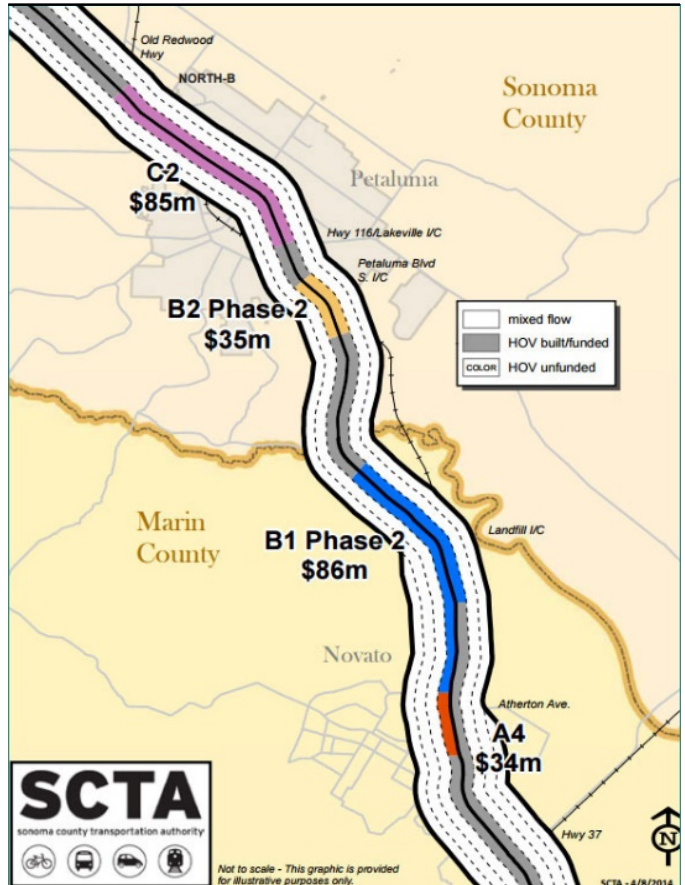
Solano Interstate 80-680 Interchange



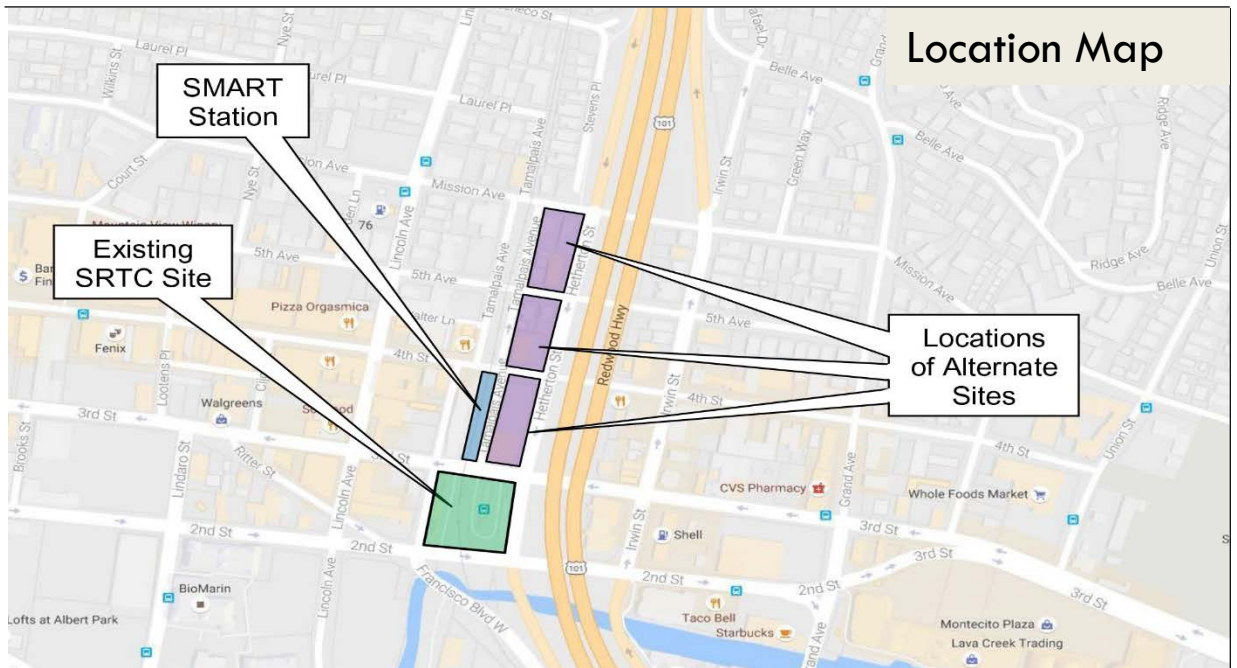
- The Solano Transportation Authority-led project will deliver major improvements to the Interstate 80, Interstate 680 and State Route 12 interchanges.
- Phase 1 was funded by Regional Measure 2.
- The project will improve travel time reliability, provide congestion relief, and enhance safety by streamlining connections between these routes, which serve as key bridge corridors.

Marin-Sonoma Narrows

- This Highway 101 segment is a key route for North Bay commuters and businesses.
- Since 2010, congestion along this segment of Highway 101 has more than doubled.
- New HOV lanes will improve travel times and make carpooling and transit more attractive travel options.



San Rafael Transit Center



- The existing San Rafael Transit Center needs a new location due to conflict with SMART Extension to Larkspur.
- A new station will help facilitate growth in transit riders in the North Bay, allowing transfers to SMART, bus, and ferry to destinations in the North Bay, East Bay and San Francisco.

Outstanding Issues/Policy Provisions

- Performance standards
- Status of New Starts
- Linkage to Housing
- Independent RM 3 oversight committee
- FasTrak Discount option
- Congestion Pricing
- All-Electronic Tolling Option

Next Steps for RM 3

- Continue dialogue with the Bay Area legislative delegation regarding the expenditure plan and any policy provisions.
- Senate Bill 595 (Beall) will be heard in the Assembly Transportation Committee by **July 14**.
- The next committee deadline is the Assembly Appropriations Committee, where it must be passed by **September 1**; the last day for both houses to pass bills is **September 15**. The Governor has until **October 15** to sign or veto bills.
- If bill is enacted, Commission will need to determine when to place measure on the ballot.