



**OFFICE THE CITY MANAGER
CITY HALL**

CITY COUNCIL STAFF REPORT

Meeting: May 1, 2018

Subject

Regional Measure 3

Recommended Action

Discuss Regional Measure 3 and consider taking a position on the measure.

Background

Regional Measure 3 (RM3) will ask voters in June to approve a bridge toll increase of up to \$3 in the nine Bay Area counties. Specifically, the measure would increase the price to travel the Bay Area's seven state-owned toll bridges from \$5 to \$8 by 2025, and from \$6 to \$9 on the Bay Bridge during commute hours. Additionally, the measure allows for automatic toll increases in the future tied to inflation. If passed, the measure is estimated to raise \$4.45 billion for transportation projects in the region.

There are 35 projects earmarked for funding in RM3 (see Attachment A), including eight South Bay projects totaling \$985 million:

- Bart to San Jose Phase 2 (\$375 million)
- Dumbarton Corridor Improvements (\$130 million)
- Eastridge to BART Regional Connector (\$130 million)
- San Jose Diridon Station (\$100 million)
- Tri-Valley Transit Access Improvements (\$100 million)
- Interstate 680/SR 84 Interchange Reconstruction (\$85 million)
- Highway 101/State Route 92 Interchange (\$50 million)
- Interstate 680/Interstate-880/Route 262 Freeway Connector (\$15 million)

The measure was placed on the ballot by the California State Legislature through SB 595, which was sponsored by Senator Jim Beall and the Metropolitan Transportation Authority.

Discussion

The measure's supporters argue RM3 will generate much needed funding from for transportation infrastructure in the region that builds on improvements from past local transportation measures and adds to them by including funding to replace BART's obsolete railcars, extend BART to San Jose and Santa Clara, ease some of the worst freeway bottlenecks in the East Bay and Peninsula, significantly expand and improve ferry service, accelerate planning for a second Transbay rail crossing and improve other critical regional rail systems like Caltrain and SMART in the North Bay, among others. They say the plan also calls for robust public oversight and accountability measures. The measure has the support of many Bay Area elected officials and community stakeholders, including the Cupertino Chamber of Commerce.

Opponents of RM3 argue that proposed projects do not address traffic congested areas around major job centers located in Silicon Valley. They would prefer that major employers whose employees generate traffic be required to contribute to congestion relief and believe the general public is being asked to subsidize private sector transportation costs. They are also concerned that cities in north Santa Clara County, including Cupertino, were not consulted when proposed projects were being developed. Opponents include U.S. Representative Mark DeSaulnier (Concord) who sits on the U.S. House Committee on Transportation, Santa Clara County Supervisor Joe Simitian, and Mountain View Mayor Lenny Siegel.

Staff recommends that Council discuss the item and decide if the City should take an official position on RM3.

Sustainability Impact

To the extent that funding is used to improve and increase use of mass transit regionally, the measure will reduce carbon emissions regionally. The measure is not anticipated to have a local impact.

Fiscal Impact

There is no fiscal impact.

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Attachments:

- A. RM3 Expenditure Plan
- B. RM3 Project Map