

MIRIAM HAWLEY

Berkeley City Council
District 5

OLD BUSINESS

December 9, 2003

To: Honorable Mayor
Members of the City Council

From: Councilmember Miriam Hawley

Subject: **SB 916, Perata: Increasing Bridge Tolls to Fund Transportation**

RECOMMENDATION:

Take no position on SB 916, which would increase bridge tolls to fund a variety of transportation projects and programs. Ask Senator Perata and the Senate Rules Committee to correct the statement in the Committee's digest of SB 916 that erroneously lists the City of Berkeley as a supporter of the bill.

BACKGROUND:

SB 916 includes a wide range of projects designed to appeal to voters in the Bay Area, and unfortunately, much of the funding is allocated to the kind of projects that the Council has traditionally not favored. For example, 28% of the total \$1.5 billion in project allocations would be for highway improvements, including parking lots. Over \$50 million is allocated for a fourth bore in the Caldecott Tunnel; \$95 million is for extending BART to Warm Springs to facilitate a BART extension to Silicon Valley, \$112 million in capital allocations and \$18.3 million/year in operating funds are allocated to ferries, with no funding provisions for feeder services to the ferry facilities.

Transit-friendly projects in the bill include an allocation of \$150 million for planning, design, and construction of a Transbay Transit Terminal in San Francisco; \$65 million for AC Transit's Enhanced Bus project on Telegraph Avenue and International Boulevard; \$22.5 million for Safe Routes to Transit (bike/ped improvements); \$62 million for express buses around the Bay Area, and \$20 million for real-time transit information. In all, however, buses receive only \$127 million, or 9% of the capital funding allocations, and 5.2 million, or about 8% of funds for operations.

In addition, SB 916 calls for several planning studies, one of which may recommend eliminating existing transit pass arrangements to simplify marketing of the new regional TransLink programs.

Because the desirable projects in SB 916 are outweighed by the many that are less transit-friendly and cost-effective, I recommend that the Council take no position and, in addition, ask Senator Perata and the Senate Rules Committee to remove the City of Berkeley from its list of supporters of this bill.

FINANCIAL IMPLICATIONS:

None

CONTACT PERSONS:

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SB 916: Expenditure Plan for the Proposed \$1 Bridge Toll Increase

The \$1 increase in bridge tolls proposed in SB 916 would raise approximately \$125 million annually. The bill has no sunset provision. It specifies that the revenue from the new toll is to be used to finance 36 specified projects deemed to reduce congestion or improve travel, and it requires that no more than 38% of the new toll revenues are to be made available annually for transit operating assistance, subject to performance measures to be adopted by the Metropolitan Transportation Commission.

In addition, several planning studies are required, one of which may have serious implications for the Berkeley EcoPass and Class Pass programs. As specified in SB 916, a planning study for a regional monthly transit pass may recommend eliminating existing transit pass arrangements to simplify marketing of the new regional monthly pass.

The 36 projects and the operating assistance specified in SB 916 are shown in the attached table in order of decreasing funding amounts. The 36 project allocations total \$1.474 billion. By categories, they are as follows:

<u>Category: Projects</u>	<u>Total</u> (Millions)	Percent of Funding for 36 <u>Projects</u>
<u>Rail</u> : (BART: \$359 million; other heavy rail \$201.5 million) . . .	\$560.5	39.6%
<u>Highways</u> (includes parking lots and bridge lanes)	\$391	27.6%
<u>Transit, multi-modal</u> (includes Transbay Terminal)	\$201.5	14.2%
<u>Buses</u> (includes \$62 million for express buses and \$65 m. for AC Transit enhanced bus)	\$127	9.0%
<u>Ferries</u>	\$112	7.9%
<u>Light Rail</u>	\$ 70	4.9%

<u>Programs (Operating Assistance)</u>	<u>Annual payment in millions</u>
<u>Ferries</u>	\$18.3
<u>Express Buses</u>	\$12.0
<u>Dumbarton bridge Rail</u>	\$ 5.5
<u>Buses</u> (includes AC Transit Enhanced bus on Telegraph, OWL Service, and Napa VINE)	\$ 5.2
<u>MUNI Metro Light Rail</u>	\$ 2.5
<u>TransLink</u> (Smart Card)	\$20.0 (Annually for 3 yrs)

SB 916, PERATA
EXPENDITURE PLAN FOR PROPOSED INCREASED BRIDGE TOLL REVENUES

PROJECT	ALLOCATION
1) <u>Transbay Transit Terminal and Downtown Caltrain extension</u> Planning, design, and construction of a new Terminal at First and Mission Streets in San Francisco.	\$150,000,000 plus up to \$3.5 million annually for operations.
2) <u>BART tube seismic strengthening</u>	\$143,000,000
3) <u>Commuter rail over Dumbarton bridge</u> to connect BART and Capitol Corridor at Union City with Caltrain service over the bridge. .	\$135,000,000
4) <u>Solano County improvements near I-80, I-680</u> . Interchanges and cost-effective transit investments.	\$100,000,000
5) <u>East Contra Costa E-BART</u> from Pittsburg/Bay Point BART station to Byron, if compliant with BART policies for appropriate land use near the stations	\$ 96,000,000
6) <u>BART to Warm Springs</u> to facilitate a BART extension to Silicon Valley	\$ 95,000,000
7) <u>Improvements in the I-580 corridor</u> : Rail or HOV lane to Dublin BART and other improvements for the use of express buses	\$ 65,000,000
8) <u>AC Transit Enhanced bus phase I</u> — Telegraph Ave., International Boulevard. Includes new buses, bus bulbs, and signal prioritization	\$ 65,000,000
9) <u>Caldecott Tunnel</u> Planning and construction of a 4 th bore.	\$ 50,500,000
10) <u>I-80 HOV Lane extension</u> from Route 4 to the Carquinez bridge	\$ 50,000,000
11) <u>New Benicia-Martinez Bridge Span</u>	\$ 50,000,000
12) <u>Water Transit Facility improvements</u> . Two spare vessels, environmental studies, and expanded berthing capacity at San Francisco.	\$ 48,000,000

13) <u>Sonoma/Marin rail</u> to Larkspur or San Quentin and from San Rafael to ferry terminal, Larkspur or San Quentin	\$ 35,000,000
14) <u>Greenbrae local bridge</u> to improve multimodal access to the Richmond-San Rafael Bridge and the Larkspur ferry.	\$ 35,000,000
15) <u>MUNI Metro 3rd Street Light Rail</u> transit and maintenance facility (Hunter's Point to Caltrain)	\$ 30,000,000
16) <u>Oakland Airport Connector</u> : to link BART, AC Transit, and Capitol Corridor with the airport	\$ 30,000,000
17) <u>Vallejo Intermodal Station</u> for ferry and bus, including a parking structure	\$ 28,000,000
18) <u>Capitol Corridor improvements in the 8-80 and I-680 corridors</u> Station and track improvements, including a new Fairfield station	\$ 25,000,000
19) <u>BART crossover track</u> near the Pleasant Hill BART station for trains to return to San Francisco	\$ 25,000,000
20) <u>Safe Routes to Transit</u> Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Expand City Car share program within ½ mile of Transbay regional transit terminals or stations.	\$ 22,500,000 including \$2,500,000 for City Car Share expansion
21) <u>Trans-Link (Smart Card) system</u> . Integrate Trans-Link technology with operators' fare equipment systems	\$ 22,000,000
22) <u>Express Bus in San Mateo, Dumbarton, and Bay Bridge corridors</u> . Expand Park and ride facilities, improve ramps and HOV access, and purchase rolling stock.	\$ 22,000,000
23) <u>Express Bus in Richmond-San Rafael, Carquinez, and Antioch bridge corridors</u> . Includes Park & Ride lots, infrastructure improvements, and rolling stock	\$ 20,000,000
24) <u>Real-time transit information</u> via telephone, internet, or wireless. Competitive grant programs for transit operators.	\$ 20,000,000
25) <u>Solano County express bus intermodal facilities</u> . Competitive grant funding.	\$ 20,000,000

26) <u>Richmond Parkway Park & Ride</u> : Parking structure and improvements to expand bus capacity	\$ 16,000,000
27) <u>HOV lane connector</u> from I-680 to the Pleasant Hill or Walnut Creek BART stations. Includes \$1 million for developing recommendations for express bus on the I-680 HOV lane south of the Benicia bridge to connect with BART.	\$ 15,000,000
28) <u>Commute ferry service for South San Francisco</u> . Purchase two vessels. Parking and landside feeder must be sufficient for ridership projections	\$ 12,000,000
29) <u>Commute ferry service for Alameda/Oakland/Harbor Bay</u> . Purchase two vessels; second vessel funds released if provision for appropriate terminal locations, new transit-oriented development, adequate parking, and sufficient landside feeder connections.	\$ 12,000,000
30) <u>Commute ferry service for Berkeley/Albany</u> . Purchase two vessels. Parking and landside feeder connections must be sufficient to support ridership projections. If the WTA does not have an entitled terminal site within the Berkeley/Albany area by 2010, the funds are to be transferred to another site in the East Bay, with the first priority given to Richmond.	\$ 12,000,000
31) <u>MUNI historic streetcar expansion</u> . Funding to rehabilitate historic street cars and construct tracks and terminal.	\$ 10,000,000
32) <u>I-880 North safety improvements</u> . Reconfigure ramps and provide mitigations between 29 th and 16 th Avenues in Oakland.	\$ 10,000,000
33) <u>Regional Rail Master Plan</u> . Planning funds..	\$ 6,500,000
34) <u>Marketing program</u> for commuter benefits to promote tax-saving opportunities for employers and employees.	\$ 5,000,000
35) <u>BART/MUNI connections</u> at Embarcadero and Civic Center stations.	\$ 3,000,000
36) <u>Planning funds for integrated zonal monthly transit passes</u> (Smart Card)	\$ 1,500,000

<p><u>Operating funds:</u> Not more than 38% of the revenues from the toll increase are to be made available annually for operating assistance for transit services, subject to performance measures to be adopted by MTC. An annual escalation factor not to exceed 1.5%/year may be applied through FY 2015-16.</p>		
<u>Trans-Link (Smart Card)</u>		\$20,000,000/3 years
<u>Ferry Services</u>		\$18,300,000/year
Alameda/Oakland/Harbor Bay	\$6,400,000	
Berkeley/Albany	3,200,000	
South San Francisco	3,000,000	
Vallejo Ferry	2,700,000	
WTA Planning and Operations	3,000,000	
<u>Express Bus Services</u>		\$ 12,000,000/year
San Mateo & Dumbarton bridges	\$6,500,000	
Carquinez & Bay Bridges	3,400,000	
Richmond bridge	2,100,000	
<u>Dumbarton bridge rail service</u>		\$5,500,000/year
<u>AC Transit Enhanced Bus on Telegraph/ East 14th Street</u>		\$3,000,000/year
<u>MUNI Metro 3rd Street Light Rail</u>		\$ 2,500,000/year
<u>BART corridor OWL service</u>		\$1,800,000/year
<u>Napa VINE (bus) service to Vallejo</u>		390,000/year