

Solano County

675 Texas Street
Fairfield, California 94533
www.solanocounty.com



Agenda - Final

Tuesday, February 20, 2018

9:00 AM

Special Meeting

Board of Supervisors Chambers

Board of Supervisors

John M. Vasquez (Dist. 4), Chair
(707) 784-6129

Erin Hannigan (Dist. 1), Vice-Chair
(707) 553-5363

Monica Brown (Dist. 2)
(707) 784-3031

James P. Spering (Dist. 3)
(707) 784-6136

Skip Thomson (Dist. 5)
(707) 784-6130

SOLANO COUNTY BOARD OF SUPERVISORS
HOUSING AUTHORITY, SPECIAL DISTRICTS,
SOLANO FACILITIES CORPORATION, AND
IN-HOME SUPPORTIVE SERVICES PUBLIC AUTHORITY

Temporary parking permits for the County Parking Garage are available from the Board Clerk for visitors attending the Board of Supervisors' meeting for more than 2 hours. The County of Solano does not discriminate against persons with disabilities and is an accessible facility. If you wish to attend this meeting and you will require assistance in order to participate, please call the Office of the Clerk of the Board of Supervisors at 707-784-6100 at least 24 hours in advance of the event to make reasonable arrangements to ensure accessibility to this meeting.

Non-confidential materials related to an item on this Agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Solano County Government Center, 6th Floor Receptionist's Desk, 675 Texas Street, Fairfield, during normal business hours. If you wish to address any item listed on the Agenda, please submit a Speaker Card to the Board Clerk before the Board considers the specific item. Cards are available at the entrance to the Board chambers. Please limit your comments to three minutes.

AGENDA

CALL TO ORDER - 9:00 A.M.

ROLL CALL

SALUTE TO THE FLAG AND A MOMENT OF SILENCE

APPROVAL OF THE AGENDA

County Counsel:

- 1 [18-116](#) Consider adoption of a resolution calling for a special election to be conducted in Solano County on whether the voters shall approve Regional Measure 3, the Bay Area Traffic Relief Plan, and calling for the election to be consolidated with the statewide primary election on June 5, 2018

Attachments: [A - RM3 Expenditure Plan](#)
 [B - Resolution](#)

ADJOURN:

To the Board of Supervisors meeting of February 27, 2018 at 8:30 A.M., Board Chambers, 675 Texas Street, Fairfield, CA



Solano County

675 Texas Street
Fairfield, California 94533
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Agenda Submittal

Agenda #:	1	Status:	Regular Calendar
Type:	Resolution	Department:	County Counsel
File #:	18-116	Contact:	Dennis Bunting, 784-6145
Agenda date:	02/20/2018	Final Action:	
Title:	Consider adoption of a resolution calling for a special election to be conducted in Solano County on whether the voters shall approve Regional Measure 3, the Bay Area Traffic Relief Plan, and calling for the election to be consolidated with the statewide primary election on June 5, 2018		
Governing body:	Board of Supervisors		
District:	All		
Attachments:	A - RM3 Expenditure Plan, B - Resolution		

Date:	Ver.	Action By:	Action:	Result:
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Published Notice Required? Yes ___ No X
Public Hearing Required? Yes ___ No X

DEPARTMENTAL RECOMMENDATION:

Adopt the resolution calling for a special election to be conducted in Solano County on whether the voters shall approve Regional Measure 3, the Bay Area Traffic Relief Plan, and calling for the election to be consolidated with the statewide primary election on June 5, 2018.

SUMMARY:

Regional Measure 3 (RM 3), authorized by SB 595 (Beall, 2017), is the third regional toll increase measure to be considered by San Francisco Bay Area voters. Pursuant to California Streets and Highways Code section 30923, the Bay Area Toll Authority (BATA) selected June 5, 2018 as the date to place RM 3 on the ballot, and the board of supervisors in each county must consider calling a special election to do so. The deadline for action by the Board of Supervisors is March 9, 88 days prior to the election. If approved by a majority of voters in the counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano and Sonoma as well as the City and County of San Francisco, RM3 would raise tolls on the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay and San Mateo-Hayward bridges by \$1 on January 1, 2019, by an additional \$1 on January 1, 2022 and by an additional \$1 on January 1, 2025, to finance the transportation expenditure plan detailed in Senate Bill 595.

FINANCIAL IMPACT:

RM3 revenues will provide a substantial benefit to Solano County and will not impose any direct costs to county staff or services. Senate Bill 595 requires the BATA to use toll revenues to reimburse the counties and the City and County of San Francisco for the cost of submitting RM3 to the voters via a special election.

DISCUSSION:

Bridge Toll History

RM 1, approved by voters in 1988, established a uniform \$1 base toll on each of the region's seven state-owned toll bridges, with the proceeds used to fund a series of highway improvements in the bridge corridors. These included the northbound Benicia-Martinez Bridge, the westbound Carquinez Bridge, widening of the San Mateo-Hayward Bridge and the Bayfront Expressway at the west end of the Dumbarton Bridge, reconfiguration of the I-880/State Route 92 interchange in Hayward and construction of the Richmond Parkway connecting I-80 with the Richmond-San Rafael Bridge. These RM 1 projects are completed.

RM 2, approved by voters in 2004, raised tolls by \$1 on the region's seven state-owned toll bridges, with the proceeds used to fund the Regional Traffic Relief Plan to finance highway, transit, bicycle and pedestrian projects in the bridge corridors and their approaches, and to provide operating funds for key transit services. Major investments include the Caldecott Tunnel Fourth Bore, I-80/I-680 interchange upgrades in Solano County, State Route 4 widening and a BART extension in eastern Contra Costa County, BART extensions to Warm Springs/South Fremont and Oakland Airport, seismic retrofit of BART's Transbay Tube, and the Muni Central Subway and Transbay Transit Center projects in San Francisco, as well as operating support for Muni's T-Third light-rail line, AC Transit enhanced bus service, All-Nighter bus service along BART corridors, San Francisco Bay Ferry, Golden Gate Transit service over the Richmond-San Rafael Bridge, Napa VINE service to the Vallejo intermodal terminal and the Clipper® transit-fare payment card.

RM 3 Expenditure Plan Focused on Traffic Relief and Public Transit Improvements

The proposed \$4.45 billion RM 3 Expenditure Plan included in SB 595, which is summarized in the table set forth below, aims to reduce traffic congestion and to improve transportation options throughout the San Francisco Bay Area. These investments include both highway and transit capital improvements as well as improved regional connectivity at the soon-to-open Transbay Transit Center in San Francisco and operating support for enhanced bus and ferry services in congested bridge corridors.

Major projects in the RM 3 expenditure plan include expansion of BART's railcar fleet to accommodate record ridership and the system's pending extension to Milpitas and East San Jose; further extension of BART's Silicon Valley service to downtown San Jose and Santa Clara; extending Caltrain to downtown San Francisco; expanding transbay bus services and AC Transit's bus rapid transit lines; constructing a direct freeway connector from northbound U.S. 101 to eastbound Interstate 580 in Marin County, and improving the westbound approach to the Richmond-San Rafael Bridge and the I-580/ Richmond Parkway interchange in Contra Costa County; constructing a direct connector between Interstates 680 and 880 in Fremont; upgrading the I-680/State Route 4 interchange in Contra Costa County, the I-680/State Route 84 interchange in Alameda County and the U.S. 101/State Route 92 interchange in San Mateo; various upgrades to relieve congestion in the Dumbarton Bridge corridor and improve State Route 37 in Marin, Sonoma, Napa and Solano counties; completing the widening of U.S. 101 to three lanes in each direction through the Marin-Sonoma Narrows; extending the new SMART rail system to Windsor and Healdsburg; expanding San Francisco's fleet of Muni Metro rail cars; and adding more vessels to the San Francisco Bay Ferry fleet. (See Attachment A - RM3 Expenditure Plan.)

RM 3 also would provide \$50 million for planning and preliminary engineering of a second rail tube connecting the East Bay and San Francisco; and fund a \$150 million grant program to improve bicycle and pedestrian access to regional transit hubs and to close gaps in the San Francisco Bay Trail. In addition, the measure includes a provision to establish an Inspector General position to oversee BART's capital investments.

The proposed final RM3 expenditure plan is attached under Attachment A.

Toll Discounts

Voter approval of RM 3 would allow the BATA to retain the current toll discount for high-occupancy vehicles, and to introduce new discounts for:

- Vehicles that cross two or more toll bridges during commute hours, including carpoolers. Such vehicles would receive a 50 percent discount on the RM 3 increment of the second toll. For example, after tolls are raised by \$1 in 2019, a commuter would pay 50 cents on the second trip rather than \$1 for the RM 3 portion of the toll. To be eligible for this discount, tollpayers must use FasTrak® to pay their tolls.

Oversight

RM 3 includes a number of oversight provisions:

- 1) A Citizen Oversight Committee
Modeled on the approach taken in local counties' dedicated transportation sales tax measures RM 3 requires establishment of an independent oversight committee to ensure that all spending is consistent with the Expenditure Plan. County supervisors in each of the nine Bay Area counties would appoint two representatives to this committee.
- 2) Performance Measures
Prior to allocating funds to bus or ferry services, MTC would develop ridership targets or other performance measures to help ensure tolls are used cost-effectively and to highlight the need for service adjustments if operating performance falls short of these guidelines. A similar requirement existed for RM 2 and led to changes in service and the elimination of certain routes that did not attract sufficient riders to be cost-effective.
- 3) Office of BART Inspector General
Approval of RM 3 would establish an independent Office of the BART Inspector General to ensure BART uses bridge toll funds and other revenues efficiently and effectively.

ALTERNATIVES:

Pursuant to SB 595 (specifically, Streets and Highways Code section 30923(c)(1)), the Board of Supervisors must consider calling the special election on RM3.

OTHER AGENCY INVOLVEMENT:

This has been a multi-jurisdictional effort, including the counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, and Sonoma as well as the City and County of San Francisco; the Metropolitan Transportation Commission (MTC); and the Bay Area Toll Authority (BATA).

CAO RECOMMENDATION:

APPROVE DEPARTMENTAL RECOMMENDATION

Senate Bill 595 (Beall) Final RM 3 EXPENDITURE PLAN *(all amounts \$ millions)***OPERATING PROGRAM****All- Corridor Annual Operating Program****All Corridors**

Transbay Terminal	5
Ferries (Funding ramps up to \$35 million over five years)	35
Regional Express Bus	20
Annual Operating Program Total	\$ 60

CAPITAL PROJECTS**Regional Programs**

BART Expansion Cars	500
Bay Area Corridor Express Lanes	300
Ferry Enhancement Program	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Capitol Corridor	90
Next Generation Clipper Transit Fare Payment System	50
Regional Programs Subtotal (35%)	\$ 1,550

Corridor-Specific Capital Projects**Central (San Francisco-Oakland Bay Bridge)**

Caltrain Downtown Extension	325
Muni Fleet Expansion and Facilities	140
Core Capacity Transit Improvements	140
AC Transit Rapid Bus Corridor Improvements	100
Transbay Rail Crossing	50
Interstate 80 Transit Improvements	25
Central Subtotal (27%)	\$ 780

South (Dumbarton, San Mateo-Hayward)

BART to San Jose Phase 2	375
Tri-Valley Transit Access Improvements	100
Eastridge to BART Regional Connector	130
San Jose Diridon Station	100
Dumbarton Corridor Improvements	130
Highway 101/State Route 92 Interchange	50
Interstate 680/SR 84 Interchange Reconstruction	85
Interstate 680/Interstate-880/Route 262 Freeway Connector	15
South Subtotal (34%)	\$ 985

North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)

Contra Costa 680/State Route 4 Interchange Improvements	210
U.S. 101 Marin-Sonoma Narrows	120
Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	150
Interstate 80/Westbound Truck Scales	105
State Route 37 Improvements	100
Sonoma-Marin Area Rail Transit District (SMART) Extension to Windsor & Healdsburg	40
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Access Improvements	100
SR 29 Improvements	20
East Contra Costa County Transit Intermodal Station	15
Byron Highway-Vasco Road Airport Connector	10
Vasco Road Safety Improvements	15
Interstate 680 Transit Improvements	10
North Subtotal (39%)	\$ 1,135

Corridor-Specific Capital Projects Subtotal (65%)**2,900****Capital Projects Grand Total****4,450**

RESOLUTION NO. 2018 - ____

RESOLUTION OF THE SOLANO COUNTY BOARD OF SUPERVISORS CALLING FOR A SPECIAL ELECTION TO BE CONDUCTED IN SOLANO COUNTY ON WHETHER VOTERS SHALL APPROVE REGIONAL MEASURE 3, THE BAY AREA TRAFFIC RELIEF PLAN, TO REDUCE AUTO AND TRUCK TRAFFIC, RELIEVE CROWDING ON BART, UNCLOG FREEWAY BOTTLENECKS AND IMPROVE BUS, FERRY, BART AND COMMUTER RAIL SERVICE WITH A \$1 TOLL INCREASE EFFECTIVE IN 2019, A \$1 INCREASE IN 2022, AND A \$1 INCREASE IN 2025 ON ALL BAY AREA TOLL BRIDGES EXCEPT THE GOLDEN GATE BRIDGE

Whereas, the California Legislature recently enacted Senate Bill 595 (Beall), approved by the Governor, to fund a comprehensive expenditure plan to improve mobility and enhance travel options on the bridges and bridge corridors to be paid for by an increase in the tolls on the seven state-owned bridges within the nine-county San Francisco Bay Area jurisdiction of the Metropolitan Transportation Commission; and

Whereas, to adopt the tolls, California Streets and Highways Code section 30923 (c)(1) requires that the Solano County Board of Supervisors call a special election to be consolidated with a statewide primary or general election on a date selected by the Bay Area Toll Authority (BATA); and

Whereas, pursuant to California Streets and Highways Code section 30923 (a), BATA shall select an amount of the proposed increase in the toll rate, not to exceed three dollars (\$3); and

Whereas, on January 24, 2018, BATA adopted Resolution 123, calling for an election on June 5, 2018 on Regional Measure 3 and setting forth the ballot question and toll increase amounts as follows:

BAY AREA TRAFFIC RELIEF PLAN. Shall voters authorize a plan to reduce auto and truck traffic, relieve crowding on BART, unclog freeway bottlenecks, and improve bus, ferry, BART and commuter rail service as specified in the plan in this voter pamphlet, with a \$1 toll increase effective in 2019, a \$1 increase in 2022, and a \$1 increase in 2025, on all Bay Area toll bridges except the Golden Gate Bridge, with independent oversight of all funds?

and

Whereas, California Streets and Highways Code section 30923 (c)(2) requires that the ballot question be submitted to voters as "Regional Measure 3" and stated separately in the ballot from state and local measures; and

Whereas, pursuant to California Streets and Highways Code section 30923 (g)(2), BATA is required to reimburse Solano County for the incremental cost of submitting the measure to the voters, with such costs paid from bridge toll revenue administered by BATA; and

Whereas, pursuant to California Streets and Highways Code section 30923 (d), the ballot pamphlet for the special election shall include a summary of the Regional Measure 3 expenditure plan prepared by the Metropolitan Transportation Commission; and

Whereas, pursuant to California Streets and Highways Code section 30923 (g)(1), each county in the Bay Area and the City and County of San Francisco is required to share translation services for the ballot pamphlet and shall provide the Authority with a certified invoice that details the incremental cost of including the measure on the ballot as well as the total costs associated with the election; and

Whereas, the County of Santa Clara has agreed to translate the Regional Measure 3 ballot materials and share them with the other counties.

Resolved, the Solano County Board of Supervisors calls a special election to be conducted on Regional Measure 3, a measure to ask voters to (1) approve a Bay Area Traffic Relief Plan and (2) to fund this plan with a \$1 toll increase on the region's seven state-owned bridges in 2019, a \$1 increase in 2022 and a \$1 increase in 2025.

Resolved, Solano County shall consolidate this election with the June 5, 2018 Consolidated Primary Election.

Resolved, the Solano County Registrar of Voters is instructed to print on the sample ballots and on the official ballots for the State of California Consolidated Primary Election to be held June 5, 2018 the following measure to be voted upon at the election in the following form:

REGIONAL MEASURE 3

BAY AREA TRAFFIC RELIEF PLAN. Shall voters authorize a plan to reduce auto and truck traffic, relieve crowding on BART, unclog freeway bottlenecks, and improve bus, ferry, BART and commuter rail service as specified in the plan in this voter pamphlet, with a \$1 toll increase effective in 2019, a \$1 increase in 2022, and a \$1 increase in 2025, on all Bay Area toll bridges except the Golden Gate Bridge, with independent oversight of all funds?

Passed and adopted by the Solano County Board of Supervisors at its special meeting on February 20, 2018, by the following vote:

AYES: SUPERVISORS _____

NOES: SUPERVISORS _____

EXCUSED: SUPERVISORS _____

JOHN M. VASQUEZ, Chair
Solano County Board of Supervisors

ATTEST:
BIRGITTA E. CORSELLO, Clerk
Solano County Board of Supervisors

By: _____
Jeanette Neiger, Chief Deputy Clerk