

## SB 595 (Beall)

# Regional Measure to Improve Mobility in Bay Area Bridge Corridors Fact Sheet

### ISSUE

Transportation infrastructure is key to supporting the San Francisco Bay Area's strong economy and maintaining California's leadership in high-tech and high-paying jobs. Traffic congestion on the region's freeways, overcrowding on BART, Caltrain, ferries and buses in the toll bridge corridors is eroding the Bay Area's quality of life, access to jobs, cultural and educational opportunities, and undermining job creation and retention. The traffic chokepoints are especially acute in the corridors of the seven state-owned toll bridges that are critical east-west and north-south arteries that bind the Bay Area together.

### BACKGROUND

Bay Area voters have led California's "self-help" movement in supporting new local revenue for congestion relief, including strong voter support for toll increases in 1988 and 2004. In 1988, the Legislature enacted SB 45 (Lockyer), placing on the ballot Regional Measure 1, which standardized all bridge tolls at \$1 to help build the new Benicia-Martinez Bridge and the Carquinez Bridge replacement, among other projects. The measure was approved by 70 percent.

In 2003, Senate Bill 916 (Perata) authorized Regional Measure 2, a \$1 toll increase to fund transit and roadway improvements in the bridge corridors. The measure helped build numerous transportation improvements, including the Caldecott Tunnel's 4th Bore, BART to Warm Springs Extension (the first phase of BART to Silicon Valley), BART seismic retrofit and HOV lanes on Interstate 80, among other major projects. The measure was approved by 57 percent. In 2005, the Legislature delegated administration of all bridge toll revenue to the Bay Area Toll Authority, the Metropolitan Transportation Commission (MTC)'s affiliate agency which shares the same governing board.

### THIS BILL

SB 595 would provide voters in the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) the opportunity to jumpstart the next generation of critical transportation improvements in the bridge corridors funded by an increase in bridge tolls. The bill would require the MTC to place a measure on the ballot in all nine counties. The expenditure plan, the toll level and the timing of the vote are not yet specified in the bill and are subject to discussion with members of the Legislature and key stakeholders. SB 595 will include strong accountability provisions to ensure that funds are invested according to the voter-approved plan.

While SB 1 (Beall) provided a substantial increase in state funds focused primarily on repairing local roads and the state highway system – the state's *aging* pains – SB 595 will address the Bay Area's *growing* pains, by improving mobility and enhancing travel options in the region's bridge corridors.



### STATUS/VOTES

### SUPPORT

Metropolitan Transportation Commission

### OPPOSITION

None on file

### FOR MORE INFORMATION

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