

AMENDED IN ASSEMBLY JULY 19, 2017

AMENDED IN ASSEMBLY JULY 3, 2017

AMENDED IN SENATE MAY 26, 2017

AMENDED IN SENATE APRIL 18, 2017

AMENDED IN SENATE APRIL 5, 2017

AMENDED IN SENATE APRIL 3, 2017

**SENATE BILL**

**No. 595**

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**Introduced by Senator Beall**

**(Coauthors: Senators Hill, *McGuire*, Skinner, Wieckowski, and Wiener)**

(Principal coauthors: Assembly Members Bonta, Chiu, Mullin, and Ting)

(Coauthors: Assembly Members *Berman*, Chu, Low, Quirk, and Thurmond)

February 17, 2017

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An act to amend Sections 30102.5, 30891, 30911, 30915, 30916, 30918, 30920, 30922, and 30950.3 of, and to add Sections 30914.7 and 30923 to, the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 595, as amended, Beall. Metropolitan Transportation Commission: toll bridge revenues.

Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related

responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes the BATA to increase the toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the bay area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. Existing law provided for submission of 2 regional measures to the voters of 7 bay area counties in 1988 and 2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters.

This 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 increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for ~~unspecified~~ *specified* projects and programs. The bill would require the BATA to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. If approved by the voters, the bill would authorize the BATA, beginning January 1, 2019, to phase in the toll increase over a period of time and to adjust the toll increase for inflation after the toll increase is phased in completely. The bill would specify that, except for the inflation adjustment and as otherwise specified in statute, the toll schedule adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature. By requiring this election, the bill would impose a state-mandated local program. 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. Because the bill would specify that the revenue resulting from the increased toll charge would be continuously appropriated to the MTC for expenditure, it would make an appropriation.

This bill would require the BATA to establish an independent oversight committee no later than January 1, 2020, with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan. The bill would require the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: yes. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. The Legislature finds and declares all of the  
2 following:
- 3 (a) The San Francisco Bay area’s strong economy and growing  
4 population are placing a tremendous burden on its aging  
5 transportation infrastructure. Between 2010 and 2040, the  
6 population is forecasted to grow by 2.3 million, while the number  
7 of jobs are projected to grow by 1.3 million.
- 8 (b) Traffic congestion on the region’s seven state-owned toll  
9 bridges degrades the bay area’s quality of life, impairs its economy,  
10 and shows no signs of abating. Between 2010 and 2015, combined  
11 volumes on the region’s seven state-owned toll bridges grew by  
12 11 percent, while volumes on just the Dumbarton Bridge, the  
13 Richmond-San Rafael Bridge, and the San Mateo-Hayward Bridge  
14 grew by 20 percent.
- 15 (c) In 2015, five of the region’s top 10 worst congested roadways  
16 were in the South Bay (San Mateo or Santa Clara Counties).
- 17 (d) In the San Francisco-Oakland Bay Bridge corridor from  
18 Hercules to San Francisco, weekday traffic speeds average less  
19 than 35 mph from 5:35 a.m. until 7:50 p.m.
- 20 (e) Weekday congestion on the west approach to the San  
21 Francisco-Oakland Bay Bridge in the eastbound direction typically  
22 begins before 1 p.m. and continues until 9:30 p.m.
- 23 (f) Weekday northbound traffic congestion on State Highway  
24 Route 101 from Novato to Petaluma begins by 3 p.m. and typically  
25 lasts over three hours.
- 26 (g) Daily peak-hour traffic on State Highway Route 37 between  
27 Marin and Solano Counties jumped over 40 percent from 2010 to  
28 2015.

1 (h) The region’s only rail link across San Francisco Bay, the  
2 Bay Area Rapid Transit District (BART), is 44 years old and faces  
3 multibillion-dollar capital funding shortfalls to accommodate  
4 growing ridership and achieve a state of good repair. Meanwhile,  
5 BART ridership is at record levels, exceeding 128 million in fiscal  
6 year 2016, a 27-percent increase from fiscal year 2010.

7 (i) Annual ridership on ferries from Alameda, Oakland, and  
8 Vallejo to San Francisco and South San Francisco more than  
9 doubled between 2010 and 2016, from 1.1 million to 2.5 million.

10 (j) Ridership on the weekday transbay bus service provided by  
11 the Alameda-Contra Costa Transit District rose 33 percent between  
12 2012 and 2016.

13 (k) Truck traffic in and out of the Port of Oakland grew by 33  
14 percent since 2000 and contributes to worsening congestion on  
15 the region’s bridges and roadways. An estimated 99 percent of the  
16 containerized goods moving through northern California are loaded  
17 or discharged at the port.

18 (l) The last time bay area voters had the opportunity to approve  
19 new funding for improvements in the bridge corridors was in 2004,  
20 when voters approved Regional Measure 2, a \$1 toll increase.

21 (m) To improve the quality of life and sustain the economy of  
22 the San Francisco Bay area, it is the intent of the Legislature to  
23 require the Metropolitan Transportation Commission to place on  
24 the ballot a measure authorizing the voters to approve an  
25 expenditure plan to improve mobility and enhance travel options  
26 on the bridges and bridge corridors to be paid for by an increase  
27 in the toll rate on the seven state-owned bridges within its  
28 jurisdiction.

29 SEC. 2. It is the intent of the Legislature to authorize or create  
30 a transportation inspector general to conduct audits and  
31 investigations of activities involving any toll revenues generated  
32 pursuant to the regional measure described in Section 30923 of  
33 the Streets and Highways Code, if the voters approve that measure.

34 SEC. 3. Section 30102.5 of the Streets and Highways Code is  
35 amended to read:

36 30102.5. Consistent with Section 30918, the Bay Area Toll  
37 Authority shall fix the rates of the toll charge, except as provided  
38 in Sections 30921 and 30923, and may grant reduced-rate and  
39 toll-free passage on the state-owned toll bridges within the  
40 jurisdiction of the Metropolitan Transportation Commission.

1 SEC. 4. Section 30891 of the Streets and Highways Code is  
2 amended to read:

3 30891. The commission may retain, for its cost in administering  
4 this article, an amount not to exceed one-quarter of 1 percent of  
5 the revenues allocated by it pursuant to Section 30892 and of the  
6 revenues allocated by it pursuant to Sections 30913, 30914, and  
7 30914.7.

8 SEC. 5. Section 30911 of the Streets and Highways Code is  
9 amended to read:

10 30911. (a) The authority shall control and maintain the Bay  
11 Area Toll Account and other subaccounts it deems necessary and  
12 appropriate to document toll revenue and operating expenditures  
13 in accordance with generally accepted accounting principles.

14 (b) (1) After the requirements of any bond resolution or  
15 indenture of the authority for any outstanding revenue bonds have  
16 been met, the authority shall transfer on a regularly scheduled basis  
17 as set forth in the authority's annual budget resolution, the revenues  
18 defined in subdivision (b) of Sections 30913, 30914, and 30914.7  
19 to the commission. The funds transferred are continuously  
20 appropriated to the commission to expend for the purposes  
21 specified in subdivision (b) of Sections 30913, 30914, and 30914.7.

22 (2) For the purposes of paragraph (1), the revenues defined in  
23 subdivision (b) of Section 30913 and subdivision (a) of Section  
24 30914 include all revenues accruing since January 1, 1989.

25 SEC. 6. Section 30914.7 is added to the Streets and Highways  
26 Code, to read:

27 30914.7. (a) If the voters approve a toll increase pursuant to  
28 Section 30923, the authority shall, consistent with the provisions  
29 of subdivisions (b) and (c), fund the projects and programs  
30 described in this subdivision that shall collectively be known as  
31 the Regional Measure 3 expenditure plan by bonding or transfers  
32 to the Metropolitan Transportation Commission. These projects  
33 and programs have been determined to reduce congestion or to  
34 make improvements to travel in the toll bridge corridors, from toll  
35 revenues of all bridges:

36 (1) *BART Expansion Cars. Five hundred million dollars*  
37 *(\$500,000,000).*

38 (2) *Corridor Express Lanes: Interstate 80 between Alameda*  
39 *County and Contra Costa County, Alameda County Interstate 880,*  
40 *Alameda-Contra Costa Interstate 680, San Francisco Highway*

- 1 101, San Mateo Highway 101, State Route 84, State Route 92,  
2 Solano Interstate 80 Express Lanes from Red Top Road to  
3 Interstate 505. Three hundred million dollars (\$300,000,000).
- 4 (3) Goods Movement and Mitigation: Interstate 580 and  
5 Interstate 880 in Alameda County, Port of Oakland, Freight Rail  
6 Improvements. One hundred twenty-five million dollars  
7 (\$125,000,000).
- 8 (4) Bay Trail/Safe Routes to Transit. One hundred fifty million  
9 dollars (\$150,000,000).
- 10 (5) Ferries: new vessels to add frequency to existing routes and  
11 service expansion in the Counties of Alameda, Contra Costa, San  
12 Mateo, San Francisco, and Solano, and the Antioch terminal.  
13 Three hundred twenty-five million dollars (\$325,000,000).
- 14 (6) BART to Silicon Valley: Phase Two. Four hundred million  
15 dollars (\$400,000,000).
- 16 (7) Sonoma-Marin Area Rail Transit District (SMART). Forty  
17 million dollars (\$40,000,000).
- 18 (8) Capitol Corridor Connection. Ninety million dollars  
19 (\$90,000,000).
- 20 (9) Caltrain Downtown Extension: Transbay Terminal Phase  
21 Two. Three hundred fifty million dollars (\$350,000,000).
- 22 (10) MUNI Expansion Vehicles. One hundred forty million  
23 dollars (\$140,000,000).
- 24 (11) Core Capacity Transit Improvement Serving the Bay Bridge  
25 corridor. One hundred forty million dollars (\$140,000,000).
- 26 (12) Alameda–Contra Costa Transit District (AC Transit):  
27 Rapid Bus Improvements. Fifty million dollars (\$50,000,000).
- 28 (13) New Transbay BART Tube and Approaches. Fifty million  
29 dollars (\$50,000,000).
- 30 (14) Tri-Valley Transit Access Improvements. One hundred  
31 million dollars (\$100,000,000).
- 32 (15) Eastridge to BART Regional Connector. One hundred thirty  
33 million dollars (\$130,000,000).
- 34 (16) San Jose Diridon Station. One hundred twenty million  
35 dollars (\$120,000,000).
- 36 (17) Dumbarton Rail/Altamont Corridor Express  
37 (ACE)/BART/Shinn Station. One hundred thirty million dollars  
38 (\$130,000,000).
- 39 (18) Highway 101/State Route 92 Interchange. Fifty million  
40 dollars (\$50,000,000).

1 (19) Contra Costa Interstate 680/State Route 4 Interchange  
2 Improvements and Transit Enhancements. One hundred fifty million  
3 dollars (\$150,000,000).

4 (20) Marin-Sonoma Narrows. One hundred twenty-five million  
5 dollars (\$125,000,000).

6 (21) Solano Interstate 80/Interstate 680/State Route 12  
7 Interchange Improvements. One hundred seventy-five million  
8 dollars (\$175,000,000).

9 (22) Solano West-Bound Interstate 80 Truck Scales. One  
10 hundred twenty-five million dollars (\$125,000,000).

11 (23) Highway 37 Corridor Access Improvements from Highway  
12 101 to Interstate 80 and Sea Level Rise Adaptation. One hundred  
13 fifty million dollars (\$150,000,000).

14 (24) San Rafael Transit Center/SMART. Thirty million dollars  
15 (\$30,000,000).

16 (25) Marin Highway 101/580 Interchange. One hundred  
17 thirty-five million (\$135,000,000).

18 (26) North Bay Transit Improvements: Contra Costa, Marin,  
19 Napa, Solano, and Sonoma. One hundred million dollars  
20 (\$100,000,000).

21 (27) State Route 29, South Napa County. Twenty million dollars  
22 (\$20,000,000).

23 (b) (1) Not more than ~~16~~ 16 percent of the revenues generated  
24 from the toll increase shall be made available annually for the  
25 purpose of providing operating assistance for transit services as  
26 set forth in the authority’s annual budget resolution. The funds  
27 shall be made available to the provider of the transit services  
28 subject to the performance measures described in paragraph ~~(2)~~  
29 (3). If the funds cannot be obligated for operating assistance  
30 consistent with the performance measures, these funds shall be  
31 obligated for other operations consistent with this chapter.

32 (2) The Metropolitan Transportation Commission may annually  
33 fund the following operating programs as another component of  
34 the Regional Measure 3 expenditure plan:

35 (A) Transbay Terminal. Five million dollars (\$5,000,000).

36 (B) Ferries. Thirty-five million dollars (\$35,000,000).

37 (C) Regional Express Bus. Twenty million dollars (\$20,000,000).

38 ~~(2)~~

1 (3) Prior to the allocation of revenue for transit operating  
2 assistance under ~~paragraph (1)~~, *paragraphs (1) and (2)*, the  
3 Metropolitan Transportation Commission shall:

4 (A) Adopt performance measures related to fare-box recovery,  
5 ridership, or other indicators, as appropriate. The performance  
6 measures shall be developed in consultation with the affected  
7 project sponsors.

8 (B) Execute an operating agreement with the sponsor of the  
9 project. This agreement shall include, but is not limited to, an  
10 operating plan that is consistent with the adopted performance  
11 measures. The agreement shall include a schedule of projected  
12 fare revenues and any other operating funding that will be dedicated  
13 to the service. For any individual project sponsor, this operating  
14 agreement may include additional requirements, as determined by  
15 the commission.

16 (C) In an operating agreement executed pursuant to  
17 subparagraph (B), the Metropolitan Transportation Commission  
18 shall grant a project sponsor at least five years to establish new or  
19 enhanced service. The Metropolitan Transportation Commission  
20 shall use a ridership forecast as the basis for performance measures  
21 adopted pursuant to subparagraph (A) and to establish performance  
22 measures in following years. If transit service does not achieve  
23 the performance targets within the timeframe granted to the project  
24 sponsor, the project sponsor shall notify the Metropolitan  
25 Transportation Commission, agree to a new timeframe determined  
26 by the commission to achieve the performance targets, and take  
27 needed steps to remedy the transit service to meet the performance  
28 standards. The Metropolitan Transportation Commission may take  
29 action to redirect funding to alternative project sponsors if the  
30 performance targets are not met within the new timeframe.

31 (c) (1) For all projects authorized under subdivision (a), the  
32 project sponsor shall submit an initial project report to the  
33 Metropolitan Transportation Commission before July 1, \_\_\_\_.  
34 This report shall include all information required to describe the  
35 project in detail, including the status of any environmental  
36 documents relevant to the project, additional funds required to  
37 fully fund the project, the amount, if any, of funds expended to  
38 date, and a summary of any impediments to the completion of the  
39 project. This report, or an updated report, shall include a detailed  
40 financial plan and shall notify the commission if the project sponsor



1 will request toll revenue within the subsequent 12 months. The  
 2 project sponsor shall update this report as needed or requested by  
 3 the commission. No funds shall be allocated by the commission  
 4 for any project authorized by subdivision (a) until the project  
 5 sponsor submits the initial project report, and the report is reviewed  
 6 and approved by the commission.

7 (2) If multiple project sponsors are listed for projects listed in  
 8 subdivision (a), the commission shall identify a lead sponsor in  
 9 coordination with all identified sponsors, for purposes of allocating  
 10 funds. For any projects authorized under subdivision (a), the  
 11 commission shall have the option of requiring a memorandum of  
 12 understanding between itself and the project sponsor or sponsors  
 13 that shall include any specific requirements that must be met prior  
 14 to the allocation of funds provided under subdivision (a).

15 (d) If the voters approve a toll increase pursuant to Section  
 16 30923, the authority shall within 24 months of the election date  
 17 include the projects in a long-range plan. The authority shall update  
 18 its long-range plan as required to maintain its viability as a strategic  
 19 plan for funding projects authorized by this section. The authority  
 20 shall, by January 1, 2020, submit its updated long-range plan to  
 21 the transportation policy committee of each house of the  
 22 Legislature for review.

23 SEC. 7. Section 30915 of the Streets and Highways Code is  
 24 amended to read:

25 30915. With respect to all construction and improvement  
 26 projects specified in Sections 30913, 30914, and 30914.7, project  
 27 sponsors and the department shall seek funding from all other  
 28 potential sources, including, but not limited to, the State Highway  
 29 Account and federal matching funds. The project sponsors and  
 30 department shall report to the authority concerning the funds  
 31 obtained under this section.

32 SEC. 8. Section 30916 of the Streets and Highways Code is  
 33 amended to read:

34 30916. (a) The base toll rate for vehicles crossing the  
 35 state-owned toll bridges within the geographic jurisdiction of the  
 36 commission as of January 1, 2003, is as follows:

Number of Axles	Toll
Two axles	\$ 1.00

1	Three axles	3.00
2	Four axles	5.25
3	Five axles	8.25
4	Six axles	9.00
5	Seven axles & more	10.50

6

7 (b) If the voters approve a toll increase, pursuant to Section  
8 30921, commencing July 1, 2004, the base toll rate for vehicles  
9 crossing the bridges described in subdivision (a) is as follows:

10

11	Number of axles	Toll
12	Two axles	\$ 2.00
13	Three axles	4.00
14	Four axles	6.25
15	Five axles	9.25
16	Six axles	10.00
17	Seven axles & more	11.50

18

19 (c) If the voters approve a toll increase, pursuant to Section  
20 30923, the authority shall increase the base toll rate for vehicles  
21 crossing the bridges described in subdivision (a) by the amount  
22 approved by the voters pursuant to Section 30923. The authority  
23 may, beginning January 1, 2019, phase in the toll increase over a  
24 period of time and may adjust the toll increase for inflation based  
25 on the California Consumer Price Index after the toll increase has  
26 been phased in completely.

27 (d) The authority shall increase the amount of the toll only if  
28 required to meet its obligations on any bonds or to satisfy its  
29 covenants under any bond resolution or indenture. The authority  
30 shall hold a public hearing before adopting a toll schedule reflecting  
31 the increased toll charge.

32 (e) Nothing in this section shall be construed to prohibit the  
33 adoption of either a discounted commute rate for two-axle vehicles  
34 or of special provisions for high-occupancy vehicles under terms  
35 and conditions prescribed by the authority in consultation with the  
36 department.

37 SEC. 9. Section 30918 of the Streets and Highways Code is  
38 amended to read:

39 30918. (a) It is the intention of the Legislature to maintain  
40 tolls on all of the bridges specified in Section 30910 at rates

1 sufficient to meet any obligation to the holders of bonds secured  
2 by the bridge toll revenues. The authority shall retain authority to  
3 set the toll schedule as may be necessary to meet those bond  
4 obligations. The authority shall provide at least 30 days' notice to  
5 the transportation policy committee of each house of the  
6 Legislature and shall hold a public hearing before adopting a toll  
7 schedule reflecting the increased toll rate.

8 (b) The authority shall increase the toll rates specified in the  
9 adopted toll schedule in order to meet its obligations and covenants  
10 under any bond resolution or indenture of the authority for any  
11 outstanding toll bridge revenue bonds issued by the authority and  
12 the requirements of any constituent instruments defining the rights  
13 of holders of related obligations of the authority entered into  
14 pursuant to Section 5922 of the Government Code and,  
15 notwithstanding Section 30887 or subdivision (d) of Section 30916  
16 of this code, or any other law, may increase the toll rates specified  
17 in the adopted toll schedule to provide funds for the planning,  
18 design, construction, operation, maintenance, repair, replacement,  
19 rehabilitation, and seismic retrofit of the state-owned toll bridges  
20 specified in Section 30910 of this code, to provide funding to meet  
21 the requirements of Sections 30884 and 30911 of this code, and  
22 to provide funding to meet the requirements of voter-approved  
23 regional measures pursuant to Sections 30914 and 30921 of this  
24 code.

25 (c) The authority's toll structure for the state-owned toll bridges  
26 specified in Section 30910 may vary from bridge to bridge and  
27 may include discounts for vehicles classified by the authority as  
28 high-occupancy vehicles, notwithstanding any other law.

29 (d) If the authority establishes high-occupancy vehicle lane fee  
30 discounts or access for vehicles classified by the authority as  
31 high-occupancy vehicles for any bridge, the authority shall  
32 collaborate with the department to reach agreement on how the  
33 occupancy requirements shall apply on each segment of highway  
34 that connects with that bridge.

35 (e) All tolls referred to in this section and Sections 30916,  
36 31010, and 31011 may be treated by the authority as a single  
37 revenue source for accounting and administrative purposes and  
38 for the purposes of any bond indenture or resolution and any  
39 agreement entered into pursuant to Section 5922 of the Government  
40 Code.

1 (f) It is the intent of the Legislature that the authority should  
2 consider the needs and requirements of both its electronic and  
3 cash-paying customers when it designates toll payment options at  
4 the toll plazas for the toll bridges under its jurisdiction.

5 SEC. 10. Section 30920 of the Streets and Highways Code is  
6 amended to read:

7 30920. The authority may issue toll bridge revenue bonds to  
8 finance any or all of the projects, including those specified in  
9 Sections 30913, 30914, and 30914.7, if the issuance of the bonds  
10 does not adversely affect the minimum amount of toll revenue  
11 proceeds designated in Section 30913 and in paragraph (4) of  
12 subdivision (a) of, and subdivision (b) of, Section 30914 for rail  
13 extension and improvement projects and transit projects to reduce  
14 vehicular traffic. A determination of the authority that a specific  
15 project or projects shall have no adverse effect will be binding and  
16 conclusive in all respects.

17 SEC. 11. Section 30922 of the Streets and Highways Code is  
18 amended to read:

19 30922. Any action or proceeding to contest, question, or deny  
20 the validity of a toll increase provided for in this chapter, the  
21 financing of the transportation program contemplated by this  
22 chapter, the issuance of any bonds secured by those tolls, or any  
23 of the proceedings in relation thereto, shall be commenced within  
24 60 days from the date of the election at which the toll increase is  
25 approved. After that date, the financing of the program, the issuance  
26 of the bonds, and all proceedings in relation thereto, including the  
27 adoption, approval, and collection of the toll increase, shall be held  
28 valid and incontestable in every respect.

29 SEC. 12. Section 30923 is added to the Streets and Highways  
30 Code, to read:

31 30923. (a) For purposes of the special election to be conducted  
32 pursuant to this section, the authority shall select an amount of the  
33 proposed increase in the toll rate, not to exceed three dollars (\$3),  
34 for vehicles crossing the bridges described in Section 30910 to be  
35 placed on the ballot for approval by the voters.

36 (b) The toll rate for vehicles crossing the bridges described in  
37 Section 30910 shall not be increased to the rate described in  
38 subdivision (c) of Section 30916 prior to the availability of the  
39 results of a special election to be held in the City and County of  
40 San Francisco and the Counties of Alameda, Contra Costa, Marin,

1 Napa, San Mateo, Santa Clara, Solano, and Sonoma to determine  
2 whether the residents of those counties and of the City and County  
3 of San Francisco approve the toll increase.

4 (c) The revenue derived from the toll increase shall be used to  
5 meet all funding obligations associated with projects and programs  
6 described in Section 30914.7. To the extent additional toll funds  
7 are available from the toll increase, the authority may use them  
8 for bridge rehabilitation and for projects and programs aimed at  
9 reducing congestion and improving travel options in the bridge  
10 corridors.

11 (d) (1) Notwithstanding any provision of the Elections Code,  
12 the Board of Supervisors of the City and County of San Francisco  
13 and of each of the counties described in subdivision (b) shall call  
14 a special election to be conducted in the City and County of San  
15 Francisco and in each of the counties that shall be consolidated  
16 with the November 6, 2018, general election.

17 (2) The following question shall be submitted to the voters as  
18 Regional Measure 3 and stated separately in the ballot from state  
19 and local measures: “Shall voters authorize the Regional Measure  
20 3 expenditure plan that does the following:

21 (A) Directs revenues generated through the collection of bridge  
22 tolls to provide the following projects:

23 (B) Approves a \_\_\_\_ toll increase and authorizes the Bay Area  
24 Toll Authority, beginning January 1, 2019, to phase in the toll  
25 increase and to adjust that amount for inflation after the toll  
26 increase has been phased in completely, on all toll bridges in the  
27 bay area, except the Golden Gate Bridge?”

28 (3) The blank provision in the portion of the ballot question  
29 described in subparagraph (B) of paragraph (2) shall be filled in  
30 with the amount of the toll increase selected pursuant to subdivision

31 (a).

32 (e) The ballot pamphlet for the special election shall include a  
33 summary of the Regional Measure 3 expenditure plan regarding  
34 the eligible projects and programs to be funded pursuant to Section  
35 30914.7. The Metropolitan Transportation Commission shall  
36 prepare a summary of the Regional Measure 3 expenditure plan.

37 (f) The county clerks shall report the results of the special  
38 election to the authority. If a majority of all voters voting on the  
39 question at the special election vote affirmatively, the authority

1 may phase in the increased toll schedule beginning January 1,  
2 2019, consistent with subdivision (c) of Section 30916.

3 (g) If a majority of all the voters voting on the question at the  
4 special election do not approve the toll increase, the authority may  
5 by resolution resubmit the measure to the voters at a subsequent  
6 general election. If a majority of all of the voters vote affirmatively  
7 on the measure, the authority may adopt the toll increase and  
8 establish its effective date and establish the completion dates for  
9 all reports and studies required by Sections 30914.7 and 30950.3.

10 (h) (1) Each county and city and county shall share translation  
11 services for the ballot pamphlet and shall provide the authority a  
12 certified invoice that details the incremental cost of including the  
13 measure on the ballot, as well as the total costs associated with the  
14 election.

15 (2) The authority shall reimburse each county and city and  
16 county participating in the election for the incremental cost of  
17 submitting the measure to the voters. These costs shall be  
18 reimbursed from revenues derived from the tolls if the measure is  
19 approved by the voters, or, if the measure is not approved, from  
20 any bridge toll revenues administered by the authority.

21 (i) If the voters approve a toll increase pursuant to this section,  
22 the authority shall establish an independent oversight committee  
23 no later than January 1, 2020, to ensure that any toll revenues  
24 generated pursuant to this section are expended consistent with  
25 the applicable requirements set forth in Section 30914.7. The  
26 oversight committee shall include two representatives from each  
27 county within the jurisdiction of the commission. Each  
28 representative shall be appointed by the applicable county board  
29 of supervisors and serve a four-year term and shall be limited to  
30 two terms. The oversight committee shall annually review the  
31 expenditure of funds by the authority for the projects and programs  
32 specified in Section 30914.7 and prepare a report summarizing its  
33 findings. The oversight committee may request any documents  
34 from the authority to assist the committee in performing its  
35 functions.

36 (j) If voters approve a toll increase pursuant to this section, the  
37 authority shall annually prepare a report to the Legislature, in  
38 conformance with Section 9795 of the Government Code, on the  
39 status of the projects and programs funded pursuant to Section  
40 30914.7.

1 (k) Except as provided in subdivision (c) of Section 30916 and  
2 Section 30918, the toll rates contained in a toll schedule adopted  
3 by the authority pursuant to this section shall not be changed  
4 without statutory authorization by the Legislature.

5 SEC. 13. Section 30950.3 of the Streets and Highways Code  
6 is amended to read:

7 30950.3. (a) The authority shall prepare, adopt, and from time  
8 to time revise, a long-range plan for the completion of all projects  
9 within its jurisdiction, including those of the Regional Traffic  
10 Relief Plan described in subdivision (c) of Section 30914 and the  
11 Regional Measure 3 expenditure plan described in subdivision (a)  
12 of Section 30914.7.

13 (b) The authority shall give first priority to projects and  
14 expenditures that are deemed necessary by the department to  
15 preserve and protect the bridge structures.

16 SEC. 14. If the Commission on State Mandates determines  
17 that this act contains costs mandated by the state, reimbursement  
18 to local agencies and school districts for those costs shall be made  
19 pursuant to Part 7 (commencing with Section 17500) of Division  
20 4 of Title 2 of the Government Code.