

## **RED FOLDER AMENDMENT TO SR 23-301, ITEM 6.A.**

Agenda Item: 6.A.

Staff Report: 23-301

Board Date: June 28, 2023

Action: Ratification of SUPPORT position on Senate Bill 532, the Safe, Clean, and Reliable Public Transportation Emergency Act

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### SUMMARY

On Thursday, June 22, Senator Scott Weiner introduced substantive amendments, via the process known as “gut and amend,” to SB 532. In its original version, SB 532 pertained to ballot measure language, which the Board voted to support on May 24, 2023. Because SB 532 was amended and re-introduced after the June monthly legislative report was produced, and because the bill is scheduled to be heard in the Assembly Transportation Committee on July 5<sup>th</sup>, staff is requesting this course of action so the District may be listed as a bill supporter in advance of the July 5<sup>th</sup> hearing.

Pursuant to section 7.3(a) of Board Policy 101, the Board President, Chair of the External Affairs Committee, and the General Manager have unanimously authorized a SUPPORT position on SB 532. This action includes transmittal of a letter of support from the District to the bill’s author, Senator Scott Weiner, and submission of the letter to the Assembly Transportation Committee (attached).

Pursuant to section 7.3(c) of Board Policy 101, staff is requesting the Board’s ratification of this action.

### BACKGROUND

Due to reduced ridership resulting from the pandemic, inflation-induced operating cost increases, and the exhaustion of emergency federal relief, Bay Area transit agencies are anticipating a cumulative operating deficit of roughly \$2.5 billion over the next five years. The District anticipates a \$144 million deficit over the next five years. Essential transportation systems like ours remain at risk of severe service cuts without additional funding. SB 532 (Weiner), the Safe, Clean and Reliable Public Transportation Act, requires the Bay Area Toll Authority (BATA) to raise funds to prevent a medium-term public transportation operations budget shortfall while requiring transit safety, cleanliness, and reliability improvements.

SB 532 requires the Bay Area Toll Authority to temporarily raise the toll on the Bay Area’s seven state-owned bridges by \$1.50 – indexed to inflation – over the 5-year period from January 1, 2024, to December 31, 2028. SB 532 directs these funds to the Metropolitan Transportation Commission and requires at least 90% of the toll revenues to be distributed based on maintaining transit service at FY 22-23 service levels as well as for safety, reliability, cleanliness, and security improvements. Ten percent of the revenues would be set aside for reform initiatives adopted by

MTC through its Transit Transformation Action plan, increasing or restoring service beyond FY 22-23 levels, and for safety, reliability, cleanliness, and security improvements. Senator Weiner estimates the toll increase to yield approximately \$900 million dollars over the 5-year period.

**ACTION**

Ratify SUPPORT position on SB 532, (Weiner), the Safe, Clean and Reliable Public Transportation Act.

**Attachments:**

1. Letter of Support
2. SB 532 Text
3. SB 532 Fact Sheet

June 27, 2023

The Honorable Scott Wiener  
California State Senate  
1021 O St., Suite 8620  
Sacramento, CA 95814

**RE: Support for SB 532 (Wiener): the Safe, Clean & Reliable Public Transportation Emergency Act**

Dear Senator Wiener,

On behalf of the Alameda-Contra Costa Transit District, (AC Transit) we write in strong support of Senate Bill 532: *the Safe, Clean, and Reliable Public Transportation Emergency Act*.

AC Transit, headquartered in Oakland, is the largest bus-only public transit system in California and the third largest bus-only public transit agency in the United States. We serve 1.5 million people across 13 cities and eight adjacent unincorporated areas in western Alameda and Contra Costa counties. Our riders include students, seniors, and people with disabilities. Sixty-five percent of our riders are low income and 75 percent are people of color, underscoring the importance of our service to historically disadvantaged communities. Nearly half of our riders- 43 percent- do not have access to a working vehicle.

**The Bay Area's public transit system is in a financial crisis.** While the State legislature has provided significant, one-time emergency funding for transit in the FY 2023-24 budget, Bay Area agencies still face a daunting deficit over the coming five years. At AC Transit, we are anticipating a \$144 million deficit over the next five years. Essential transportation systems like ours remain at risk of severe service cuts without additional funding. SB 532 addresses this funding gap by requiring the Bay Area Toll Authority to raise bridge tolls by \$1.50 for 5 years for all state-owned bridges in the region, raising \$900 million over 5 years, specifically for transit operations.

**Raising tolls is a difficult choice, but the Bay Area simply cannot function without public transit.** Every day, more than 700,000 of the region's residents rely on a bus, train or ferry to get them to work and school, to doctors' appointments, to see friends, and visit family. More than 110,000 riders per day, on average, rely on AC transit to get them where they need to go. Our riders are disproportionately lower income and people of color, and many would have few options if public transit were not available to them. Transit is also essential to supporting the region's economic and housing goals. The region's downtowns depend on frequent, reliable transit to support their recovery and much of the planned housing throughout the Bay Area is concentrated around high quality, frequent transit. Transit is also essential to combating climate change. AC Transit currently operates an industry-leading zero emission fleet of 58 battery electric and hydrogen fuel cell electric buses that help to lower greenhouse gas emissions, and dozens more will be on

the road in the next three years. Placing and keeping pollution-free buses on the road will help combat climate change while improving air quality and public health across the Bay Area.

**SB 532 is a temporary, emergency measure that invests in Bay Area transit, buying us the time we need to recover.** It directs 90% of funds raised to maintaining current service levels and reconfiguring transit to better serve new travel patterns and emerging markets and sets aside 10% for transformational investments intended to improve and enhance the transit system. AC Transit supports SB 532 and urges its passage. This is a necessary step to ensure that our transit systems, our regional economy, and our communities can recover from and thrive in the wake of the pandemic. Thank you for advancing this important legislation.

Respectfully,

Joel Young  
President, AC Transit Board of Directors

Mike Hursh  
General Manager

Cc. Laura Friedman, Chair – Assembly Transportation Committee  
Members, AC Transit State Delegation  
AC Transit Board of Directors  
Steve Wallauch, Platinum Advisors

AMENDED IN ASSEMBLY JUNE 22, 2023

AMENDED IN SENATE MAY 18, 2023

AMENDED IN SENATE APRIL 25, 2023

AMENDED IN SENATE APRIL 13, 2023

AMENDED IN SENATE MARCH 30, 2023

## SENATE BILL

No. 532

**Introduced by Senator Wiener**

*(Coauthor: Assembly Member Ting)*

***(Principal coauthors: Senators Becker and Cortese)***

*(Principal coauthors: Assembly Members Bonta, Haney, Lee, Ting, and Wicks)*

February 14, 2023

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An act to amend ~~Section 13119 of the Elections Code, relating to elections~~; Sections 30911, 30916, and 30920 of, and to add Section 30914.8 to, the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

### LEGISLATIVE COUNSEL'S DIGEST

SB 532, as amended, Wiener. ~~Ballot measures: local taxes. San Francisco Bay area toll bridges: toll increase: transit operating expenses.~~

*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 MTC and makes BATA responsible for the administration of toll revenues*

*from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified.*

*This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.*

*To the extent this bill would mandate that MTC or a transit operator provide a new program or higher level of service, the bill would impose a state-mandated local program.*

*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.*

~~Existing law requires that the ballots used when voting upon a measure proposed by a local governing body or submitted to the voters as an initiative or referendum measure, including a measure authorizing the issuance of bonds or the incurrence of debt, have printed on them a true and impartial statement describing the purpose of the measure. If the proposed measure imposes a tax or raises the rate of a tax, existing law requires the ballot to include in the statement of the measure the amount of money to be raised annually and the rate and duration of the tax to be levied. Existing law requires the ballot label contain no more than 75 words.~~

~~This bill would exempt from this requirement a measure that imposes or increases a tax with more than one rate or authorizes the issuance of~~

bonds. If the proposed measure imposes or increases a tax with more than one rate, or authorizes the issuance of bonds, this bill would require that the ballot include in the statement of the measure to be voted on an estimate of the amount of money to be raised annually and the rate and the duration of the tax to be levied. This statement, which may contain bullet points, would not count toward any word limit that applies to the statement of the measure. If including the fiscal disclosure in the ballot would result in the total number of words on the ballot label to exceed the 75 word limit and would necessitate the printing of an extra ballot card compared to the ballot labels not exceeding the 75 word limit, the type size of the fiscal disclosure may be reduced by the minimal amount needed to stop from necessitating an extra ballot card, as long as the type size is no smaller than 8-point, and as long as the type size is reduced by the same amount for all ballot measures.

By imposing new duties on local elections officials, the bill would create a state-mandated local program.

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~~<sup>2/3</sup>. Appropriation: ~~no~~yes. Fiscal committee: yes. State-mandated local program: yes.

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

- 1     SECTION 1. This act shall be known, and may be cited, as the
- 2     Safe, Clean, and Reliable Public Transportation Emergency Act.
- 3     SEC. 2. Section 30911 of the Streets and Highways Code is
- 4     amended to read:
- 5     30911. (a) The authority shall control and maintain the Bay
- 6     Area Toll Account and other subaccounts it deems necessary and
- 7     appropriate to document toll revenue and operating expenditures
- 8     in accordance with generally accepted accounting principles.
- 9     (b) (1) After providing for expenditures pursuant to subdivision
- 10    (a) of Section 30912 and for operating assistance pursuant to
- 11    subdivision (d) of Section 30914 and subdivision (c) of Section
- 12    30914.7 and after the requirements of any bond resolution or

1 indenture of the authority for any outstanding revenue bonds have  
2 been met, the authority shall transfer on a regularly scheduled basis  
3 as set forth in the authority's annual budget resolution, the revenues  
4 defined in subdivision (b) of Section 30913 and Sections ~~30914~~  
5 ~~and 30914.7~~ 30914, 30914.7, and 30914.8 to the commission. The  
6 funds transferred *are continuously appropriated* to the commission  
7 ~~shall be expended to expend~~ for the purposes specified in  
8 subdivision (b) of Section 30913 and Sections ~~30914 and 30914.7~~  
9 30914, 30914.7, and 30914.8. After the commission makes a  
10 determination that the projects and programs funded by the  
11 commission have been completed, the revenues transferred to the  
12 commission shall be expended by the commission for supplemental  
13 funding for the projects and programs identified in subdivision (a)  
14 of Section 30914.7 if the voters approve a toll increase authorized  
15 pursuant to Section 30923.

16 (2) For purposes of paragraph (1), the revenues defined in  
17 subdivision (b) of Section 30913 and subdivision (a) of Section  
18 30914 include all revenues accruing since January 1, 1989.

19 SEC. 3. Section 30914.8 is added to the Streets and Highways  
20 Code, to read:

21 30914.8. (a) *The Metropolitan Transportation Commission*  
22 *shall, from proceeds of the toll imposed pursuant to subdivision*  
23 *(f) of Section 30916 and transferred pursuant to Section 30911,*  
24 *provide funding to transit operators that provide service within*  
25 *the commission's geographic jurisdiction and that are experiencing*  
26 *a financial shortfall. A transit operator shall only be eligible to*  
27 *receive an allocation pursuant to this section if it operates*  
28 *fixed-route public transit services within the commission's*  
29 *geographic jurisdiction and does not directly receive the majority*  
30 *of its revenues from the Golden Gate Bridge, Highway, and*  
31 *Transportation District.*

32 (b) *The commission shall annually distribute at least 90 percent*  
33 *of the revenues described in subdivision (a) to eligible transit*  
34 *operators in order to avoid service cuts and maintain operations,*  
35 *including safety, security, reliability, or cleanliness services and*  
36 *improvements. The commission may only allocate funds pursuant*  
37 *to this subdivision to a transit operator after it makes a*  
38 *determination that the funds are necessary to avoid service cuts*  
39 *relative to service levels provided by that transit operator during*  
40 *2022–23 fiscal year. In providing allocations pursuant to this*



subdivision, the commission shall prioritize averting service cuts for transit operators that serve the highest number of transit riders. The commission shall also take into consideration the extent of local funding to support transit service and may also consider operator fares and other sources of revenue.

(c) The commission shall annually distribute no more than 10 percent of the revenues described in subdivision (a) to assist eligible transit operators with restoring or reconfiguring service above levels provided during the 2022–23 fiscal year or for the purpose of funding initiatives to transform transit service pursuant to the commission’s adopted Transit Transformation Action Plan, or to make specific safety, security, reliability, or cleanliness improvements.

(d) The commission shall require each transit operator eligible to receive an allocation pursuant to this section to, on an annual basis, submit a five-year projection of its operating needs. This projection of operating needs shall be based on standardized assumptions and guidance developed by the commission in collaboration with transit operators. The commission may reasonably audit, request revision to, or directly amend operating needs projections if appropriate or necessary to ensure consistency of assumptions and fairness across transit operators.

SEC. 4. Section 30916 of the Streets and Highways Code is amended to read:

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

Number of Axles	Toll
Two axles	\$ 1.00
Three axles	3.00
Four axles	5.25
Five axles	8.25
Six axles	9.00
Seven axles & more	10.50

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

1	Number of axles	Toll
2	Two axles	\$ 2.00
3	Three axles	4.00
4	Four axles	6.25
5	Five axles	9.25
6	Six axles	10.00
7	Seven axles & more	11.50

(c) (1) If the voters approve a toll increase, pursuant to Section 30923, the authority shall increase the base toll rate for vehicles crossing the bridges described in subdivision (a) from the toll rates then in effect by the amount approved by the voters pursuant to Section 30923. The authority may, beginning six months after the election approving the toll increase, phase in the toll increase over a period of time and may adjust the toll increase for inflation based on the California Consumer Price Index after the toll increase has been phased in completely.

(2) Revenue generated from the adjustment of the toll to account for inflation pursuant to paragraph (1) may be expended for the following purposes:

(A) Bridge maintenance and rehabilitation necessary to preserve, protect, and replace the bridge structures consistent with subdivision (b) of Section 30950.3.

(B) Supplemental funding for the projects and programs authorized pursuant to subdivision (a) of Section 30914.7.

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

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

(f) (1) *Beginning January 1, 2024, and until December 31, 2028, the authority shall increase the base toll rate for vehicles crossing the bridges described in subdivision (a) from the toll rates then in effect by one dollar and fifty cents (\$1.50).*

1 (2) *The authority shall adjust the toll increase imposed pursuant*  
2 *to paragraph (1) on an annual basis for inflation based on the*  
3 *California Consumer Price Index.*

4 (3) *Notwithstanding Section 30918, the toll increase imposed*  
5 *pursuant to paragraph (1) shall not be reduced without statutory*  
6 *authorization by the Legislature.*

7 (4) *This subdivision shall become inoperative on January 1,*  
8 *2029.*

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

11 30920. The authority may issue toll bridge revenue bonds to  
12 finance any or all of the ~~projects~~, *projects and purposes*, including  
13 those specified in Sections 30913, 30914, ~~and 30914.7, and~~  
14 ~~30914.8~~, if the issuance of the bonds does not adversely affect the  
15 minimum amount of toll revenue proceeds designated in Section  
16 30913 and in paragraph (4) of subdivision (a) of, and subdivision  
17 (b) of, Section 30914 for rail extension and improvement projects  
18 and transit projects to reduce vehicular traffic. A determination of  
19 the authority that a specific project or projects *or purposes* shall  
20 have no adverse effect will be binding and conclusive in all  
21 respects.

22 *SEC. 6. If the Commission on State Mandates determines that*  
23 *this act contains costs mandated by the state, reimbursement to*  
24 *local agencies and school districts for those costs shall be made*  
25 *pursuant to Part 7 (commencing with Section 17500) of Division*  
26 *4 of Title 2 of the Government Code.*

27 ~~SECTION 1. Section 13119 of the Elections Code is amended~~  
28 ~~to read:~~

29 ~~13119. (a) The ballots used when voting upon a measure~~  
30 ~~proposed by a local governing body or submitted to the voters as~~  
31 ~~an initiative or referendum measure pursuant to Division 9~~  
32 ~~(commencing with Section 9000) shall have printed on them the~~  
33 ~~words "Shall the measure (stating the nature thereof) be adopted?"~~  
34 ~~To the right or below the statement of the measure to be voted on,~~  
35 ~~the words "Yes" and "No" shall be printed on separate lines, with~~  
36 ~~voting targets. If a voter marks the voting target next to the printed~~  
37 ~~word "Yes," the voter's vote shall be counted in favor of the~~  
38 ~~adoption of the measure. If a voter marks the voting target next to~~  
39 ~~the printed word "No," the voter's vote shall be counted against~~  
40 ~~its adoption.~~

~~(b) (1) Except for a measure described in paragraph (2), if the proposed measure imposes a tax or raises the rate of a tax, the ballot shall include in the statement of the measure to be voted on an estimate of the amount of money to be raised annually and the rate and duration of the tax to be levied.~~

~~(2) If the proposed measure imposes or increases a tax with more than one rate, or authorizes the issuance of bonds, the ballot shall include in the statement of the measure to be voted on a fiscal disclosure that includes an estimate of the amount of money to be raised annually and the rate and duration of the tax to be levied.~~

~~(3) This fiscal disclosure in paragraph (2), which may contain bullet points, does not count toward any word limit that applies to the statement of the measure.~~

~~(4) If including the fiscal disclosure in the ballot as required by this section would cause the total number of words on the ballot label to exceed the applicable word limit for the ballot label and would necessitate the printing of an extra ballot card compared to the ballot labels not exceeding the applicable word limit, the type size of the fiscal disclosure may be reduced by the minimal amount needed to stop from necessitating an extra ballot card, as long as the type size is no smaller than 8-point, and as long as the type size is reduced by the same amount for all ballot measures.~~

~~(e) The statement of the measure shall be a true and impartial synopsis of the purpose of the proposed measure, and shall be in language that is neither argumentative nor likely to create prejudice for or against the measure.~~

~~(d) Any estimate or projection included in the statement of the measure pursuant to this section, or included in the statement required pursuant to Section 9401, shall not restrict or limit the tax imposed in accordance with the measure.~~

~~(e) For purposes of this section, the following definitions apply:~~

~~(1) “Local governing body” means the governing body of a city, county, city and county, including a charter city or charter county, or district, including a school district.~~

~~(2) “Target” means an object designated as the aim for a voter to make a vote selection.~~

~~SEC. 2.—If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made~~

1 pursuant to Part 7 (commencing with Section 17500) of Division  
2 4 of Title 2 of the Government Code.  
3 SEC. 3. It is the intent of the Legislature that elections officials  
4 prepare ballot materials for the March 5, 2024, primary election  
5 in compliance with this act.

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## Senator Scott Wiener, 11<sup>th</sup> Senate District

### Senate Bill 532 – Safe, Clean & Reliable Public Transportation Emergency Act

#### SUMMARY

SB 532, the Safe, Clean and Reliable Public Transportation Act, allows the San Francisco Bay Area to raise funds to prevent a medium-term public transportation operations budget shortfall while requiring transit safety, cleanliness, and reliability improvements. The measure raises the toll on the seven state-owned bridges in the Bay Area by \$1.50 over a 5-year period, and directs the Metropolitan Transportation Commission (MTC) to distribute the revenue to transit operators for transit operations. Temporary state relief to these operators — as adopted in this year's state budget — is incredibly important but does not address the entire Bay Area transit operations shortfall. As a result, the state funding is expected to run out before the region can identify and enact long-term funding solutions, and the resulting shortfalls would force drastic service cuts that could damage the Bay Area's transit network irreparably. SB 532 is critical to ensure Bay Area public transportation agencies avert these service cuts and they improve cleanliness, reliability, and safety.

#### BACKGROUND/EXISTING LAW

##### **Pandemic Emergency Federal Aid and Fiscal Cliff**

Pandemic stay-at-home orders necessary to curtail the spread of Covid-19 resulted in sudden, steep drops in all modes of travel, including public transit. This reduced ridership and resulting lower fare revenues led to major financial shortfalls for public transportation agencies — especially more fare-reliant transit agencies — across the country. To prevent transit agencies from running out of funding, the Federal Government stepped in with billions of dollars to prevent local governments and agencies across the country from having to halt essential services, including public transit service.

While California's pandemic state-of-emergency has ended and Federal Funds for transit agencies are running out, the effects of the pandemic on transit persist. Public transportation agencies in the Bay

Area and across the state continue to gradually recover their ridership and enact reforms that improve rider experience. However, funding headwinds and other longer standing transit issues remain. Due to reduced ridership — largely as a result of remote work — inflation-induced operating cost increases, and the exhaustion of emergency federal relief, Bay Area transit agencies are set to experience major shortfalls — falling off of a "fiscal cliff" — over the next few years. These shortfalls cumulatively amount to roughly \$2.5 billion over the next five years.

These shortfalls risk forcing major service cuts that would have a disastrous economic impact for the region, imperil mobility options for transit-dependent and choice riders alike, increase congestion for motorists, and hamper the region's abilities to meet state climate and housing goals.

##### **State Funding Package**

In its two-party agreement (between the State and the Assembly), the legislature agreed to provide an additional \$1.1 billion statewide that could be used for transit operations, with the Bay Area expected to receive approximately \$400 million of that amount over the next three years. This important funding commitment will partially solve the fiscal cliff issue, but additional regional self-help or state funding sources are needed to fully prevent these impending service cuts.

##### **Federal Infrastructure Funding**

The legislature's two-party agreement allows regional transit authorities to cannibalize capital funds allocated for transit infrastructure to meet their operational shortfalls. While this strategy could help transit agencies fund service, overreliance on these funds would be detrimental to the region's future. Because of the federal Bipartisan Infrastructure Law, the federal government will contribute up to ten dollars for every one dollar the state spends from these infrastructure funds -

billions of dollars that are critically needed to deliver improved transit, jobs, and economic stimulus to the region. Thus, shifting transit capital funds to operations would leave billions in federal matching funds on the table, in addition to effectively killing various critical projects. SB 532 would allow agencies to minimize their use of capital funds, protecting the region's economic recovery and the system's long-term sustainability.

### **Bay Area Toll Authority**

The legislature has the authority to raise tolls on state-owned bridges. The legislature created the Bay Area Toll Authority, providing it the discretion to also raise bridge tolls and also, at times, requiring it to place bridge toll increase measures on the ballot for the seven state-owned bridges in the Bay Area region. Those bridges are:

- San Francisco-Oakland Bay Bridge
- San Mateo-Hayward Bridge
- Richmond-San Rafael Bridge
- Dumbarton Bridge
- Carquinez Bridge
- Benicia-Martinez Bridge
- Antioch Bridge

### **SOLUTION**

SB 532 requires the Bay Area Toll Authority to temporarily raise the toll on the Bay Area's seven state-owned bridges by \$1.50 – indexed to inflation – over the 5-year period from January 1, 2024, to December 31, 2028. The increase is expected to yield roughly \$180 million annually over the 5-year period. SB 532 directs these funds to the Metropolitan Transportation Commission and requires at least 90% of the toll revenues to be distributed based on maintaining transit service at FY 22-23 service levels as well as for safety, reliability, cleanliness, and security improvements. 10% of the revenues would be set aside for reform initiatives adopted by MTC through its Transit Transformation Action plan, increasing or restoring service beyond FY 22-23 levels, and also for safety, reliability, cleanliness, and security improvements. Eligible operators include all transit operators not receiving the bulk of their revenues from the Golden Gate Bridge, Highway and Transportation District.

By temporarily providing transit operations funding over a 5-year period, SB 532 will prevent major, destructive service cuts, improve safety, security, cleanliness, and reliability on Bay Area public transportation, and provide sufficient time and financial certainty for transit agencies and the Bay Area region to begin planning further transit service improvements while identifying and enacting sustainable, long-term funding sources.

### **SUPPORT**

- SPUR

### **FOR MORE INFORMATION**

Raayan Mohtashemi, *Legislative Aide*

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