

**WARREN SLOCUM
CHIEF ELECTIONS OFFICER & ASSESSOR - COUNTY CLERK - RECORDER
SAN MATEO COUNTY
REGISTRATION - ELECTIONS DIVISION**

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**PRESIDENTIAL PRIMARY ELECTION
MARCH 2, 2004**

ROSTER OF LOCAL MEASURES

**REGIONAL MEASURE 2
REGIONAL TRAFFIC RELIEF PLAN (MAJORITY VOTER APPROVAL REQUIRED)**

"Shall voters authorize a Regional Traffic Relief Plan that does the following:

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

- (A) Expand and extend BART.
- (B) New transbay commuter rail crossing south of the San Francisco-Oakland Bay Bridge.
- (C) Comprehensive Regional Express bus network.
- (D) New expanded ferry service.
- (E) Better connections between BART, buses, ferries, and rail.

(2) Approves a one dollar (\$1) toll increase effective July 1, 2004, on all toll bridges in the bay area, except the Golden Gate Bridge?"

Yes _____ No _____

6.B.1

6. B-2



About Measure 2

Authorized through legislation by Senate Majority Leader Don Perata, Regional Measure 2 allows Bay Area voters to address three principal transportation goals:

- Reduce traffic congestion on Bay Area bridges and their freeway connectors.
- Develop a regional transit system for the Bay Area by investing in mass transit programs that have a demonstrated ability to get people out of their cars.
- Create seamless connections between BART, commuter rail, ferries, and express buses to make using mass transit convenient and reliable.

Measure 2 was devised by a coalition of Bay Area commuters, business leaders, environmental advocates and transportation officials. Measure 2 asks voters in seven Bay Area counties - Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano - to inspect and approve a sensible, long-term traffic congestion relief plan funded by a new \$1 toll on the seven state-owned Bay Area Bridges (not including the Golden Gate).

With voter approval, Measure 2 will generate nearly \$4 billion for projects including:

Expanding BART and commuter rail service around the Bay and to San Jose and Eastern Contra Costa County.

Improving the Transbay Terminal Project in San Francisco to connect BART, MUNI and express bus service to Caltrain and other Peninsula transit systems.

Expanding Caltrain service along the Peninsula, and new service over a rehabilitated Dumbarton rail bridge connecting BART, Caltrain, Capitol Corridor and ACE.

Seamless connections and unified fares over the entire expanded regional transit network.

Improving freeway bottlenecks, including the I-80/I-680 interchange in Solano County and the new Benicia Bridge.

Expanding Golden Gate Express Bus services.

Building a fourth bore in the Caldecott tunnel.

Creating a regional express bus system over carpool lanes.

Expanding ferry service throughout the Bay Area.

Measure 2 requires all new bridge toll revenue to be used for the projects specified in the voter handbooks. Politicians can't raid the money to use for other purposes like backfilling other budget deficits.

To join our list of supporters or for more information visit us at: www.Measure2.org

6.B-3

YES on 2



Bay Area Commuters for Transportation Solutions

About Bay Area Commuters for Transportation Solutions

Bay Area Commuters for Transportation Solutions – Yes on Regional Measure 2 is a coalition of commuters, transit riders, environmental and labor leaders and transportation officials dedicated to addressing the Bay Area's traffic congestion crisis.

Measure 2 was authorized by SB 916 by Senate Majority Leader Don Perata and originates from hearings of the Senate Select Committee on Bay Area Transportation, chaired by Senator Perata.

The Select Committee focused on the Bay Area's worsening traffic congestion and transportation and land use planning. Congestion in the Bay Area is expected to increase an average of 250% over the next 25 years.

The Select Committee held hearings to discuss major new transit services and bridge corridor improvements through the use of a new \$1 toll on the Bay Area's seven state-owned bridges (not including the Golden Gate).

The Select Committee developed the following four principles to govern the creation of a proposed expenditure plan for new toll revenues:

- Expenditures should be focused on new services or safety improvements;
- Expenditures must demonstrate a benefit to toll payers by relieving congestion created by bridge traffic;
- Expenditures from bridge tolls should be split between operating and capital subsidies, recognizing the need for capital infrastructure as well as operating subsidies to provide sustainable services; and
- Project selection should be determined through the use of performance measures to evaluate the most efficient and effective services.

Many of the members of Bay Area Commuters for Transportation Solutions were part of the Advisory Committee formed to review and comment on the expenditure plan contained in SB 916. The Advisory Committee held a total of 18 meetings.

Please see our endorsement list under Supporters at www.Measure2.org for a complete listing of the members of Bay Area Commuters for Transportation Solutions.

To learn more about the how Measure 2 was developed, visit www.mtc.ca.gov

6. B-4

Argument in Favor of Regional Measure 2
San Mateo County
299 Words

Bay Area traffic congestion is projected to increase by 250% over the next 20 years, threatening our quality of life, our economy and our environment.

That's why a broad coalition of transportation planners, commuters and local officials devised Regional Measure 2.

Measure 2 creates seamless and convenient connections between transit providers. Measure 2 requires all transit operators to coordinate schedules for timed, seamless and convenient connections with the use of one TransLink® universal ticket. Measure 2 will fund new terminals, infrastructure and routes to make it more convenient to connect to BART, commuter rail, bus and ferry services.

Measure 2 reduces traffic congestion by providing commuters with more alternatives to driving.

Measure 2 puts a 50% down payment for BART transbay seismic safety retrofitting, expands the regional express bus network, expands ferry service, opens new BART stations and expands commuter rail service.

Measure 2 extends BART and connects commuter rail services all the way around the bay.

Measure 2 will add seats on BART trains, provide more frequent BART service during the busiest commute hours and connect BART to the Oakland Airport. New commuter rail service will connect the South Bay to BART, providing BART and commuter rail service around the bay.

Measure 2 funds projects that will reduce traffic congestion in San Mateo County:

- Expands CalTrain service between San Jose and San Francisco.
- A new Transbay Terminal in San Francisco connecting BART, Muni, CalTrain, express buses and future high-speed rail.
- Improves connections between BART, buses, ferries and rail, and helps create a new TransLink® universal monthly ticket for transit riders to access all major transit systems.
- Strengthens the BART transbay tube to make it earthquake safe.

On March 2, join us in voting Yes on Measure 2. For more, visit www.Measure2.org.

6B-5

POSITION TO THE PROPOSED LAWS ARE THE OPINIONS OF THE AUTHORS
REGIONAL MEASURE

REGIONAL

ARGUMENT AGAINST REGIONAL MEASURE 2

of," is HIGHWAY
TRANSIT projects.
and bridges.

Taxes are high enough now to accommodate reasonable needs, including transportation projects. Each year, "Americans spend more money per capita on taxes (\$10,447) than on food (\$2,713), clothing (\$1,436), and shelter (\$5,913) combined" ["Tax Facts," *San Francisco Chronicle*, 03/27/02].

County's worst
Route 92 and
scheme plans \$135
annual operating

Continuing bridge-toll increases represent another broken promise by politicians. "When state officials opened the San Francisco-Oakland Bay Bridge in 1936, they promised drivers a free crossing after 20 years, when construction bonds were paid off." ["Bridge Tolls to Double... Free Passage Promise Now Long Forgotten," Alameda Newspaper Group, 12/26/97].

the effect on traffic
with many millions,
BART.

"[A reckless, last-minute] measure to hike Bay Area bridge tolls by \$1... throws around enough pork to stir up the region's most notorious shark-infested waters..." For example, an Alameda developer and ferry operator who's "contributed hundreds of thousands of dollars to Bay Area politicians" promoted RM2's ferry subsidies.... 1998's Bay Area bridge-toll increase from \$1 to \$2 was supposed to be temporary; this new measure would further escalate tolls, and spend the take irresponsibly. ["Bridge Toll Hike Extends Saga of Fishy Funding," *Oakland Tribune*, 09/14/03].

operating deficits
riage," *San Mateo*

RM2 plays other tricks:

nsit ridership will
to 6.2% by 2025

- RM2's promoters deviously framed this 50% toll hike as a "fee" increase, so passage would require only a simple majority. But "fees" should pay for directly-related services — not political favors.
- Most of any bridge-toll increase should be spent directly on bridge upkeep and the Bay Area's worst traffic bottlenecks. Instead, from "new environmentally friendly ferries" to "a beautiful new Transbay Terminal in San Francisco," RM2 is largely an expensive grab-bag of special-interest sugarplums.
- For unreimbursed daily bridge commuters, RM2 represents a tax increase of \$200 or more annually. Despite "social equity" claims by RM2 promoters, RM2 hits low-wage bridge commuters especially hard.

tical projects that
re 101 congestion

legislators' pork
y purchases and
Alameda ferry
\$9,000 to Perata"

daily — versus
ferries get almost

ay Area Monitor
ies, now endorses
ampaign funding.

Please vote NO on RM2!

D) 947-ACCT

/s/ Karen E. Kennedy
e-Minutemen Organization (San Mateo), President
December 12, 2003

December 12, 2003

/s/ Kenneth E. Hambrick
Alliance of Contra Costa Taxpayers, Chairman
December 12, 2003

December 12, 2003