

**THIS PRINT COVERS CALENDAR ITEM NO. : 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Urging the State Legislature to enact legislation that would require the Metropolitan Transportation Commission (MTC) to bring a bridge toll increase to Bay Area voters in 2018 (Regional Measure 3 or RM3); supporting MTC's RM3 principles, including two additional principles (Equity and Multimodal); and approving a proposed list of San Francisco projects and associated RM3 funding amounts.



**SUMMARY:**

- The State Legislature is currently working on legislation requiring the Metropolitan Transportation Commission (MTC) to bring a bridge toll increase to Bay Area voters in 2018 (Regional Measure 3 or RM3), intended to fund projects that improve mobility and enhance travel options in the region's state-owned toll bridge corridors.
- The legislation, Senate Bill (SB 595) (Beall) has been introduced, but will be amended to specify the amount of the toll, the projects and programs to be funded, and the timing of the vote.
- MTC issued a list of draft principles for Regional Measure 3 that will inform how an expenditure plan is developed.
- SFMTA staff, working closely with the San Francisco County Transportation Authority, Port of San Francisco, the Mayor's Office, and other San Francisco stakeholders, have developed a list of proposed San Francisco projects, and associated RM3 funding amounts.

**ENCLOSURES:**

1. SFMTAB Resolution
2. SB 595 (Beall) Fact Sheet
3. San Francisco RM3 Candidate Projects
4. MTC RM3 Guiding Principles and San Francisco Recommendations

**APPROVALS:**

		<b>DATE</b>
DIRECTOR	 _____	5/11/2017 _____
SECRETARY	 _____	5/11/2017 _____

**ASSIGNED SFMTAB CALENDAR DATE:** May 16, 2017

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**PURPOSE**

Urging the State Legislature to enact legislation that would require the Metropolitan Transportation Commission to bring a bridge toll increase to Bay Area voters in 2018 (Regional Measure 3 or RM3); supporting MTC's RM3 principles, including two additional principles (Equity and Multimodal); and approving a proposed list of San Francisco projects and associated RM3 funding amounts.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This resolution supports all four SFMTA Strategic Plan Goals in that it will generate funding to design and deliver projects that achieve the outcomes and objectives of each respective goal:

- Goal 1. Create a safer transportation experience for everyone.
- Goal 2. Make transit, walking, bicycling, taxi, ridesharing, and carsharing the preferred means of travel.
- Goal 3. Improve the environment and quality of life in the City.
- Goal 4. Create a workplace that delivers outstanding service.

Approval of this resolution also ensures that the SFMTA has the funding needed to support the City's Transit First Policy Principles:

- 1) To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- 2) Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- 3) Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- 4) Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
- 5) Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- 6) Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

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- 7) New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
- 8) The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
- 9) The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

## **DESCRIPTION**

The California State Legislature is currently working on legislation requiring the Metropolitan Transportation Commission (MTC) to bring before Bay Area voters a measure for a bridge toll increase in 2018 (Regional Measure 3 or RM3), intended to fund projects that improve mobility and enhance travel options, positively affecting congestion for the seven state-owned toll bridge corridors in the Bay Area. The legislation, Senate Bill 595 (SB595), sponsored by Senator Beall, has been introduced and is expected to be amended to specify the amount of the toll, the projects and programs to be funded, and the timing of the vote. Based on currently available information, it is anticipated that RM3 would include a 25-year expenditure plan for up to \$5 billion in capital projects and operating programs. See SB 595 Fact Sheet (Enclosure 2).

### **Background on Bay Area Regional Measures**

The MTC, acting as the Bay Area Toll Authority (BATA), administers the bridge toll program for the seven state-owned Bay Area bridges (San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, Dumbarton Bridge, Carquinez Bridge, Benicia-Martinez Bridge, Antioch Bridge and Richmond-San Rafael Bridge). The current toll on these bridges is \$5, except for the San Francisco-Oakland Bay Bridge, which has weekday congestion pricing. All bridges have reduced rates during weekday peak times for high-occupancy vehicles using FasTrak to pay the toll. The current toll revenues are expended through three programs:

- Regional Measure 1 (RM1) was approved by Bay Area voters in 1988, establishing a uniform \$1 toll on the seven state-owned toll bridges. RM1 funded the new Carquinez and Benicia-Martinez bridges, bridge rehabilitation, and access and interchange improvements near bridges. All RM1 projects are now complete, and the revenues for this program service debt used to finance these projects.
- The Toll Bridge Seismic Retrofit Program accounts for \$3 of bridge toll revenues with funds used to achieve seismic safety on all of the seven Bay Area's state-owned toll bridges either through retrofit or, in the case of the Bay Bridge east span and west approach, replacement. All seven of the have now achieved seismic safety and removal of the Bay Bridge old east span structure is underway. The program currently totals \$9.4

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billion, and the bridge toll revenues service debt on bonds issued to finance the program.

- Regional Measure 2 (RM2) was approved in 2004, raising the toll on these seven bridges by \$1. The program includes \$1.5 billion for capital projects, including the Third Street Light Rail, expanding the number of Muni historic streetcars, and the Transbay Terminal/Downtown Caltrain Extension, and caps annual revenue for operating programs at 35%, which amounts to \$48 million annually.

Since 2004 and despite the recent recession, the Bay Area’s economy and population has grown significantly. By 2040, the population in the Bay Area is expected to grow by 2.3 million to total of 9.3 million, and the number of jobs by 1.3 million, compared to 2010 levels. In response to increasing demand on the region’s transportation system and projected population growth, in late 2016, MTC and the state legislature began discussing a new bridge toll to address the region’s growing pains by improving mobility and enhancing travel options in the region’s bridge corridors.

**Senate Bill 595**

The MTC is currently working with the California State Legislature on SB 595, which would require the MTC to place Regional Measure 3 on the ballot in all nine Bay Area counties. The toll level, expenditure plan, and timing of this vote are not yet specified, and are subject to discussions with members of the Legislature and stakeholders. The Bay Area delegation has already reached out to key stakeholders seeking input on the toll levels, project priorities, and other issues. Staff is seeking SFMTA Board input on RM3 for suggested amendments to the bill.

**Bridge Toll Levels**

The MTC estimates that a \$1-3 increase in bridge tolls starting in 2019 would make between \$1.7 billion and \$5 billion available to support a 25-year capital bond. A multi-dollar toll surcharge could be phased in over a period of years. The table below compares these different toll rates.

Toll Surcharge	Annual Revenue	25-Year Bond
\$1	\$127 million	\$1.7 billion
\$2	\$354 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Including an operating program would impact the amount of toll revenues available to support a capital bond. The table below demonstrates that impacts of different shares of operating programs funded from a \$3 bridge toll increase.

Operating Program Share (\$3 Bridge Toll Increase)	Annual Operating Funding	Total Capital Budget
0%	-	\$5.0 billion
5%	\$19 million	\$4.7 billion

10%	\$37 million	\$4.5 billion
15%	\$56 million	\$4.2 billion
20%	\$75 million	\$4.0 billion

While the RM1 and RM2 increased the bridge toll by \$1 each, the buying power of these tolls has decreased and there are significant needs across the region for additional transportation funds. SB1, the state transportation funding package that was recently approved, focused on much-needed repairs and maintenance to local streets and roads and highways. RM3 would direct funds to improving mobility and enhancing travel options in the region’s congested bridge corridors and on core transit systems like BART and Muni, which are overcrowded. The Core Capacity Transit Study, led by the MTC, identified over \$11 billion in project investment recommendations to improve the Transbay Corridor alone. BART and Muni each have significant fleet needs to meet the growing transit service demands.

More information about the Core Capacity Transit Study is available online here:  
<http://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study>

### **Proposed RM3 Principles**

To guide the development of the Expenditure Plan for Regional Measure 3, MTC issued a list of draft principles in December 2016, which are included as Enclosure 4 to this report. We are recommending that the SFMTA Board of Directors ask MTC to include two additional principles—Equity and Multimodal—described as follows:

#### Equity

Ensure investment in projects that improve the affordability of, and access to, alternative travel options over single-occupancy vehicles in the bridge corridors, particularly for low-income residents of the Bay Area.

#### Multimodal

Invest in multiple modes of transportation to provide alternative travel options in the bridge corridors, including bus, rail, ferry, bicycle and pedestrian projects.

### **Proposed San Francisco Projects and RM3 Funding Amounts**

To develop our San Francisco candidate project list (Enclosure 3), we considered a bridge nexus (regional connectivity) as the prerequisite for eligibility for bridge toll funding. The nexus is crucial for categorizing RM3 as a fee (thus, requiring only a simple majority vote of the public to be approved). Without such a nexus, a charge might be considered a tax, which would require a two-thirds vote for approval.

We also looked at how well projects meet MTC’s principles and our two additional principles. Working closely with the San Francisco County Transportation Authority (SFCTA) and the Mayor’s Office, as well as coordinating with BART, the Port of San Francisco, the Transbay Joint Powers Authority, and others, we developed the program of projects included in the enclosures.

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Each proposed project falls into one of the four categories below, developed for ease of messaging:

- Transit Core Capacity: These projects are all included in the recommendations from MTC's Core Capacity Transit Study, a collaborative effort to find and prioritize investments that will improve travel in the Transbay corridor and the core of San Francisco (Muni Metro network).
- Transit Modernization: Muni's Metro Modernization Project includes much-needed state-of-good-repair investments, and key safety and accessibility improvements.
- Active Congestion Management: These projects represent cost-effective investments that will improve the operations of the existing transportation networks by enabling management of demand in real time. For example, accelerating the provision of Treasure Island ferry service, and implementing express lanes to provide faster and more reliable transit and shared-ride travel options would relieve pressure on the San Francisco-Oakland Bay Bridge. Such improvements complement similar projects planned in San Mateo and Santa Clara counties for the congested Peninsula corridor.
- Equity: User fees tend to have a disproportionate impact on the lowest-income members of society. "Equity" projects would help mitigate these impacts through investments in alternative transportation modes, additional transit service (such as late night and other lifeline transit service), and other accessibility improvements benefitting communities of concern.

## STAKEHOLDER ENGAGEMENT

MTC held a Commission workshop in December 2016, followed by a San Francisco RM3 stakeholder working group meeting in February. On April 26, 2017, the SFCTA Citizen's Advisory Committee adopted the proposed RM3 principles, list of SF RM3 candidate projects, and proposed funding amounts. The SFCTA Board of Commissioners will consider taking a similar action in May, and SFMTA staff will continue to work closely with the SFCTA, the Mayor's Office, and other San Francisco stakeholders.

## ALTERNATIVES CONSIDERED

The proposed program of projects are those that best meet the necessary criteria and at levels of funding that would provide all or a portion of the funding needed to significantly advance these projects. Should RM3 not get the approvals needed through the 2017 legislative session or by the voters in 2018, no new revenue would be generated for the SFMTA.

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## **FUNDING IMPACT**

RM3 would provide up to \$5 billion for capital projects and operating programs over a 25-year period and is contingent on the passing of state legislation and the approval of voters in all nine Bay Area counties.

## **ENVIRONMENTAL REVIEW**

On May 1, 2017, the SFMTA, under authority delegated by the Planning Department, determined that support of legislation for a regional ballot measure is not defined as a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

If approved by the State Legislature by September 2017, MTC would be required to place RM3 on the June 5, 2018, or November 6, 2018 ballot. To pass, RM3 would require a simple majority vote of the public in all nine Bay Area counties.

The City Attorney has reviewed this report.

## **RECOMMENDATION**

Staff recommends that the SFMTA Board adopt a resolution urging the State Legislature to enact legislation that would require the Metropolitan Transportation Commission to bring a bridge toll increase to Bay Area voters in 2018 (Regional Measure 3 or RM3); supporting RM3 principles, including MTC’s two additional principles (Equity and Multimodal); and approving a proposed list of San Francisco projects and associated RM3 funding amounts.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, By 2040, the Bay Area's population is expected to grow by 2.3 million and the number of jobs by 1.3 million; and,

WHEREAS, The Metropolitan Transportation Commission (MTC) and the California State Legislature have begun discussing new bridge tolls to address population growth in the Bay Area; and,

WHEREAS, In the past, voters approved Regional Measures 1 and 2, which increased tolls on the seven state-owned bridges in the Bay Area to fund capital and operating programs to support transportation projects in those bridge corridors; and,

WHEREAS, MTC estimates that a \$1-3 increase in bridge tolls beginning in 2019 would make between \$1.7 billion and \$5 billion available to support a 25-year capital bond; and,

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff have worked closely with the San Francisco County Transportation Authority, the Mayor's Office, BART, the Port of San Francisco, the Transbay Joint Powers Authority, and other stakeholders, to develop a program of projects for a regional measure that would provide many benefits to San Francisco and help alleviate traffic congestion in the Bay Area; and,

WHEREAS, State legislative authority is required for the Bay Area to place regional measures on the ballot to increase bridge tolls; and,

WHEREAS, Senate Bill 595, sponsored by Senator Beall, requires MTC to place Regional Measure 3 (RM3) on the ballot in all nine Bay Area counties to raise bridge tolls on Bay Area state-owned bridges; it is expected that SB 595 will be amended based on input from counties on toll levels, an expenditure plan, timing of the vote, and other issues; and,

WHEREAS, MTC has developed a list of RM3 principles, to which the SFMTA suggests adding the principles of "Equity" and "Multimodal"; and

WHEREAS, The SFMTA has prepared a list of San Francisco projects and associated RM3 funding amounts, and believes that these projects would fulfill the goals of RM3; and

WHEREAS, On May 1, 2017, the SFMTA, under authority delegated by the Planning Department, determined that a support of enabling legislation for a regional ballot measure is not defined as a "project" under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now therefore, be it



RESOLVED, The San Francisco Municipal Transportation Agency Board of Directors urges the State Legislature to enact legislation that would require the Metropolitan Transportation Commission to bring a bridge toll increase to Bay Area voters in 2018; and, be it further

RESOLVED, That the SFMTA Board of Directors supports the Metropolitan Transportation Commission's draft guiding principles for a Regional Measure 3 and urges MTC to consider including two additional principles (Equity and Multimodal); and, be it further

RESOLVED, That the SFMTA Board of Directors approves the proposed list of San Francisco projects and associated RM3 funding amounts.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 16, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

## 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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Project		Description	Project Cost (\$M)	Funding Gap (\$M)	SF RM3 Ask (\$M)	Bridge Nexus	Reg'l Prosperity	Sustainability	SOGR	Demand Mgmt (road pricing/technology)	Freight	Resiliency	Equity	Multimodal
<b>Transit Core Capacity</b>														
a	BART Core Capacity/Metro Projects	Includes Bay Area Core Capacity Transit Study (CCTS) and operational projects.	TBD per CCTS	TBD per CCTS	TBD per CCTS	YES	YES	YES	YES			YES	YES	YES
b	BART Expansion Vehicles	New vehicles will support increased service in the core of the BART system. [NOTE: funding gap includes \$300 M each from San Francisco, Contra Costa, and San Francisco counties and \$100M from MTC.]	\$ 1,300	\$ 1,000	\$ 200	YES	YES	YES					YES	YES
c	Core Capacity & Transit Reliability (SFMTA)	Includes projects recommended from the CCTS.	\$ 1,300	\$ 1,000	\$ 600	YES	YES	YES	YES				YES	YES
d	Mission Bay Ferry Landing (Port of SF)	Establishes new ferry terminal to directly connect Mission Bay and Central Waterfront SF neighborhoods to the East Bay via transbay corridor.	\$ 43	\$ 25	\$ 25	YES	YES	YES				YES	YES	YES
e	Muni Fleet Expansion and Facilities (SFMTA)	A recommendation from the CCTS, includes light rail vehicles and buses to better meet current and future ridership, and facilities improvements to support the current and future fleet.	\$ 944	\$ 799	\$ 350	YES	YES	YES	YES			YES	YES	YES
f	Transbay Transit Center Operations	Covers the funding gap needed to support operations and maintenance of the new Transbay Transit Center.	TBD per TJPA	TBD per TJPA	\$ 125	YES	YES	YES					YES	YES
g	Transbay Transit Center Phase 2: Caltrain Downtown Extension	Caltrain/HSR subway connection from south of 4th/King to the Transbay Transit Center [\$300 M RM3 commitment in Plan Bay Area]	\$ 3,935	\$2,653 - \$2,823	\$ 500	YES	YES	YES					YES	YES
h	2nd Transbay Tube	Study and conceptual engineering funds for a 2nd transbay tube as discussed in the CCTS.	TBD per CCTS	TBD per CCTS	TBD per CCTS	YES	YES	YES				YES	YES	YES
<b>Active Congestion Management</b>														
i	San Francisco Managed Lanes (SFCTA)	Converts lanes on US-101 and I-280 in San Francisco to express lanes to support faster and more reliable transit and rideshare options from I-280 (King St.) to San Mateo county.	\$ 62	\$ 61	\$ 30	YES	YES	YES		YES			YES	YES
j	Treasure Island Mobility Management Program (SFCTA)	Funds would cover start-up costs for the Treasure Island Mobility Management Program, including procuring a new alternative-fuel ferry and advancing ferry service from downtown SF to Treasure Island by 3 years. [NOTE: project cost represents partial start-up costs only]	\$ 32	\$ 32	\$ 32	YES	YES	YES		YES			YES	YES
k	Transportation Demand Management Program (MTC)	A regional Transportation Demand Management Program could provide funding to innovative incentive programs such as BART Perks, and to smart/innovative technology projects such as technology-enabled corridor management strategies, to help reduce congestion in the core.	TBD	TBD	TBD	YES	YES	YES		YES			YES	YES
<b>Equity</b>														
l	BART Modernization (Embarcadero to Civic Center) <sup>2</sup>	Includes additional elevators and associated wayfinding, improving accessibility to BART at the Embarcadero to Civic Center stations in San Francisco.	TBD per BART	TBD per BART	\$ 36	YES	YES	YES	YES				YES	YES
m	Bicycle/Pedestrian Facilities Program (MTC)	A regional bicycle/pedestrian program could provide funding for projects that improve access to the bridge corridors and to transit serving those corridors.	TBD	TBD	TBD	YES		YES					YES	YES
n	Lifeline Transportation Program (MTC)	A regional program that could provide funding for late night transportation services, fare studies, and accessibility and mobility programs in the bridge corridors.	TBD	TBD	TBD	YES	YES	YES					YES	YES
o	Muni Metro Modernization (SFMTA) <sup>2</sup>	Improves existing stations to address much-needed state of good repair investments, including safety and accessibility improvements, including but not limited to escalators, elevators, and wayfinding.	\$ 175	\$ 175	\$ 75	YES	YES	YES	YES				YES	YES
<b>Totals: \$5,745 - \$5,915</b>					<b>\$ 1,973</b>									
<b>% of RM3 Capital Program for \$3 toll:</b>					<b>39%</b>									

\*Projects in alphabetical order by category; list is not prioritized

\*These priorities assume a continuation of the federal Capital Investment Grants (e.g. New Starts) and TIGER programs. Should Congress or the Administration take action to end these programs, we would anticipate shifting priorities.

<sup>2</sup>These projects could be combined as part of a regional transit accessibility program.

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# Draft Regional Measure 3 (RM3) Principles



**SFMTA**  
Municipal  
Transportation  
Agency

SFMTA.COM

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## **MTC Staff Draft Principles for Regional Measure 3 [MTC, December 2016]**

### Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges.

### Regional Prosperity

Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors.

### Sustainability

Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy.

### State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors.

### Demand Management

Utilize technology and pricing to optimize roadway capacity.

### Freight

Improve the mobility, safety and environmental impact of freight.

### Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise.

## **San Francisco Proposed Additional RM3 Principles**

### Equity

Ensure investment in projects that improve the affordability of, and access to, alternative travel options to single-occupancy vehicles in the bridge corridors, particularly for low-income residents of the Bay Area.

### Multimodal

Invest in multiple modes transportation to provide alternative travel options in the bridge corridors, including bus, rail, ferry, bicycle and pedestrian projects.