



SFMTA

Municipal
Transportation
Agency

Regional Measure 3

June 1, 2017

SFMTA Citizens Advisory Committee

Regional Measure 3

Prior Regional Measures

Regional Measure 1, 1988

Regional Measure 2, 2004

Regional Measure 3

Considering a \$1, \$2 and \$3 bridge toll increase for the Bay Area's 7 toll bridges.



When?

TBD, likely 2018 Primary or General Election

What Types of Projects?

Projects that provide benefits to the toll bridge corridors

Current Bridge Tolls

FACILITY	STANDARD TOLL	CARPOOL TOLL
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$6.50 / \$7.50 FasTrak / Plate	\$4.50
Port Authority of New York/New Jersey (Bridges & Tunnels)	\$10.50 / \$12.50 / \$15.00 Off-Peak / Peak / Cash	\$6.50

Regional Measure 3

Elections Results for RM1 & RM2

	REGIONAL MEASURE 1 (1988)		REGIONAL MEASURE 2 (2004)	
	Yes	No	Yes	No
Alameda	71%	29%	56%	44%
Contra Costa	68%	32%	51%	49%
Marin	76%	24%	64%	36%
Napa	not included			
San Francisco	69%	31%	69%	31%
San Mateo	74%	26%	55%	45%
Santa Clara	71%	29%	60%	40%
Solano	58%	42%	41%	59%
Sonoma	not included			
Totals	70%	30%	57%	43%

Regional Measure 3

How will RM3 take shape?

- SB 595 introduced in April (toll amount, vote timing, and expenditure plan TBD)
- State level with Bay Area delegation
- Legislators seeking input from stakeholders on priority projects and amounts
- MTC-led technical process working with CMAs, transit operators, and other stakeholders

Estimated Toll Increase Revenue Comparison (MTC, April 2017)

TOLL SURCHARGE AMOUNT	ANNUAL REVENUE	CAPITAL FUNDING (25-YEAR)
\$1	\$127M	\$1.7B
\$2	\$254M	\$3.3B
\$3	\$381M	\$5.0B

Estimated Toll Increase Trade-offs (MTC, April 2017)

SHARE OF FUNDS FOR OPERATIONS (\$3 TOLL)	ANNUAL OPERATING BUDGET	TOTAL CAPITAL BUDGET
0%	-	\$5.0B
5%	\$19M	\$4.7B
10%	\$37M	\$4.5B
15%	\$56M	\$4.2B
20%	\$75M	\$4.0B

Regional Measure 3 Principles

MTC's DRAFT RM3 PRINCIPLES

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

SF 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 to provide alternative travel options in the bridge corridors, including bus, rail, ferry, bicycle and pedestrian projects.

SF RM3 Candidate Projects

Project	Description	Total Project Cost	Funding Gap	San Francisco RM3 Ask	Regional RM3 Ask
Transit Core Capacity		<i>amounts in millions of \$'s</i>			
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
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
c	Core Capacity & Transit Reliability (SFMTA) Includes projects recommended from the CCTS.	\$1,300	\$1,000	\$600	
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
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	
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
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
h	2nd Transbay Tube Study and conceptual engineering funds for a second transbay tunnel, as discussed in the CCTS.	TBD per CCTS	TBD per CCTS		TBD per CCTS

projects listed in alphabetical order by category; list is not prioritized



SF RM3 Candidate Projects

Project	Description	Total Project Cost	Funding Gap	San Francisco RM3 Ask	Regional RM3 Ask
Active Congestion Management		<i>amounts in millions of \$'s</i>			
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 Street) to San Mateo County.	\$62	\$61		\$30
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 San Francisco to Treasure Island by 3 years.	\$32	\$32	\$32	
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
Equity					
l	BART Modernization (Embarcadero to Civic Center) ² 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
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
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

projects listed in alphabetical order by category; list is not prioritized



SF RM3 Candidate Projects

Project	Description	Total Project Cost	Funding Gap	San Francisco RM3 Ask	Regional RM3 Ask
Equity			<i>amounts in millions of \$'s</i>		
o Muni Metro Modernization (SFMTA) ²	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	
Totals:			\$5,745- \$5,915	\$1,057	\$916
% of RM3 Capital Program for \$3 toll level:				21%	18%

projects listed in alphabetical order by category; list is not prioritized

¹ 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.

² These projects could be combined as part of a regional transit accessibility program.



Next Steps

- SFCTA Commission and SFMTA Board adopt principles, SF project list and amounts for advocacy
- Work with Mayor's Office, SFCTA, MTC and other partners on State delegation engagement
- MTC adopts Bay Area project list (advisory)
- State legislature authorizes measure to go on ballot, including toll increase amount, vote timing, and regional expenditure plan
- Voter approval (2018 Primary or General election)

Thank You

Cody Hicks
Transportation Planner, Capital Finance



SFMTA
Municipal
Transportation
Agency

Draft Regional Measure 3 (RM3) Principles



SFMTA
Municipal
Transportation
Agency

SFMTA.COM

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.

SB 595 (Beall)

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

ISSUE

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

BACKGROUND

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

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

THIS BILL

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

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



STATUS/VOTES

SUPPORT

Metropolitan Transportation Commission

OPPOSITION

None on file

FOR MORE INFORMATION

Staff Contact: Lynne Jensen Andres
Lynne.Andres@sen.ca.gov (916) 651-4015

San Francisco Regional Measure 3 (RM3) Candidate Projects

						MTC's Proposed RM3 Criteria							SF Proposed Additions	
						Bridge Nexus	Reg'l Prosperity	Sustainability	State of Good Repair	Demand Management	Freight	Resiliency	Equity	Multimodal
Projects listed in alphabetical order by category; list is not prioritized ¹						amounts in millions of \$'s								
Project	Description	Total Project Cost	Funding Gap	SF RM3 Ask	Reg'l RM3 Ask									
Transit Core Capacity														
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	√	√	√	√			√	√
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	√	√	√				√	√
c	Core Capacity & Transit Reliability (SFMTA)	Includes projects recommended from the CCTS.	\$ 1,300	\$ 1,000	\$ 600		√	√	√	√			√	√
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	√	√	√			√	√	√
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		√	√	√	√		√	√	√
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	√	√	√				√	√
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	√	√	√				√	√
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	√	√	√			√	√	√
Active Congestion Management														
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	√	√	√		√		√	√
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		√	√	√		√		√	√
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	√	√	√		√		√	√
Equity														
l	BART Modernization (Embarcadero to Civic Center) ²	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	√	√	√	√			√	√
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	√		√				√	√
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	√	√	√				√	√
o	Muni Metro Modernization (SFMTA) ²	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		√	√	√	√			√	√

Totals: \$5,745 - \$5,915 \$ 1,057 \$ 916

% of RM3 Capital Program for \$3 toll level: 21% 18%

¹These 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.

²These projects could be combined as part of a regional transit accessibility program.