



RESOLUTION ADOPTING PRINCIPLES AND APPROVING A LIST OF CANDIDATE PROJECTS AND FUNDING REQUESTS FOR REGIONAL MEASURE 3

WHEREAS, The Transportation Authority annually approves a set of legislative principles to guide transportation policy advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The Transportation Authority's approved legislative principles for 2017 include supporting efforts to develop authorizing legislation to place a state-owned toll bridge increase measure on the ballot (known as Regional Measure 3 or RM3) and to advocate for San Francisco priority projects to be included in the RM3 expenditure plan; and

WHEREAS, The Bay Area Toll Authority (BATA) is governed by the Metropolitan Transportation Commission (MTC) governing board and is responsible for the programming, administration and allocation of toll revenues from state-owned toll bridges in the San Francisco Bay Area; and

WHEREAS, BATA is authorized to increase toll rates to provide funding to meet requirements of certain voter-approved regional measures, including Regional Measure 1 (voter-approved in 1988) and Regional Measure 2 (voter-approved in 2004); and

WHEREAS, The MTC identified the need for and expressed its intent to seek state authorization for RM3 in the adopted 2013 Plan Bay Area and in its update (Plan Bay Area 2040), which is approaching final approval this summer; and

WHEREAS, Senator Beall of Santa Clara County has introduced Senate Bill (SB) 595, which 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 an unspecified increase in the amount of the toll rate an as-yet unspecified amount for as-yet unspecified projects and program, a toll increase generally referred to as RM3, to improve mobility and enhance travel options on the bridges and bridge corridors; and



WHEREAS, San Francisco's core, including portions of the Financial District, South of Market, Mid-Market and Mission Bay neighborhoods, is the Bay Area's largest and densest job center; and

WHEREAS, Draft projections included in Plan Bay Area 2040 have San Francisco's total number of households growing by 40% by 2040 and San Francisco's employment growing by 51% by 2040; and

WHEREAS, The San Francisco-Oakland Bay Bridge currently sees over one-third of the region's vehicular traffic on the seven state-owned toll bridges, is operating at capacity for vehicles, and is facing increasingly congested conditions; and

WHEREAS, Two-thirds of all Bay Area Rapid Transit District (BART) trips begin or end at one of the stations in the San Francisco core; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) Muni is the region's most-used transit system with several Muni Metro lines already operating at capacity in the core area during peak times; and

WHEREAS, A multimodal package of improvements is needed to provide congestion relief and enhance mobility and travel options in the short, medium and long term in the Bay Area's state-owned toll bridge corridors, including but not limited to transit capacity and reliability improvements, active congestion management, pedestrian and bike access to bridge corridors and transit, and related state of good repair improvements, all of which are required to support sustainable economic growth and improve the quality of life for the region's residents, visitors and workforce; and

WHEREAS, At its April 24 meeting, the Citizens Advisory Committee (CAC) was briefed on the staff recommended principles (Attachment 1) to guide development of the RM3 Expenditure Plan and the draft list of San Francisco candidate projects with specific RM3 funding requests for certain projects (Attachment 2) and the CAC unanimously adopted a motion of support for the staff



recommendation; and

WHEREAS, At its May 9, 2017 meeting, the Board amended Attachment 2, San Francisco's project priorities, to assign dollar amounts for the city's RM3 asks as well as to change the description for Core Capacity & Transit Reliability Study as reflected in the revised Attachment 2; and

WHEREAS, At its May 23, 2017 meeting, the Board amended Attachment 2, San Francisco's project priorities, to increase the amount for the city's RM3 ask for project d, Mission Bay Ferry Landing by \$10 million to a total of \$25 million, and change the description for project h, the 2nd Transbay Tube; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached set of principles to guide development of the RM3 expenditure plan; and be it further

RESOLVED, That the Transportation Authority hereby approves the attached list of candidate projects with funding requests for advocacy at the State and with MTC for inclusion in the RM3 expenditure plan; and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

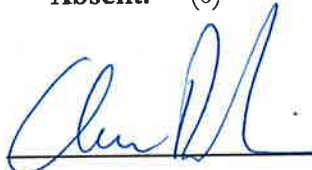
Attachments (2):


1. San Francisco Principles for Regional Measure 3
2. San Francisco Project Priorities for Regional Measure 3 Funding



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of May, 2017, by the following votes:

- Ayes:** Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)
- Nays:** (0)
- Absent:** (0)

 6/16/17
Aaron Peskin Date
Chair

ATTEST:  6/20/17
Filly Chang Date
Executive Director

Attachment 1
Draft Regional Measure 3 (RM3) Principles

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.

		MTC's Proposed RM3 Criteria										SF Proposed Additions		
		Bridge Nexus	Reg'l Prosperity	Sustainability	State of Good Repair	Demand Mgmt (road pricing/technology)	Freight	Resiliency	Equity	Multimodal				
		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, and extension into San Francisco (e.g. Richmond District).	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%					
						Total of SF and Regional RM3 Asks:		\$ 1,973	39%					

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.