

# REGIONAL MEASURE 3

## FREQUENTLY ASKED QUESTIONS

JANUARY 24, 2018

1. *What is Regional Measure 3?*

Regional Measure 3 (RM 3) will appear on the June 5, 2018 ballot in each of the nine San Francisco Bay Area counties. If approved by a majority of voters, this measure would fund major roadway and public transit improvements via an increase in tolls on the Bay Area's seven state-owned toll bridges. RM 3 was authorized by the State Legislature by Senate Bill 595 (authored by Senator Jim Beall of San Jose) and signed into law by Governor Edmund G. Brown, Jr. in 2017.

2. *What is the goal of Regional Measure 3?*

The goal of RM 3 is to reduce traffic congestion and improve transportation options in the Bay Area's toll bridge corridors and along their approach routes. The measure would increase bridge tolls to fund urgently needed transportation improvements. These include, but are not limited to: new BART cars, the extension of BART to Silicon Valley, widening U.S. 101 through the Marin-Sonoma Narrows to accommodate new carpool vehicle lanes, improvements to State Route 37 serving Solano, Marin, Napa and Sonoma counties, more frequent and expanded ferry service, improvements to the Interstate 680/State Route 4 and Interstate 80/680/State Route 12 interchanges, and the extension of Caltrain to downtown San Francisco. [Click here to review the complete Regional Measure 3 Expenditure Plan.](#)

3. *How much does Regional Measure 3 propose to raise tolls?*

RM 3 specifies a toll increase of \$1 in 2019, \$1 in 2022 and \$1 in 2025. Subject to voter approval of RM 3, the Bay Area Toll Authority (BATA) would be allowed to adjust the RM 3 portion of the tolls to account for inflation after the RM 3 toll increase is fully phased in.

4. *Which bridges would be affected by the toll rate increase?*

Voter approval would affect toll rates on the Bay Area's seven state-owned toll bridges. These include the Antioch Bridge, the Benicia-Martinez Bridge, the Carquinez Bridge, the Dumbarton Bridge, the Richmond-San Rafael Bridge, the San Francisco-Oakland Bay Bridge and the San Mateo-Hayward Bridge. Tolls on the Golden Gate Bridge would not be affected as it is owned and operated by an independent district not overseen by BATA.

5. *When would the toll rate go into effect?*

If approved, tolls would be raised by \$1 on January 1, 2019, with subsequent \$1 increases in January 2022 and January 2025.

6. *Would carpools receive a discount?*

Yes. RM 3 would retain the current 50 percent toll discount for carpools during peak weekday commute hours.

7. *Would trucks be included?*

Yes. All trucks would be subject to the same toll increase as passenger vehicles.

8. *What is the discount for commuters who use more than one bridge during their commute?*

Under RM 3, commuters (including carpoolers) who pay tolls on two bridges during commute hours will receive a 50 percent discount on the RM 3 portion of the toll paid on the second crossing within a one-day period. For example, after tolls are raised by \$1 in 2019, a commuter would pay 50 cents on the second trip rather than \$1. To be eligible for this discount, tollpayers must use FasTrak® to pay their tolls. Trips across the Golden Gate Bridge do not count toward this discount.

9. *How would the RM 3 vote be tallied across counties?*

Similar to Regional Measures 1 and 2, approved by Bay Area voters in 1988 and 2004 respectively, the measure would be approved if it receives a majority of support from all voters voting on the measure. Voters in all nine Bay Area counties would consider this measure, unlike Regional Measures 1 and 2 which did not appear on the ballot in Napa County or Sonoma County.

10. *How much money would be raised by RM 3?*

Based on current traffic volumes, each dollar generates approximately \$125 million in annual toll revenue. The Regional Measure 3 Expenditure Plan identifies projects that would be funded if voters improve a toll increase of \$3 over six years. Funds from this increase would be used to finance a \$4.5 billion slate of highway and transit projects, provide \$60 million each year to operate new bus and ferry services in congested bridge corridors and to improve regional connectivity at the soon-to-open Transbay Transit Center in downtown San Francisco.

11. *What accountability and oversight provisions are included in the measure?*

RM 3 includes the following oversight components:

1) A Citizen Oversight Committee

Modeled on the approach taken in local counties' dedicated transportation sales tax measures, RM 3 requires establishment of an independent oversight committee to ensure that all spending is consistent with the Expenditure Plan. County supervisors in each of the nine Bay Area counties would appoint two representatives to this committee.

2) Performance Measures

Prior to allocating funds to bus or ferry services, MTC will develop ridership targets or other performance measures to help ensure tolls are used cost-effectively and to highlight the need for service adjustments if operating performance falls short of these guidelines. A similar requirement existed for RM 2 and led to changes in service and the elimination of certain routes that did not attract sufficient riders to be cost-effective.

3) Office of BART Inspector General

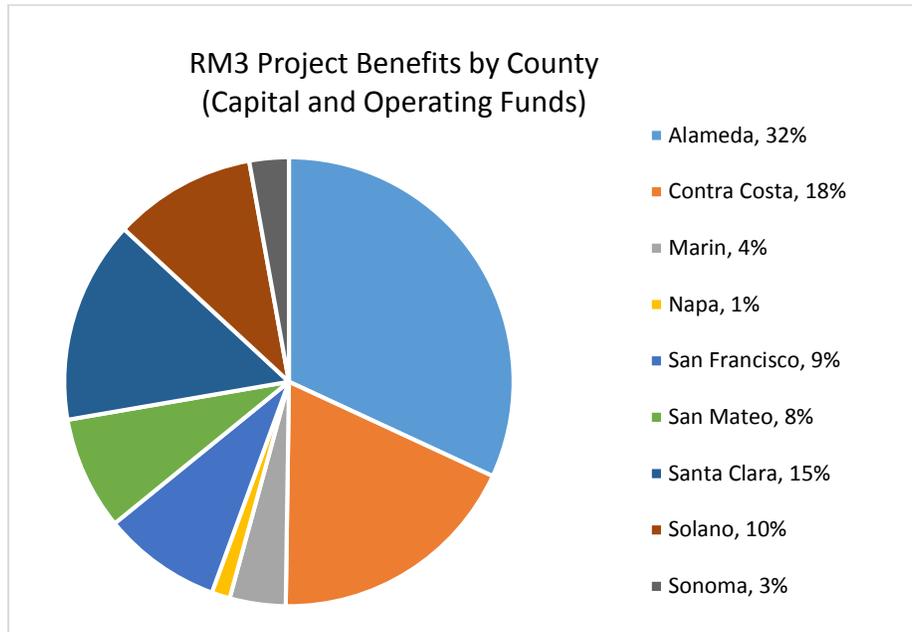
Approval of RM 3 would establish an independent Office of the BART Inspector General to ensure BART uses bridge toll funds and other revenues efficiently and effectively.

12. *How much money is generated from bridge tolls today and where do these funds go?*

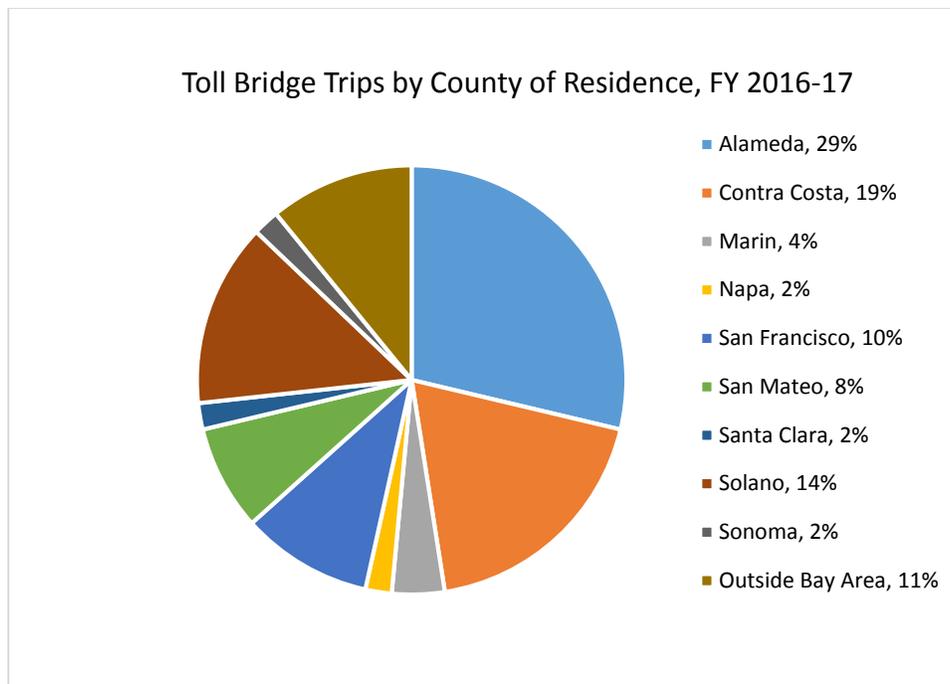
In the 2016-17 fiscal year, toll revenues totaled about \$720 million. Of this amount, \$435 million was for the seismic retrofit program and \$285 million was for Regional Measures 1 and 2. These funds pay for ongoing transit service along with debt service for the capital projects funded by the Toll Bridge Seismic Retrofit Program, Regional Measures 1 and 2 and bridge maintenance and rehabilitation.

13. How much does each county benefit from the RM 3 expenditure plan?

MTC conducted an analysis of each capital and operating projects in the RM 3 plan and determined the following breakdown by county over a 25-year period.

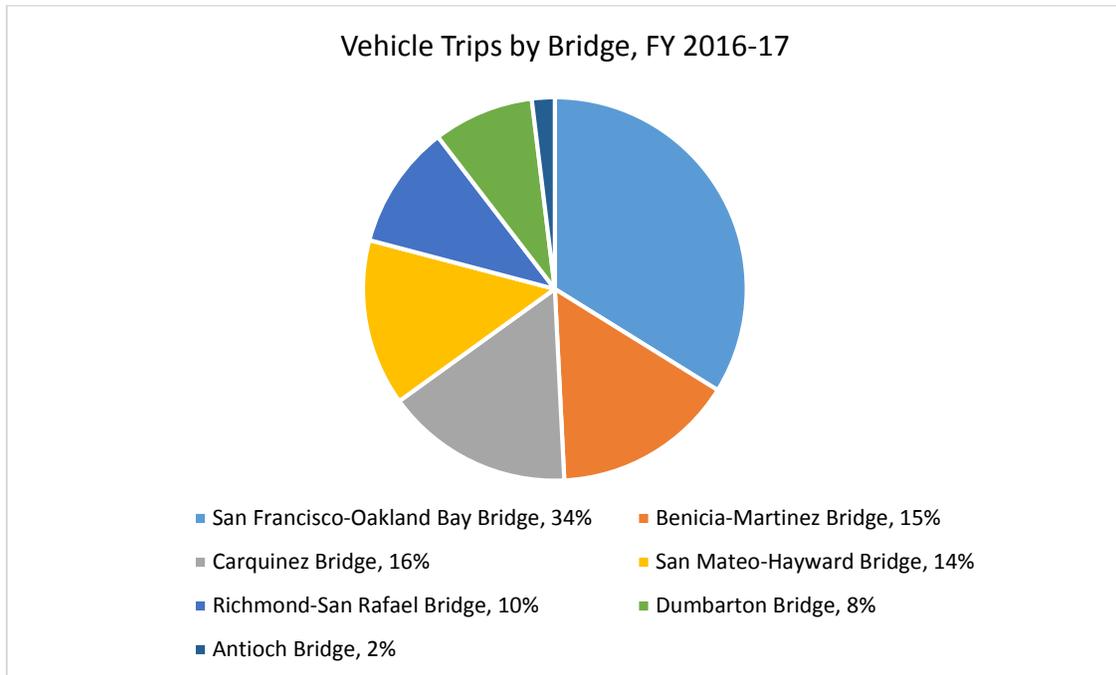


14. What is the share of bridge trips by county?



Source: FY 2016-17 FasTrak® data. Totals do not sum to 100% due to rounding.

15. What is the share of total vehicle trips by bridge?



16. When were the tolls last raised and by how much?

The table below provides a breakdown of the current \$5 base toll rate for passenger vehicles.

Toll Increase	Amount
<b>Regional Measure 1 (1989*)</b>	\$1 (standardized all tolls at \$1)
<b>Seismic Surcharge (1998)</b>	\$1
<b>Regional Measure 2 (2004)</b>	\$1
<b>Seismic Surcharge (2007)</b>	\$1
<b>Antioch/Dumbarton Seismic Surcharge (2010)</b>	\$1
<b>Total Auto Toll (2018)**</b>	<b>\$5</b>

\* Regional Measure 1 was approved in 1988, but the toll increase went into effect on January 1, 1989.

\*\* The current toll on the San Francisco-Oakland Bay Bridge is \$6 during commute hours, \$4 during off-peak weekday hours and \$5 during weekends.

17. What are Regional Measure 1 and Regional Measure 2?

Regional Measure 1 — approved by Bay Area voters in 1988 — established a uniform \$1 base toll on the Bay Area’s seven state-owned toll bridges. The toll increase ranged from 25 cents to 60 cents at six of the bridges. Tolls at the Richmond-San Rafael Bridge, already \$1, were unchanged by the measure. BATA used the increased revenues to issue bonds that financed major bridge and highway projects throughout the region.

Voters in 2004 approved Regional Measure 2, raising the toll on the region’s seven state-owned toll bridges by \$1. The measure established a Regional Traffic Relief Plan to finance highway, transit, bicycle and pedestrian projects in the bridge corridors and their approaches, and to provide operating funds for key transit services. See the chart below for a list of major capital projects financed through these measures:

<b>Projects</b>	<b>Regional Measure</b>	<b>Funds (Dollars in Millions)</b>
<b>New Benicia Bridge</b>	1	\$1,200
<b>Carquinez Bridge Replacement</b>	1	\$518
<b>Transbay Transit Center*</b>	2	\$353
<b>BART to Warm Springs*</b>	2	\$304
<b>e-BART/Highway 4 Widening</b>	2	\$269
<b>New I-880/92 Interchange</b>	1	\$235
<b>San Mateo-Hayward Bridge Widening</b>	1	\$210
<b>Oakland Airport Connector*</b>	2	\$146
<b>I-80 HOV Lanes/Truck Scales*</b>	2	\$123
<b>Richmond-San Rafael Trestle and Deck</b>	1	\$117
<b>SMART Rail Extension</b>	2	\$82
<b>AC Transit Rapid Bus</b>	2	\$78
<b>Transit Center Upgrades and New Buses</b>	2	\$65
<b>Regional Ferry Vessels</b>	2	\$46
<b>Bayfront Expressway Widening</b>	1	\$36
<b>BART Tube Seismic Retrofit</b>	2	\$34

Note: Not a comprehensive list of expenditure plans. Projects marked with an asterisk have received additional toll revenues in addition to Regional Measure 2.

18. What were the vote results for Regional Measures 1 and 2?

See below for the vote results for Regional Measures 1 and 2 by county. Note that these measures were on the ballot in seven of the nine Bay Area counties. Regional Measure 3 will appear on the ballot in all nine Bay Area counties.

	Regional Measure 1 (1998)		Regional Measure 2 (2004)	
	Yes	No	Yes	No
<b>Alameda</b>	71%	29%	56%	44%
<b>Contra Costa</b>	68%	32%	51%	49%
<b>Marin</b>	76%	24%	64%	36%
<b>San Francisco</b>	69%	31%	69%	31%
<b>San Mateo</b>	74%	26%	55%	45%
<b>Santa Clara</b>	71%	29%	60%	40%
<b>Solano</b>	58%	42%	41%	59%
<b>Total</b>	70%	30%	57%	43%

19. How do Bay Area bridge toll rates compare to other major bridges, tunnels and toll roads?

See the chart below for toll rate comparisons:

Facility	Standard Auto Toll
<b>BATA Bridges</b>	\$5.00
<b>Golden Gate Bridge</b>	\$7.75/\$6.75 (Plate/FasTrak)
<b>MTA Verrazano Narrows Bridge</b>	\$11.52/\$17.00 (EZ-Pass/Cash)
<b>Port Authority of New York/New Jersey (Bridges and Tunnels)</b>	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash