

IMPARTIAL ANALYSIS OF REGIONAL MEASURE 3

Regional Measure 3 (RM3) would increase the tolls on all Bay Area toll bridges except the Golden Gate Bridge. The tolls would increase by \$1 in 2019, an additional \$1 in 2022, and an additional \$1 in 2025, for a total increase of \$3. After 2025, tolls could be increased for inflation.

By law, the Bay Area Toll Authority (“Authority”) would have to use not more than 16% of the funds from these toll increases to pay for up to \$60 million in designated annual transportation operating programs. The Authority would have to use the remaining available funds to pay for \$4.45 billion in designated transportation capital projects throughout the Bay Area. A complete list of the designated projects can be found in the full text of RM3, but they include:

- improving the Dumbarton Bridge and rail corridor in Alameda County and San Mateo County to relieve congestion;
- improving U.S. 101/State Route 92 interchange in San Mateo County;
- purchasing new BART cars;
- extending BART from the planned Berryessa/North San José Station to San José and Santa Clara;
- widening U.S. 101 through the Marin-Sonoma Narrows to accommodate new carpool vehicle lanes;
- improving State Route 37, which serves Solano, Marin, Napa, and Sonoma counties;
- expanding the ferry service and increasing its frequency;
- improving Interstate 680/State Route 4 and Interstate 80/680/State Route 12 interchanges; and
- extending Caltrain to downtown San Francisco.

The Authority would be allowed to provide discounts to high-occupancy vehicles or vehicles that pay tolls without using cash. The Authority would be required to provide a discount for certain commuters who cross two bridges.

RM3 will be on the ballot in all nine Bay Area counties—the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. To pass, RM3 requires approval by a majority of votes cast on the measure in all nine counties combined.

An independent oversight committee would monitor how funds from the toll increases are spent. This committee and the Authority would be required to submit annual reports on use of the funds to the State Legislature.

A “yes” vote is a vote to increase the toll on all Bay Area toll bridges except the Golden Gate Bridge by \$1 in 2019, an additional \$1 in 2022, and an additional \$1 in 2025.

A “no” vote is a vote to not approve the proposed toll increase.

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(500 word limit. 401 words - 46 words = 355 words)