

Date: May 22, 2024
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4644

This resolution adopts the Regional Measure 3 (RM3) Operating Program for FY2024-25.

- Attachment A – RM3 Operating Program of Projects

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 8, 2024.

Date: May 22, 2024
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2023-24 RM3 Operating Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4644

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code § 66500 et seq.; and

WHEREAS, Streets and Highways Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority (“Authority”) adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the RM3 Expenditure Plan to MTC; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM3 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM3 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM3 operating subsidy amounts for FY2024-25, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on May 22, 2024.

Attachment A
MTC Resolution No. 4644

FY 2024-25 RM3 Operating Program -- Streets and Highways Code 30914.7(c)

				Program Amount
Project #	Project Name	Sponsor	Service (note 1)	(notes 1,2)
1	Transbay Terminal	TJPA	Terminal Operations	\$ 3,549,361
2	Ferry Service	WETA	Ferry Service	\$ 25,732,867
Grand Total				\$ 29,282,228

Notes:

1. Funding is currently programmed to WETA and TJPA in the RM3 Operating Assistance Program. Feedback from this year's PAC may lead to adjustments in FY2024-25 Express Bus programming levels. Commissioners have asked Staff to consider allocating RM3 Operating funds to a broader set of operators. Note that this resolution covers programming for these two operating support types only. Staff will reassess and set funding levels for express buses later this fiscal year.
2. Amounts shown are subject to approval of the FY 2024-25 BATA Budget and funding availability.