



MEMORANDUM

To: Board of Directors

From: Celia G. Kupersmith, General Manager

Date: January 11, 2008

Subject: Agenda Item No. 10.A.

**APPROVE CONSIDERATION OF POLICY POSITION REGARDING
LEGISLATION TO AUTHORIZE THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY TO COLLECT A TOLL FROM ALL
USERS OF DOYLE DRIVE**

At the December 14, 2007, Board meeting, the Board agreed to continue consideration of the District's policy position regarding a potential toll on Doyle Drive until the January 11, 2008 meeting date.

In the interim, a meeting was held as requested by the Metropolitan Transportation Commission (MTC) with the representatives of the various involved agencies. These included the MTC, the San Francisco County Transportation Authority (SFCTA), the Transportation Authority of Marin (TAM), and the Bridge District. At the meeting, MTC and SFCTA provided an overview of the Doyle Drive project and discussed the shortfall associated with the project. The Bridge District resolution under consideration at our December 14th meeting was explained. General issues and concerns of each agency regarding the Doyle Drive funding plan were discussed. There was no clear direction or consensus that resulted from general discussion at the meeting and the MTC and SFCTA understand that the District will once again take up the resolution on January 11, 2008.

Please note the attached draft resolution is the same resolution presented at the December 14th meeting without change. Also attached is a letter dated December 20, 2007, to SFCTA's Executive Director requesting answers to questions raised by Board members.

Attachments: 1) Proposed Resolution
2) December 20, 2007 Correspondence to SFCTA

DRAFT

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION 2007-XXX

ADOPT POLICY REGARDING IMPOSITION OF TOLLS FOR USE OF DOYLE DRIVE

December 14, 2007

WHEREAS, in August, 2007, the United States Department of Transportation awarded \$158.7 million in discretionary funds for the San Francisco Bay Area pursuant to the Urban Partnership Program (“UPP”); and

WHEREAS, subsequently, the United States Department of Transportation and various transportation agencies in the San Francisco Bay Area, including the District, executed a Memorandum of Understanding (“MOU”) which prescribes various terms and conditions for receipt of the UPP funding; and

WHEREAS, among the projects to be funded through the UPP are the reconstruction of Doyle Drive and improvements to the District’s regional ferry transit system; and

WHEREAS, the fundamental purpose of projects to be funded under the UPP is mitigation of urban congestion; and

WHEREAS, among the prerequisites for receipt of the federal funds is the implementation of a congestion management toll on Doyle Drive; and

WHEREAS, the UPP further states that no funds may be drawn down by any recipient “unless and until all legal authority necessary to implement each of the Federal Projects (including, without limitation, legal authority to implement congestion pricing) has been duly adopted and taken effect, which authority shall be adopted and in effect not later than March 31, 2008”; and

WHEREAS, the lead agency for reconstruction of Doyle Drive is the San Francisco County Transportation Authority (“Authority”); and

WHEREAS, at the present time, the Authority does not possess the requisite legal authority to implement and collect the federally-mandated toll on Doyle Drive and therefore plans to pursue legislation to obtain toll setting power from the California Legislature at the earliest possible date; and

WHEREAS, the Authority has requested the District to adopt a resolution to support the establishment of toll collection on Doyle Drive to satisfy the UPP requirements; and

WHEREAS, the Board of Directors has given consideration to the Authority’s request during its Board meetings of November 9, 2007, December 7, 2007, and December 14, 2007; and

WHEREAS, the District finds that the replacement of Doyle Drive with a seismically sound new facility is an important priority and wishes to support the Authority’s efforts in this regard; and

WHEREAS, according to documents provided by the Authority, only six percent of daily traffic to the downtown San Francisco area enters from the Golden Gate Bridge corridor and other corridors entering San Francisco generate considerably higher volumes of traffic; and

WHEREAS, based thereon, the Board of Directors finds and determines that the implementation of solutions to the problem of urban congestion in downtown San Francisco must be addressed in a way that requires all who contribute to the congestion to share equitably in the congestion pricing component of the UPP; and

WHEREAS, additionally, insofar as the Golden Gate Bridge Corridor is concerned, the Board of Directors finds and determines that principles of equity and fairness require that any toll established on Doyle Drive must be collected from all users of that roadway, not just from those Doyle Drive travelers who enter and exit the City and County of San Francisco via the Golden Gate Bridge; and

WHEREAS, the Board of Directors also has determined that in order to appropriately collect tolls from all users of Doyle Drive, such tolls must be collected via means and locations other than at the Golden Gate Bridge toll plaza and by an entity other than this District; and

WHEREAS, based upon the foregoing, the Board of Directors finds and determines that any authority sought and obtained from the California Legislature must contain various safeguards and protections to ensure that the establishment of tolling authority on Doyle Drive neither singles out nor inequitably affects those users of Doyle Drive whose trips also involve a Golden Gate Bridge crossing; now, therefore, be it

RESOLVED, that the Board of Directors of the Golden Gate Bridge, Highway and Transportation District adopts the following policy positions regarding possible imposition of tolls for use of Doyle Drive:

1. Tolls must be imposed on all users of Doyle Drive and not only from those Doyle Drive travelers who also travel across the Golden Gate Bridge;
2. Tolls collected from users of Doyle Drive must be collected via means and locations other than at the Golden Gate Bridge Toll Plaza;
3. Authority to collect tolls from users of Doyle Drive must be vested in an organization other than the District and include the requirement that toll rates assist in managing congestion in the Doyle Drive corridor; and
4. Revenue generated by tolling Doyle Drive should be used in part to fund transportation services that provide alternatives to the single-occupant automobile on Doyle Drive.

ADOPTED this ____ day of _____, 200__, by the following vote of the Board:

AYES ():
NOES ():
ABSENT ():

President, Board of Directors

ATTEST: _____

Janet S. Tarantino

Secretary of the District



December 20, 2007

José Luis Moscovich
San Francisco County
Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Sent via: Facsimile and e-mail

Dear José Luis:

At the Golden Gate Bridge, Highway and Transportation District's (District) Board of Directors Work Session on November 9, 2007, you made a verbal request that the District consider taking an action supporting the San Francisco County Transportation Authority's (SFCTA) efforts to obtain legislative authority to collect tolls to fund the replacement of Doyle Drive. Subsequent to that meeting, the District received a formal written request from the Chair of the SFCTA Board reiterating this request.

In response to SFCTA's request the District held a Special Board meeting on December 7th wherein the Board considered an item to support your agency's legislative efforts. This item was again discussed at the District's regularly scheduled Board meeting on December 14th. In response to a request from the Metropolitan Transportation Commission (MTC), the Board continued the item to its January 11, 2008 meeting.

As part of its deliberations, the Board has heard public testimony as well as testimony from SFCTA and MTC. Our Board is familiar with the spirited public debate that accompanies any discussion of tolls and takes these deliberations quite seriously.

In these meetings, the District's Board of Directors has raised several issues that they would like SFCTA to answer prior to their meeting on January 11, 2008 where they will next consider this important topic. While you have been in the room and many times at the podium when these questions were asked, I thought it advisable to provide a comprehensive listing of their questions.

1. Please clarify the project cost for the reconstruction of Doyle Drive and discuss how this amount is projected to change as a result of on-going efforts to update the price based on new cost estimates under development by Caltrans/FHWA.
2. Please provide an updated breakout of how the project will be funded clearly identifying the amount expected to be generated by tolls on Doyle Drive.
3. Please provide a detailed breakdown of the toll rates you expect to set, the revenue expected to be generated, and the spending plan for these revenues.

4. Please provide an overview of your toll collection plan specifying tolling locations.
5. Please provide a summary of findings from any studies you have done that examine the traffic impacts of a toll on Doyle Drive on alternative travel corridors including impacts to traffic in Presidio and on local City streets caused by traffic diversions from drivers seeking to avoid a toll on all users of Doyle Drive.
6. Please provide information regarding any plans to enact congestion tolling on any other entry corridors to San Francisco with timelines for implementation of such tolls.

I understand from previous discussions with you that many of these questions are answered in the comprehensive documentation that you have developed regarding the reconstruction of Doyle Drive. Because you and your staff are the experts on this topic and because of my desire to ensure that I am providing the most accurate and up-to-date information available, it is requested that you provide us with written responses to our questions rather than have us search them out in your reports. Additionally, I believe that some of the questions that my Board has raised may not be addressed in the documentation to date.

I appreciate your responsiveness to these questions and look forward to the meeting on January 11 where this issue will be discussed again by the District's Board of Directors. In order to get this information to my Board members prior to their meeting on the 11th, I would greatly appreciate receiving your written response no later than January 8, 2008. Ideally, it would be good to have this information available for the January 3 meeting involving select representatives of the District, MTC, and SFCTA.

In conclusion, let me wish you and your staff a very Happy Holiday season.

Sincerely,



Celia Kupersmith
General Manager

Cc: Steve Heminger, MTC