

This WAS NOT voted on

DRAFT

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT

RESOLUTION 2007-XXX

**ADOPT POLICY OPPOSING USE OF TOLL FINANCING
FOR THE RECONSTRUCTION OF DOYLE DRIVE**

January 11, 2008

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 program; 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 congestion pricing toll 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, December 14, 2007 and January 11, 2008; and

WHEREAS, the District finds that the replacement of Doyle Drive with a seismically sound new facility is an important regional priority; 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, the Board of Directors has reviewed the Doyle Drive funding plan and determined that tolls collected from Doyle Drive users are proposed for use to address the estimated \$500 million shortfall in funding of the critical safety project that is the reconstruction of the existing Doyle Drive facility; and

WHEREAS, if bonds are issued to finance the shortfall, it is anticipated that tolls would have to generate \$40 million per year for 25 years to retire the debt; and

WHEREAS, the District believes that critical safety projects on state owned highways should be funded by the State as is done elsewhere throughout California and not by means of tolls; and

WHEREAS, the District is supportive of congestion pricing on a regional basis as a means of encouraging alternatives to single occupant vehicle trips and as a means of encouraging the distribution of peak hour trips into non-peak hour travel times in order to reduce congestion; 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 issues associated with the proposed reconstruction of Doyle Drive:

1. The Board of Directors supports the proposed project for reconstruction of Doyle Drive, but opposes the use of tolls as a financing mechanism for this critical safety project since this is the responsibility of the state of California;
2. In the event legislation is obtained granting tolling authority as a means for financing Doyle Drive reconstruction, it is the policy position of the Board of Directors that all of the following safeguards must be incorporated in any such legislation:
 - a. Tolls must be imposed on all drivers using Doyle Drive and not only on those Doyle Drive travelers who also travel across the Golden Gate Bridge;
 - b. Tolls collected from users of Doyle Drive must be collected by means and locations other than at the Golden Gate Bridge Toll Plaza;
 - c. Authority to collect tolls from users of Doyle Drive must be vested in an organization other than the District;
 - d. No toll may be enacted except pursuant to an adopted expenditure plan documenting the specific and limited purpose of assisting in the financing of the reconstruction of Doyle Drive; and
 - e. The toll setting power shall be for a period of limited duration, with a specified maximum toll amount per vehicle; and be it further

RESOLVED, that the District supports congestion pricing on a regional basis as a means of encouraging alternatives to single occupant vehicle trips and as a means of encouraging the distribution of peak hour trips into non-peak hour travel times in order to reduce congestion.

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

AYES 0:
NOES 0:
ABSENT 0:

President, Board of Directors

ATTEST: _____
Janet S. Tarantino
Secretary of the District