



League of Women Voters  
of the Bay Area  
[www.lwvbayarea.org](http://www.lwvbayarea.org)

Press Date: April 8, 2018

The League of Women Voters of the Bay Area is a 501(c)(3) nonpartisan organization, encourages informed and active participation in government and works to increase understanding of major public policy issues.

The LWVBA does not support or oppose candidates, or political parties.

This Pros & Cons is a nonpartisan explanation of a state of California proposition, with supporting and opposing arguments. The arguments come from many sources and are not limited to those presented in the Official Voter Information Guide.

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## Primary Election • June 5, 2018

In this primary election, California voters will find all candidates for state and federal elective offices on their ballots, regardless of the party preference of the candidates or of the voter. The two candidates who win the most votes in each contest will advance to the November general election—even if both are in the same political party, and even if one of them has received a majority of the votes for that office.

California voters will also decide on five state propositions, which are explained in this Pros & Cons. Propositions on the June primary ballot are placed there by action of the state Legislature and the Governor. Any qualified initiative measures, which are placed on the ballot through the petition and signature gathering process, will appear on the November General Election ballot. Visit [VotersEdge.org](http://VotersEdge.org) to see everything on your ballot, your polling place, and to unbiased information on all your voting choices.

## How to Evaluate Ballot Propositions

- \*Examine what the measure seeks to accomplish. Do you agree with those goals?
- \*Is the measure consistent with your ideas about government? Do you think the proposed changes will make things better?
- \*Who are the real sponsors and opponents of the measure? Check where the money is coming from on [votersedge.org/ca](http://votersedge.org/ca)
- \*Is the measure written well? Will it create conflicts in law that may require court resolution or interpretation? Is it “good government,” or will it cause more problems than it will resolve?
- \*Does the measure create its own revenue source? Does it earmark, restrict, or obligate government revenues? If so, weigh the benefit of securing funding for this measure against the cost of reducing overall flexibility in the budget.
- \*Does the measure mandate a government program or service without addressing how it will be funded?
- \*Does the measure deal with one issue that can be easily decided by a YES or NO vote? Or, is it a complex issue that should be thoroughly examined in the legislative arena?
- \*If the measure amends the Constitution, consider whether it really belongs in the Constitution. Would a statute accomplish the same purpose? All constitutional amendments require voter approval; what we put into the Constitution would have to come back to the ballot to be changed.
- \*Be wary of distortion tactics and commercials that rely on the image but tell nothing of substance about the measure. Beware of half-truths.

## **BAY AREA TRAFFIC RELIEF PLAN**

### **THE QUESTION**

Shall voters authorize a plan to reduce auto and truck traffic, relieve crowding on BART, unclog freeway bottlenecks, and improve bus, ferry, BART and commuter rail service as specified in the plan in this ballot measure, with a \$1 toll increase effective in 2019, a \$1 increase in 2022, and a \$1 increase in 2025, on all Bay Area toll bridges except the Golden Gate Bridge, with independent oversight of all funds?

### **THE SITUATION**

The San Francisco Bay Area's growing economy and population place a large burden on the aging transportation infrastructure. Population and jobs are forecast to continue to grow in the next 20 years along with traffic congestion. This ballot measure intends to improve the quality of life and sustain the economy of the region by improving mobility and enhancing travel options on the bay bridges and corridors by increasing the toll rate on the seven state-owned bridges.

### **THE PROPOSAL**

Approval of this measure will allow the Bay Area Toll Authority (BATA) to raise the rates by a maximum of \$3 over 6 years on the rate charged by the state-owned toll bridges in the area to be used for specific projects and programs.

### **FISCAL EFFECT**

The Regional Measure 3 Expenditure Plan identifies projects that would be funded if voters approve a toll increase of \$3 over 6 years. Funds from this increase would be used to finance a \$4.5 billion slate of highway and transit projects, and would provide \$60 million each year to operate new bus and ferry services in congested bridge corridors and improve regional connectivity at the soon-to-open Transbay Transit Center in downtown San Francisco. The Expenditure Plan matches investment in each county to the anticipated toll burden on its residents.

#### **For more Information**

**Supporters:** [Yesonrm3.com](http://Yesonrm3.com)

**Opponents:** [OccupyMTC.org](http://OccupyMTC.org) and  
[Nine-County-Coalition.Squarespace.com](http://Nine-County-Coalition.Squarespace.com)

## **SUPPORTERS SAY**

- ★ Reduces truck traffic congestion and improve air quality
- ★ Extends BART to San Jose and Silicon Valley
- ★ Improves Transbay bus service and carpool access to improve times across bridges
- ★ Provides funding to plan and design a second Transbay rail crossing to provide additional rail service and expand BART capacity by 45%
- ★ Upgrades the Clipper transit card system to support universal, seamless public transit fare payment
- ★ Improves bike/pedestrian access to train stations and ferry terminals
- ★ Provides 50% discount on toll increase amount for commuters who cross a second bridge
- ★ Ensures strong taxpayer safeguards, including independent audits, citizen oversight and a BART Transportation Inspector General to hold elected leaders accountable for spending

## **OPPONENTS SAY**

- ★ Encourages single-occupant drivers to use the road by converting HOV lanes to variable toll “Hot Lanes”
- ★ Raises bridge tolls, thus discriminating against low-income drivers who cannot afford to live closer to their workplace
- ★ No guarantee against diversion of voter-approved funds by the Bay Area Toll Authority from their specified use
- ★ No guarantee that funds allocated to later projects would still be there when needed
- ★ No clear procedural documents which detail how funds will be received and administered
- ★ No clear policy detailed about how priorities would be chosen for the disbursement and reprogramming of funds for either surpluses or cost overruns
- ★ No clear policy or guidelines on how to measure success
- ★ Oversight committee does not review both financial and programmatic information, nor provide for transparency to report to the public on their findings

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## **What a YES or NO Vote Means**

### **A YES Vote Means**

The voters of the Bay Area counties approve giving the BATA the go-ahead to raise the toll rates on the state-owned bridges in the Bay Area by a maximum of \$3 over 6 years. Funds will be available for transportation improvements and transit operations.

### **A NO Vote Means**

The voters of the Bay Area counties do not approve giving the BATA the go-ahead to raise the toll rates on the state-owned bridges in the Bay Area by a maximum of \$3 over 6 years. Funds for proposed projects and programs will be unavailable, and some projects may be delayed indefinitely.