



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Tom Butt, Chair

Federal Glover,  
Vice Chair

Janet Abelson

Newell Americh

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Robert Taylor

Dave Trotter

Randell H. Iwasaki,  
Executive Director

August 9, 2017

The Honorable Jim Frazier  
Chairman, Assembly  
Transportation Committee  
Legislative Office Building,  
1020 N Street, Room 112  
Sacramento, CA 95814

The Honorable Jim Beall  
Chairman, Senate Transportation and  
Housing Committee  
State Capitol, 10<sup>th</sup> and I Streets,  
Room 2082  
Sacramento, CA 95814

Re: Senate Bill 595 (*Beall*) *Bay Area Toll Bridge Regional Measure 3*

Dear Chairman Frazier and Chairman Beall,

On behalf of Contra Costa Transportation Authority (CCTA) I am writing regarding SB 595, which will increase tolls on the seven Bay Area Bridges. If passed, this increase will be on the ballot for Bay Area voters in 2018. While the Contra Costa Transportation Authority (CCTA) supports the provisions to apply a “maintenance of effort” and create a new Office of Inspector General to the San Francisco Bay Area Rapid Transit (BART); CCTA Commissioners have grave concerns with the first round of projects proposed.

There are four bridges in Bay Area Toll Authority’s (BATA) jurisdiction connecting Contra Costa County to Bay Area destinations, twice as many as any other county, not even counting the Bay Bridge that is also heavily used by Contra Costa County residents. If voters approve the new toll fees, our constituents will be paying \$3.00 more in tolls to drive over these bridges. The current allocations in the initial expenditure plan are not equitable to the 18.4 percent of total generated revenue that Contra Costa toll payers will be contributing to BATA.

We urge the Transportation Committee to reassess the SB 595 expenditure plan by prioritizing transportation projects that follow these principles:

- a nexus to bridges;
- equity in terms of toll contributions (18.4%);
- access to bridge approaches; and
- allow CCTA to choose priority projects

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
[www.ccta.net](http://www.ccta.net)

Using these principles is the fairest way to allocate the funding needed to complete the highest priority capital projects in Contra Costa County. CCTA staff has prepared an alternate expenditure plan using the aforementioned principles, which CCTA Commissioners support.

Attached is CCTA's clarified expenditure plan proposal, which we ask to be adopted into SB 595. Contra Costa toll payers deserve a fair mechanism to realize the mobility projects needed to reduce congestion, improve quality of life and achieve healthy air. Should the RM3 proposal remain unchanged, the CCTA may take an oppose position to this bill.

Sincerely,



Tom Butt  
CCTA Chair

cc: Assembly Member Catherine Baker  
Senator Bill Dodd  
Senator Steve Glazer  
Assembly Member Tim Grayson  
Senator Nancy Skinner  
Assembly Member Tony Thurmond

CCTA's Staff Request

\$ in millions

ORIGINAL PROPOSAL BY MTC

	Proposed RM3 Amount	Requested Minimum Funding for Contra Costa	Assumptions
<b>Operating Program (\$60M/Year)</b>			
Transbay Terminal	5	0	
Ferries	35	0	
Regional Express Bus	20	3.7	Assumed 18.4% (CCC share of tolls)
Sum	60	3.7	\$60 million/year for operations (not part of the \$4.2 billion)
<b>Regional Capital</b>			
Bridge Rehab	0	0	
BART Expansion Cars	500	64.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Stations
Corridor Express Lanes	300	<del>160</del>	Specify for Innovate 680
Goods Movements	125	<del>50</del>	Specify for I-80/San Pablo Dam Road
Bay Trail/Regional Trails/Safe Routes to Transit	150	27.6	Assumed 18.4% (share of tolls)
Ferries	325	0	
BART to Silicon Valley	400	0	
SMART	40	0	
Capitol Corridor Connections	90	16.2	Specify for Hercules Rail Station
<b>Corridor-Specific Capital Projects</b>			
<b>Central (SFOBB)</b>			
Caltrain	350	0	
Muni	140	0	
Core Capacity Transit Improvements serving Bay Bridge Corridor	140	0	
AC Transit - Bus Rapid Improvements	50	6.3	Based on service area in Contra Costa (12.5%)
New Transbay BART Tube	50	6.5	Based on 12.9% average weekday ridership entering or exiting in Contra Costa Stations
Add: I-80 Transit Improvements		<del>50</del>	Add project
<b>South (San Mateo-Hayward, Dumbarton)</b>			
Tri Valley Transit Access	100	0	
Eastridge to BART	130	0	
San Jose Diridon Station	120	0	
Dumbarton Rail/Ace/Shinn Station	130	0	
101/92 Interchange	50	0	
<b>North (Richmond - San Rafael, Benicia- Martinez, Carquinez, Antioch)</b>			
680/4 and transit enhancements (add SR4 Ops Improvements)	150	<del>254</del>	Add SR4 Operational Improvements to Project
Marin-Sonoma Narrows	125	0	
I-80/I-680/SR12	175	0	
WB I-80 Truck Scales	125	0	
Highway 37	150	0	
San Rafael Transit Center/SMART	30	0	
Marin 101/580 interchange	135	<del>100</del>	For improvements on Contra Costa side including Toll Plaza
North BayTransit Improvements	100	18.4	
Add: East Contra Costa County Transit Intermodal Station		<del>20</del>	Add Project
SR29	20	0	

<b>Guiding Principles:</b>
<b>1. Nexus to Bridges</b>
<b>2. Equity</b>
<b>3. Access to the Bridges (approaches)</b>
<b>4. Priority Projects</b>

Total	4200	773	Excludes operations funding (\$60M/yr)
Direct CCC Allocation		634	
Benefits from Regional Allocations		139	
CC fair share		773	Based on share of tolls (18.4%)
Difference (total - fair share)		0	

## Regional Measure 3 for Contra Costa County

Senate Bill 595 would provide voters in the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma) the opportunity to jumpstart the next generation of critical transportation improvements in the bridge corridors funded by an increase in bridge tolls. The bill would require Metropolitan Transportation Commission (MTC) to place a measure, Regional Measure 3 (RM3), on the ballot in all nine counties in November 2018. RM3 is expected to raise bridge tolls by \$1 to \$3 on the seven state owned Bay Area bridges (bridge corridors).

In 1988, voters approved RM1, establishing a \$1 toll on the bridge corridors. In 2004, voters approved RM2, which raised the toll by \$1 to fund capital projects in the bridge corridors and to provide operating funds for key transit services. RM2 legislation earmarked over \$300 million in funding to capital projects in Contra Costa, which was approximately 20% of the \$1.5 billion RM2 Capital Program.

Contra Costa residents travel on the SF-Oakland Bay Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Richmond-San Rafael Bridge, and Antioch Bridge. These bridge corridors generate 78% of the revenue for bridge tolls in the Bay Area.

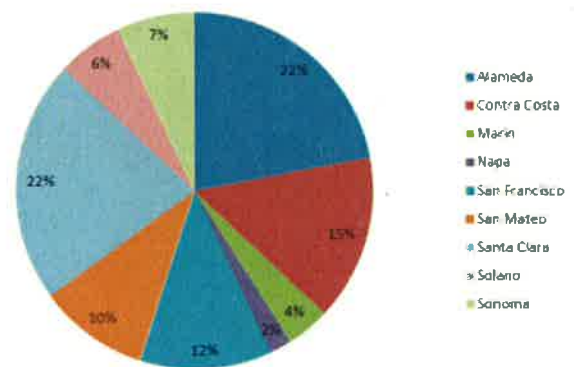
East Bay (Alameda/Contra Costa) Counties comprise of 37% share of voters and generate 49% of the bridge toll revenue.

Contra Costa contributes 18% of the bridge toll revenue through the bridge corridors. The second highest in the nine county bay area. RM3 would generate approximately \$4.2 Billion which would be approximately \$756 million for regional programs and projects in Contra Costa County.

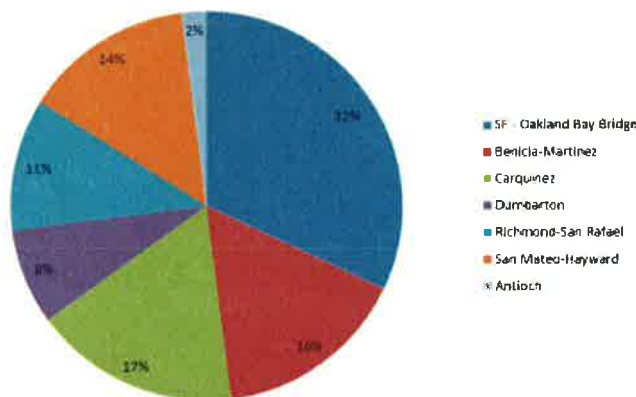
### Potential RM3 Bridge Corridor Framework

Program Category	\$3 Toll Funding (in millions)
Operation Program	\$60/year
Regional Capital Program	\$2,000
Corridor-Based Capital Program	\$2,000
Reserve	\$200
<b>Grand Total Capital Program</b>	<b>\$4,200</b>

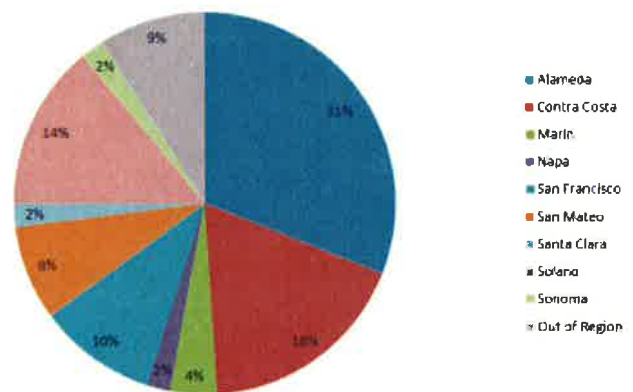
### Share of Voters by County



### Share of Bridge Toll Revenue by Bridge



### Share of Toll Revenue by County

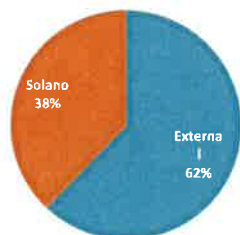


# **TOLL TRANSACTIONS BY BRIDGE BY COUNTY FOR TYPICAL WEEKEDAY IN 2015**

Typical weekday transactions in 2015	Antioch Bridge	% of Total	Bay Bridge	% of Total	Benicia Bridge	% of Total	Carquinez Bridge	% of Total	Dumbarton Bridge	% of Total	Richmond Bridge	% of Total	San Mateo Bridge	% of Total	ALL	% of Total	Rank
Alameda	171	5%	30840	33%	2618	7%	3737	11%	18011	70%	6005	21%	19785	52%	81167	31.3%	1
Contra Costa	1249	39%	21247	22%	8751	24%	4709	14%	1294	5%	6789	24%	3754	10%	47793	18.4%	2
Marin	12	0%	1118	1%	273	1%	399	1%	65	0%	8077	29%	127	0%	10069	3.9%	7
Napa	10	0%	900	1%	1442	4%	2242	7%	36	0%	91	0%	52	0%	4774	1.8%	8
San Francisco	39	1%	20821	22%	324	1%	1848	5%	504	2%	1065	4%	2030	5%	26632	10.3%	4
San Mateo	28	1%	6793	7%	303	1%	1342	4%	2938	11%	312	1%	7897	21%	19613	7.6%	6
Santa Clara	33	1%	917	1%	721	2%	276	1%	1246	5%	314	1%	654	2%	4160	1.6%	10
Solano	688	22%	4664	5%	15840	44%	13672	40%	164	1%	772	3%	315	1%	36114	13.9%	3
Sonoma	15	0%	604	1%	828	2%	370	1%	62	0%	2751	10%	134	0%	4764	1.8%	9
Outside Bay Area/Unknown	954	30%	6781	7%	4973	14%	5644	16%	1332	5%	1780	6%	3143	8%	24607	9%	5
Unknown or Outside of CA	111	3%	1687	2%	883	2%	1054	3%	358	1%	559	2%	737	2%	5389	2.1%	
Outside of Bay Area	213	7%	2314	2%	2297	6%	2383	7%	341	1%	694	2%	760	2%	9002	3.5%	
Stanislaus	9	0%	352	0%	75	0%	36	0%	102	0%	80	0%	298	1%	952	0.4%	
San Joaquin	254	8%	918	1%	355	1%	194	1%	368	1%	226	1%	1024	3%	3339	1.3%	
Sacramento	366	11%	1510	2%	1363	4%	1978	6%	163	1%	221	1%	325	1%	5925	2.3%	
Sum	3197		94685		36074		34239		25651		27956		37890		259692		
% of total based on 2015 data	1.2%		36.5%		13.9%		13.2%		9.9%		10.8%		14.6%		100.0%		
% of total based on 2016 data	2.0%		32.0%		16.0%		17.0%		8.0%		11.0%		14.0%		100.0%		
Bridge Rank Based on Toll Generation	7		1		3		4		6		5		2				

## Antioch Bridge

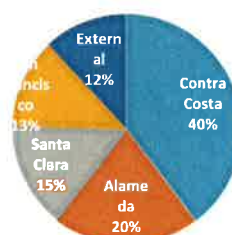
### Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	7K		100%
External	4K		62%
Solano	3K		38%
San Francisco	0K		0%
San Mateo	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%
Napa	0K		0%
Sonoma	0K		0%
Marin	0K		0%

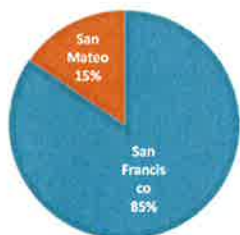
### Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	7K		100%
Contra Costa	3K		38%
Alameda	1K		20%
Santa Clara	1K		14%
San Francisco	1K		12%
External	1K		11%
San Mateo	0K		4%
Marin	0K		0%
Solano	0K		0%
Sonoma	0K		0%
Napa	0K		0%



## Bay Bridge

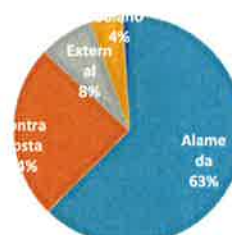
### Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	133K		100%
San Francisco	112K		85%
San Mateo	20K		15%
Marin	0K		0%
External	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%
Solano	0K		0%
Napa	0K		0%
Sonoma	0K		0%

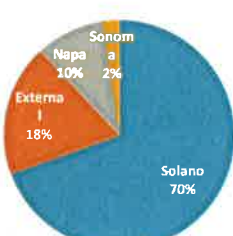
### Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	146K		100%
Alameda	91K		62%
Contra Costa	36K		24%
External	11K		8%
Solano	6K		4%
Napa	1K		1%
Santa Clara	0K		0%
Marin	0K		0%
San Mateo	0K		0%
San Francisco	0K		0%
Sonoma	0K		0%



## Benicia-Martinez Bridge

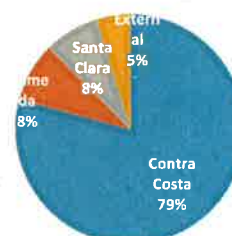
### Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	67K		100%
Solano	46K		69%
External	12K		18%
Napa	6K		10%
Sonoma	2K		2%
Marin	0K		1%
San Francisco	0K		0%
San Mateo	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%

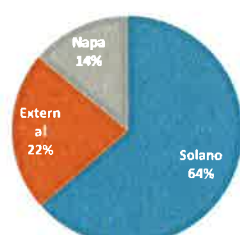
### Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	70K		100%
Contra Costa	55K		79%
Alameda	6K		8%
Santa Clara	5K		8%
External	3K		5%
San Mateo	0K		1%
Solano	0K		0%
San Francisco	0K		0%
Marin	0K		0%
Sonoma	0K		0%
Napa	0K		0%



## Carquinez Bridge

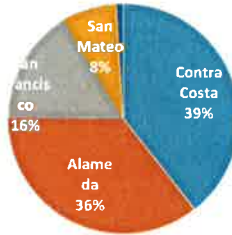
### Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	65K		100%
Solano	41K		63%
External	14K		22%
Napa	9K		14%
Sonoma	0K		1%
Marin	0K		0%
San Francisco	0K		0%
San Mateo	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%

### Southbound Destinations

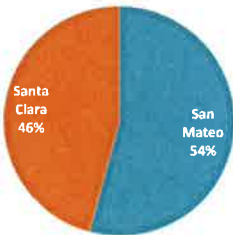
County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	67K		100%
Contra Costa	26K		39%
Alameda	24K		36%
San Francisco	11K		16%
San Mateo	5K		8%
Marin	1K		1%
Santa Clara	0K		0%
External	0K		0%
Sonoma	0K		0%
Solano	0K		0%
Napa	0K		0%





## Dumbarton Bridge

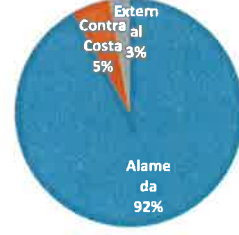
### Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	27K	100%	
San Mateo	15K	53%	
Santa Clara	12K	45%	
San Francisco	0K	2%	
External	0K	0%	
Marin	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	
Solano	0K	0%	
Napa	0K	0%	
Sonoma	0K	0%	

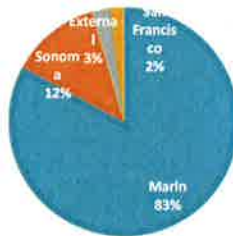
### Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	66K	100%	
Alameda	60K	91%	
Contra Costa	4K	5%	
External	2K	3%	
Solano	0K	0%	
Napa	0K	0%	
Santa Clara	0K	0%	
Marin	0K	0%	
San Francisco	0K	0%	
San Mateo	0K	0%	
Sonoma	0K	0%	



## Richmond-San Rafael Bridge

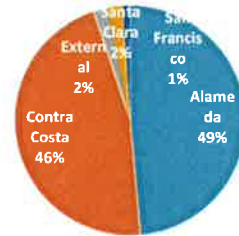
### Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	45K	100%	
Marin	37K	83%	
Sonoma	6K	13%	
External	1K	3%	
San Francisco	1K	2%	
Napa	0K	0%	
San Mateo	0K	0%	
Santa Clara	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	
Solano	0K	0%	

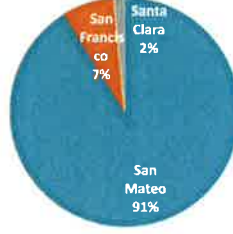
### Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	49K	100%	
Alameda	23K	48%	
Contra Costa	22K	45%	
External	1K	2%	
Santa Clara	1K	2%	
San Francisco	1K	1%	
San Mateo	0K	1%	
Solano	0K	1%	
Napa	0K	0%	
Sonoma	0K	0%	
Marin	0K	0%	



## San Mateo-Hayward Bridge

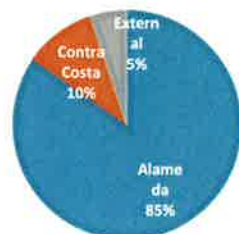
### Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	59K	100%	
San Mateo	54K	91%	
San Francisco	4K	7%	
Santa Clara	1K	1%	
External	0K	0%	
Marin	0K	0%	
Alameda	0K	0%	
Contra Costa	0K	0%	
Solano	0K	0%	
Napa	0K	0%	
Sonoma	0K	0%	

### Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	54K	100%	
Alameda	46K	85%	
Contra Costa	6K	10%	
External	3K	5%	
Solano	0K	0%	
Santa Clara	0K	0%	
Napa	0K	0%	
Marin	0K	0%	
San Francisco	0K	0%	
San Mateo	0K	0%	
Sonoma	0K	0%	



Source: 2015\_06\_002 model run

Via select link analysis (<https://github.com/MetropolitanTransportationCommission/travel-model-one/tree/master/utilities/bespoke-requests/select-link-roadway>)

CCTA Staff Analysis of RM3 Proposal

\$ in millions

	Column 1	Column 2	
	Proposed RM3 Amount	Contra Costa Estimated Funding	Assumptions
Operating Program (\$60M/Year)			
Transbay Terminal	5	0	
Ferries	35	0	Fare Box recovery likely less than threshold to qualify
Regional Express Bus	20	3.7	assumed 18.4% (share of tolls)
Sum	60	3.7	\$60 million/year for operations (not part of the \$4.2 billion)

Regional Capital			
Bridge Rehab	0	0	
BART Expansion Cars	500	64.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Stations
Corridor Express Lanes	300	80	Assumed \$80M will be used for Innovate 680
Goods Movements	125	0	
Bay Trail/Regional Trails/Safe Routes to Transit	150	27.6	Assumed 18.4% (share of tolls)
Ferries	325	0	
BART to Silicon Valley	400	0	No Nexus to Bridges
SMART	40	0	No Nexus to Bridges
Capitol Corridor Connections	90	16.2	Assumed 18.4% will go to Hercules Rail Station

Corridor-Specific Capital Projects			
Central (SFOBB)			
Caltrain	350	0	No Nexus to Bridges
Muni	140	0	
Core Capacity Transit Improvements serving Bay Bridge Corridor	140	0	
AC Transit - Bus Rapid Improvements	50	6.3	Assumed 12.5% since most of AC Transit serves Alameda Co.
			Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Station
New Transbay BART Tube	50	6.5	

Add: I-80 Transit Improvements

South (San Mateo-Hayward, Dumbarton)			
Tri Valley Transit Access	100	0	Assumed it will go to BART extension to Livermore
Eastridge to BART	130	0	No Nexus to Bridges
San Jose Diridon Station	120	0	No Nexus to Bridges
Dumbarton Rail/Ace/Shinn Station	130	0	
101/92 Interchange	50	0	

North (Richmond - San Rafael, Benicia- Martinez, Carquinez, Antioch)			
680/4 and transit enhancements (add SR4 Ops Improvements)	150	150	100% in Contra Costa
Marin-Sonoma Narrows	125	0	No Nexus to Bridges
I-80/I-680/SR12	175	0	
WB I-80 Truck Scales	125	0	
Highway 37	150	0	

San Rafael Transit Center/SMART	30	0	
Marin 101/580 interchange	135	32.4	Assumed 24% based on % of toll payers residing in Contra Costa
North BayTransit Improvements	100	18.4	Assumed 18.4% (share of tolls)
Add: East Contra Costa County Transit Intermodal Station			
SR29	20	0	

Guiding Principles:
1. Nexus to Bridges
2. Equity
3. Access to the Bridges (approaches)
4. Priority Projects

Total	4200	402	Excludes operations funding (\$60M/yr)
CC fair share		773	Assumed 18.4% (shares of tolls)
Difference		-371	

	Column 3	Column 4
CCTA STAFF Proposed Change	Proposed RM3 Amount	Contra Costa Estimated Funding
no change	5	0
no change	35	0
no change	20	3.7
	60	3.7

	0	0
Increase by \$500M	1000	129
Increase by \$80M and specify \$160M for Innovate 680 and express bus/technology	380	160
Increase by \$60M with \$64M for I-80 San Pablo Dam Road	185	64
Increase by \$50M to \$200M	200	36.8
Increase by \$25M with \$20M for Richmond Ferry	350	20
No Nexus -Reduce to 0	0	0
No Nexus -Reduce to 0	0	0
no change	90	16.2

No Nexus -Reduce to 0	0	0
no change	140	0
no change	140	0
no change	50	6.3
Added \$55 million	105	13.5
Add \$100 million for I-80 Transit Impro. in Contra Costa	100	100

no change	100	0
No Nexus -Reduce to 0	0	0
No Nexus -Reduce to 0	0	0
no change	130	0
no change	50	0

Increase by \$150M and include SR4 Operational Improvements	300	300
No Nexus -Reduce to 0	0	0
no change	175	0
Increase by \$30M to remove weigh station at Treat Blvd	155	30
	150	0
SMART has no Nexus but kept amount for Transit Center	30	0
Increase by \$65M with \$100M for toll plaza improvements and I-580/Richmond Parkway	200	100
no change	100	18.4
Add \$50 million for East Contra Costa County Intermodal Transit Station	50	50
	20	0

Total (excludes operations)	4200	1044
CC fair share		773
Difference		271