

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: February 15, 2017

Subject	Regional Measure 3 (RM3) – Candidate Projects for Submittal to the Metropolitan Transportation Commission (MTC)
Summary of Issues	<p>MTC is considering a regional bridge toll increase on the seven state-owned bridges in the Bay Area. RM3 is expected to raise tolls by \$1 to \$3. For every \$1 in tolls, approximately \$127 million per year is estimated to be generated in revenue. Revenues generated by the toll increase are expected to fund projects that demonstrate a strong nexus to reducing congestion and increasing efficiency in the bridge corridors.</p> <p>It is anticipated that MTC will seek legislative approval in the next few months to place RM3 on the ballot in 2018. In preparation, Authority staff has prepared a list of projects in Contra Costa for potential funding by RM3. The list, included in Attachment C, is proposed to be used for advocacy at upcoming discussions with MTC.</p>
Recommendations	Staff seeks approval of Contra Costa’s proposed RM3 project list for submittal to MTC.
Financial Implications	For every \$1 in tolls, approximately \$127 million per year is estimated to be generated in revenue. MTC estimates a range between \$1.7 billion and \$5 billion for a \$1 to \$3 toll increase in Capital Funding that can be raised based on a 25-year bond.
Options	The Authority could add or remove projects from the list.
Attachments	<p>A. List of Projects included in Regional Measure 2 (RM2)</p> <p>B. Policy Considerations and Draft Principles Memo – December 2016 RM3 MTC Commissioners Workshop</p> <p>C. Proposed RM3 Project List for Submittal to MTC</p>
Changes from Committee	N/A

Background

MTC is expected to seek authorization from the State Legislation in the next few months to put a bridge toll increase measure on the ballot in 2018. RM3 is expected to raise bridge tolls by \$1 to \$3 on the seven state-owned Bay Area bridges. RM3 would be the third time voters are asked to approve a regional measure that increases bridge tolls to fund transportation investments. In 1988, voters approved RM1, which established a uniform \$1 base toll on the seven state-owned bridges and funded projects, such as the new Benicia-Martinez Bridge, Carquinez Bridge Replacement, Richmond-San Rafael Bridge Replacement, and others.

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 (Attachment A). Such projects include East Contra Costa Bay Area Rapid Transit (eBART), State Route 4 (SR4) East Widening, Caldecott Tunnel, Interstate 80 (I-80) High Occupancy Vehicle (HOV) lane extension, BART Central Contra Costa Crossover, Interstate 680 (I-680) Southbound (SB) Carpool Lane Completion, Richmond Parkway Parking Structure, and new Benicia-Martinez bridge span. In addition, funding was provided to Express Buses and Safe Routes to Transit projects in Contra Costa. Approximately 20% of the \$1.5 billion RM2 Capital Program was earmarked for projects in Contra Costa.

In 1998, 2007, and 2010, \$1 seismic surcharges were added to the tolls for a total of \$3. Currently, the toll for single-occupant two axle vehicles on six of the seven state-owned bridges in the Bay Area is \$5 at all times. Due to congestion pricing on the Bay Bridge, the toll fluctuates between \$4 and \$6 based on hours of operations. According to FastTrak billing data, approximately 18% of toll revenue is generated by residents of Contra Costa County.

In December, MTC held a workshop to discuss principles and policy considerations for RM3. At the workshop, MTC staff proposed the following “draft” principles for RM3 (Attachment B):

1. Bridge Nexus: Ensure all projects benefit toll payers in the vicinity of the seven state-owned bridges.
2. Regional Prosperity: Invest in projects that will sustain the region’s strong economy by enhancing travel options and improving mobility in bridge corridors.

3. Sustainability: Ensure all projects are consistent with Plan Bay Area (PBA) 2040's focused growth and greenhouse gas reduction strategy.
4. State of Good Repair: Invest in projects that help restore transportation infrastructure in the bridge corridors.
5. Demand Management: Utilize technology and pricing to optimize roadway capacity.
6. Freight: Improve the mobility, safety and environmental impact of freight.
7. Resiliency: Invest in resilient bridges and approaches, including addressing sea level rise.

Draft Candidate Project List

To identify projects that are consistent with MTC's "draft" principles, staff reviewed Contra Costa projects included in the draft PBA 2040 "Final Preferred Scenario" approved by MTC in November 2016. The "Final Preferred Scenario" and associated project list were presented at the Authority meeting in December 2016.

Attachment C lists Contra Costa's proposed RM3 projects for submittal to MTC based on the review. The list includes project descriptions, costs and available funding, along with a high level assessment of consistency with MTC's draft principles. RM3 requests, which total \$1.34 billion, are based on the amount needed to fully fund the projects.

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Appendix A-1

Regional **Measure 2** - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
1	\$ 3,000	1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART
2	\$ 30,000	2	SF MUNI Metro 3rd Street LRT Extension	SF MUNI
3	\$ 10,000	3.1	SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI
		3.2	SF MUNI E-Embarcadero Line Rehab 5 Double ended Vehicles	SF MUNI
4	\$ 44,000	4.1	Dumbarton Commuter Rail Service	San Mateo TA, ACCMA, ACTIA
		4.2	Union City Intermodal Station Environmental Impact Report	Union City
5	\$ 28,000	5	Vallejo Ferry Intermodal Station	City of Vallejo
		6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA/ City of Vallejo
6	\$ 20,000	6.2	Solano Co. Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA/ City of Benicia
		6.3	Solano Co. Express Bus Intermodal Facilities - Fairfield Transportation Center	STA/ Fairfield/Suisun Transit
		6.4	Solano Co. Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA/ City of Vacaville
		7.1	Solano North Connector (Abernathy to Green Valley Road)	STA
		7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA
7	\$ 100,000	7.3	I-80/I-680/SR-12 Interchange in Solano County	STA
		7.4	I-80 Eastbound Cordelia Truck Scales Relocation	STA
		7.5	I-80 High Occupancy / Express Lanes	STA
8	\$ 50,000	8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans
9	\$ 16,000	9	Richmond Parkway Park & Ride	AC Transit
10	\$ 36,500	10.1	Cal Park Hill Tunnel Rehabilitation and Bikeway	SMART
		10.2	SMART Extension to Larkspur or San Quentin	SMART
		11.1	U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin
11	\$ 63,500	11.2	Sir Francis Drake Blvd Widening	Transportation Authority of Marin
		11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin
		11.4	Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin
12	\$ 15,000	12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA
		12.2	Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCTA
		13.1	E-BART / Rail Extension to East Contra Costa	BART, CCTA
13	\$ 96,000	13.2	Loveridge Road Flyover	BART, CCTA
		13.3	SR4 (e) Widening Project: ROW for future transit in median	BART, CCTA
		14.1	Benicia Siding Extension	Capital Corridor JPA
14	\$ 25,000	14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit
15	\$ 25,000	15	Central Contra Costa BART Crossover	BART
16	\$ 50,000	16	Benicia-Martinez Bridge: New Span	BATA
		17.1	Express Bus North - Curtola Transportation Center	City of Vallejo
		17.2	Express Bus North - Fairfield Transportation Center	City of Fairfield
		17.3	Express Bus North - Vacaville Intermodal Facility	City of Vacaville
		17.4	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	City of Benicia
17	\$ 20,000	17.5	Express Bus North - Martinez Transit Center	CCCTA
		17.6	Express Bus North - Diablo Valley College Transit Center	CCCTA
		17.7	Express Bus North - Napa Buses and PNR	Napa VINE
		17.8	Express Bus North - Macdonald Ave. Bus stop amenities	GGT/Richmond
		17.9	Express Bus North - Napa VINE	Napa VINE
		17.10	Express Bus North - Golden Gate	GGBH&TD
		18.1	TransLink®: Ticket Vending Machine Integration	BART
		18.2	TransLink®: Golden Gate Ferry Terminal Fare Gates	Golden Gate Transit
		18.3	TransLink®: Ticket Vending Machine Integration	MTC
18	\$ 22,000	18.4	TransLink®: VTA/Caltrain Ticket Vending Machine Integration	SCVTA
		18.5	TransLink®: Consortium Information Management System (CIMS)	SCVTA
		18.6	TransLink®: MUNI	SFMTA
		18.7	TransLink® Reconciliation & Settlement Support	MTC
		19.1	Real-Time Transit: Emery Go Round Signage at MacArthur BART	MTC/City of Emeryville
		19.2	Real-Time Transit: Automatic Vehicle Locator	MTC/ Muni
		19.3	Real-Time Transit: Hastus Scheduling and Signage at Berkeley BART	MTC/ AC Transit
		19.4	Real-Time Transit: Technology Implementation and Signage	MTC/ Westcat
19	\$ 20,000	19.5	Real-Time Transit: AVL and Signage	MTC/ SamTrans
		19.6	Real-Time Transit: Signage at Dublin BART	MTC/ LAVTA
		19.7	Real-Time Transit: Completion of Technology and Signage	MTC/ VTA

Regional Measure 2 - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
20	\$ 22,500	19.8	Real-Time Transit: Radio system and signage	MTC/ GGT
		19.9	Real-Time Transit: Miscellaneous	MTC
		20.1	Expansion of City CarShare	City Car Share
		20.2	Safe Routes to Transit	TALC
		20.3	Safe Routes to Transit: MacArthur BART Station Bicycle Access Study	City of Oakland
		20.4	Safe Routes to Transit: MacArthur BART Station Electronic Bicycle Lockers and Signage	BART
		20.5	Safe Routes to Transit: MacArthur Transit Hub Streetscape Improvement - Phase II	City of Oakland
		20.6	Safe Routes to Transit: Union Avenue/Suisun Train Station Enhancement Program	City of Fairfield
		20.7	Safe Routes to Transit: El Cerrito/ Albany Ohlone Greenway Safety	City of Albany
		20.8	Safe Routes to Transit: El Cerrito/ Albany Ohlone Greenway Safety	El Cerrito
		20.9	Safe Routes to Transit: AC Transit Bicycle Parking Plan	AC Transit
		20.10	Safe Routes to Transit: AC Transit TransBay Expanded Bike Access	AC Transit
		20.11	Safe Routes to Transit: Balboa Park Station Intermodal Connections	SF DPT
		20.12	Safe Routes to Transit: Improved Bicycle Access to 16th BART Station	SF Muni
		20.13	Safe Routes to Transit: Market Street Safety Zone	SF Muni
		20.14	Safe Routes to Transit: Santa Clara Transit Center - Pedestrian/ Bike Crossing	VTA
		20.15	Safe Routes to Transit: Downtown Berkeley BART Bikestation	City of Berkeley
		20.16	Safe Routes to Transit: BART C2 Rail Car Reconfiguration	BART
		20.21	Safe Routes to Transit: Bailey Rd Transit Access Improvements	Pittsburg / Contra Costa County
		20.22	Safe Routes to Transit: Balboa Park-Ocean Ave Pedestrian/Bicycle Connections	SF MTA / BART
		20.23	Safe Routes to Transit: BART Electronic Bicycle Locker Gap Closure	BART
		20.24	Safe Routes to Transit: Bay Fair BART Station Area Improvement Plan	BART / San Leandro
		20.25	Safe Routes to Transit: Contra Costa Centre Pleasant Hill BART Shortcut Path and Wayfinding	Contra Costa County / BART
		20.26	Safe Routes to Transit: Mission and Geneva Pedestrian Improvements	SF MTA / SF DPW
		20.27	Safe Routes to Transit: Puerto Suello Hill Path	San Rafael
		20.28	Safe Routes to Transit: Richmond-Ohlone Greenway Gap Closure	Richmond / El Cerrito
		20.29	Safe Routes to Transit: Safe Routes to Ed Roberts Campus and Ashby BART	Berkeley / BART
		20.31	Safe Routes to Transit: 24th and Mission BART Station Improvement Area	SF MTA
		20.32	BART Bayfair Station Safety and Security Improvements	BART
		20.33	AC Transit Bicycle and Pedestrian Access Improvements	Berkeley
		20.35	Safe Routes to Transit: Glen Park Area Bicycle Project	SF MTA
		20.37	Safe Routes to Transit MacArthur BART Station Bicycle Access Project - Phase II	City of Oakland
		20.38	Market Street Multi-Modal Transportation Investments Study	SFMTA
		20.41	VTA Pilot Bike Sharing Project	VTA
21	\$ 33,801	21	BART Tube Seismic Retrofit	BART
22	\$ 150,000	22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA
23	\$ 115,199	23	Oakland Airport Connector	BART, Port of Oakland
24	\$ 65,000	24.1	Enhanced Bus (Telegraph Ave./ International Blvd.): Rolling Stock	AC Transit
		24.2	Enhanced Bus (Telegraph Ave./ International Blvd.): Uptown Transit Center	AC Transit
		24.3	Enhanced Bus (Telegraph Ave./ International Blvd.): Estudillo Pedestrian Plaza	AC Transit
		24.4	Enhanced Bus (Telegraph Ave./ International Blvd.): Signalization	AC Transit
		24.5	BRT	AC Transit
25	\$ 12,000	25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WTA
26	\$ 12,000	26	Commute Ferry Service for Berkeley/Albany	WTA
27	\$ 12,000	27	Commute Ferry Service for South San Francisco	WTA
28	\$ 48,000	28.1	Water Transit Improvements - Environmental Review	WTA
		28.2	Spare Vessels	WTA
		28.3	Downtown Berthing Facility	WTA
29	\$ 22,000	29.1	Express Bus South - Purchase of Rolling Stock	AC Transit
		29.2	Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA
		29.3	Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA
		29.4	Express Bus South - I-880 NB / Maritime Street HOV On-Ramp	Alameda County CMA
		29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA
		29.6	Express Bus South - Reserve	Alameda County CMA
30	\$ 10,000	30	I-880 North Safety Improvements	Alameda County CMA
31	\$ 186,000	31.1	BART Warm Springs Extension - Grade Separation	City of Fremont
		31.2	BART Warm Springs Extension	BART
32	\$ 65,000	32.1	I-580 (Tri Valley) Rapid Transit Corridor Improvements	ACCA
		32.2	I-580/I-680 Interchange Modifications and WB I-580	ACCA

Regional Measure 2 - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
33	\$ 6,500	33.1	High Speed Rail Ridership Forecast Study	MTC
		33.2	Transit Connectivity Plan	MTC
		33.3	Regional Rail Plan	MTC, Caltrain, BART, CHSRA
34	\$ 1,500	34.1	Integrated Fare Structure Program	TransLink® Consortium
		34.2	Clipper Period Pass Accumulator	SFMTA
35	\$ 5,000	35	Transit Commute Benefits Promotion	MTC
36	\$ 50,500	36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA
		36.2	Caldecott Tunnel Improvements - Transit Study	CCTA
37	\$ 24,000	37	Transit Capital Rehabilitation	BART
\$ 1,515,000				

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METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: December 8, 2016

FR: Executive Director

RE: Regional Measure 3

Background

Included in the Commission's Draft Advocacy Program for 2017 is a recommendation that the Commission sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief projects for improved mobility in the bridge corridors. This memo and the attachments include information for your discussion and policy direction as we seek to pass legislation in 2017 to achieve this goal.

Attached to this memo are the following documents.

- A map showing the major investments included in Regional Measures 1 and 2 – RM1 and RM2 (Attachment A)
- Key Policy Considerations (Attachment B)
- Charts that include data on the county of origin of the toll payers, the relative size of the toll collections at each of the toll bridges and registered voter information (Attachment C)

Process

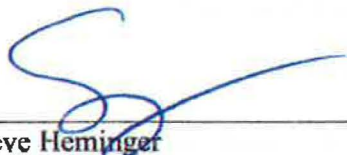
Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled together to fund projects throughout the bridge system. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.

In 2003, when RM 2 was under consideration by the Legislature, then Senate Pro Tem Don Perata created a special Select Committee that held a number of public hearings to solicit public input on the expenditure plan. Concurrently, MTC hosted a Technical Advisory Committee that met monthly to provide interested parties — transit operators, CMA's and other stakeholders — an opportunity to propose projects and discuss the attributes of proposals as they emerged in an open public forum.

We expect a similar process to begin in earnest when the Legislature convenes in January 2017, with a goal of passing a bill in 2017 so that a measure can be placed on the ballot in 2018.

Workshop Focus

At your December workshop, staff hopes to solicit your guidance on the key policy considerations and draft principles outlined in Attachment B as well as any other related issues of concern to the Commission. We would expect to return to the Legislation Committee at regular intervals in 2017 to review further details about the Regional Measure 3 bill as it develops, including specific projects proposed for potential funding.



Steve Heminger

SH:RR
Attachments

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Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area’s seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.

With these projects now completed or under construction, it’s time for voters to consider a third regional measure for the Bay Area’s next generation of improvements.



New Benicia Bridge
Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.



Cordelia Truck Scales
The 2014 relocation of the Cordelia Truck Scales is a key piece in the \$100 million package of Regional Measure 2 projects to speed up traffic through Solano County.

Legend

- Regional Measure 1 Capital Project
- Regional Measure 2 Capital Project
- Regional Measure 2 Operational Project

RM1 & RM 2 projects.ai | 2.3.15



New Carquinez Bridge
Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.



Third Street Light Rail
San Francisco’s T-Third light-rail project provided faster and more reliable connections between downtown and the city’s southeastern neighborhoods.



San Mateo Bridge Widening
The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.



BART Warm Springs Extension
BART’s Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.



Caldecott Fourth Bore
Regional Measure 2 delivered \$45 million for the long-needed Caldecott Tunnel Fourth Bore project.



BART-OAK Connector
The 2014 completion of the BART connection to Oakland International Airport was made possible by more than \$140 million of Regional Measure 2 funding.



I-880/SR 92 Interchange
State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
Bayfront Expressway Widening	\$36
Richmond Parkway	\$6
US 101/University Avenue Interchange Improvements	\$4

REGIONAL MEASURE 2	Amount (\$ millions)
Transbay Transit Center ¹	\$353
e-BART/Hwy 4 Widening ²	\$269
BART to Warm Springs ^{1,2}	\$304
BART Oakland Airport Connector ¹	\$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales ¹	\$123
SMART Rail	\$82
AC Transit Bus Rapid Transit ²	\$78
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes	\$53
Ferry Vessels ²	\$46
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper®, 511®, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit ²	\$34
San Francisco Third Street Light Rail	\$30
BART Central Contra Costa Crossover	\$25
Safe Routes to Transit Projects	\$23
Other Regional Projects	\$356
Transit Operations Support (Annual)	\$41

¹ Amount shown includes other toll revenue in addition to RM2
² Under construction



Draft Principles for Regional Measure 3

Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges

Regional Prosperity

Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors

Sustainability

Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy

State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors

Demand Management

Utilize technology and pricing to optimize roadway capacity

Freight

Improve the mobility, safety and environmental impact of freight

Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise



Regional Measure 3 — Key Policy Considerations



When should the vote take place?

We recommend either the primary or general election in 2018. This will require the Legislature to pass the enabling legislation no later than the end of August 2017.

How large of a toll hike should we seek?

A comparison of the revenue yield from a \$1–\$3 toll surcharge as well as a comparison of toll rates on other bridges are shown in the tables below. A multi-dollar toll surcharge could be phased in over a period of years.

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$7.50/\$6.50 Plate/FasTrak	\$4.50
MTA Verrazano Narrows Bridge	\$11.08 ¹ /\$16.00 EZ-Pass/Cash	\$3.08 ^{1,2}
Port Authority of New York/New Jersey (Bridges and Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash	\$6.50

¹Results from EZ-Pass discount rate

²Average rate, based on 24 trips



Which counties should vote on the toll increase?

Regional Measure 1 (1988) and Regional Measure 2 (2004) were placed on the ballot in only seven of the nine Bay Area counties; Napa and Sonoma were excluded. We propose that all nine counties be included in Regional Measure 3.

Should toll revenue be used for operating purposes?

If a portion of toll revenue is reserved for operating funding (such as to subsidize transit service), the capital funding shown in the table on the prior page would be reduced. For example, for every 10% of total revenue reserved for operating purposes under a \$2 toll scenario, the capital yield from toll revenue bonds would be reduced by approximately \$300 million. Accordingly, we recommend restricting operating funding to the smallest possible amount. If an operating program is created, we recommend establishing performance standards similar to those in Regional Measure 2 as a condition of funding eligibility.

Should congestion pricing be expanded?

The \$6 peak/\$4 off-peak weekday toll on the San Francisco-Bay Bridge has successfully reduced congestion on that span by encouraging some commuters to change their time or mode of travel. The \$6/\$4 differential toll also raises about the same amount of revenue as would a flat \$5 toll on that span. To further reduce congestion, we suggest consideration of a greater discount between the peak and off-peak rate for the Bay Bridge in Regional Measure 3.

Should a FasTrak® discount be authorized?

The Golden Gate Bridge district offers FasTrak Discounts to incentivize more drivers to sign up for FasTrak, since electronic toll collection significantly speeds up traffic throughput on the bridge. RM 3 is an opportunity to remove a statutory restriction that currently prohibits BATA from offering similar FasTrak discounts. We recommend pursuing this change to help reduce delays and associated emissions.

Should trucks pay an additional toll?

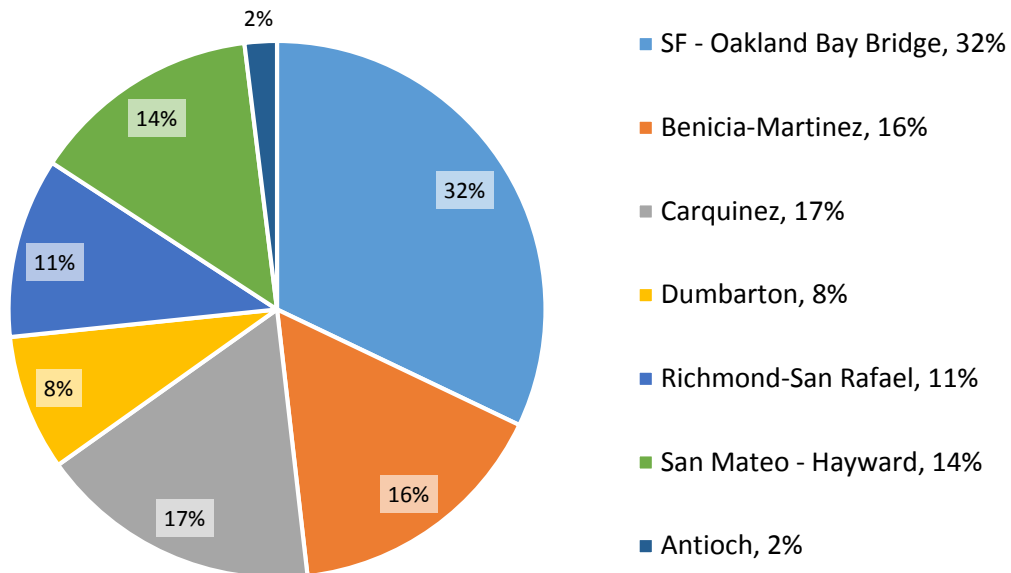
The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

What kind of projects should be considered for funding?

Since bridge tolls are fees and not taxes, the use of toll revenue should benefit the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Regional Measure 1 funded primarily a small set of bridge replacement and expansion projects. By contrast, Regional Measure 2 funded a much larger set of both bridge, highway, and transit projects in the bridge corridors. Given the region's significant needs on all modes, we expect that Regional Measure 3 will resemble its immediate predecessor in the breadth and modal mix of projects.

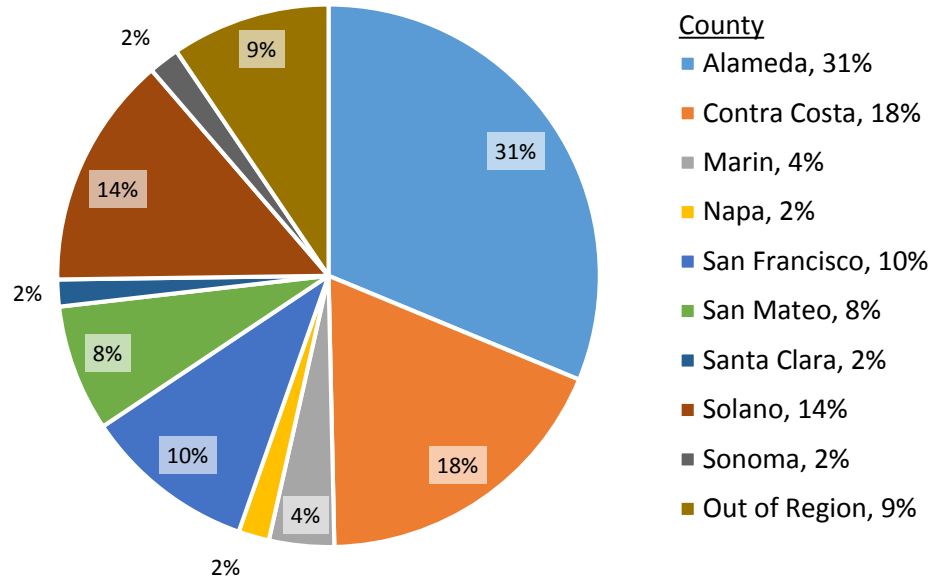


Share of Bridge Toll Revenue by Bridge



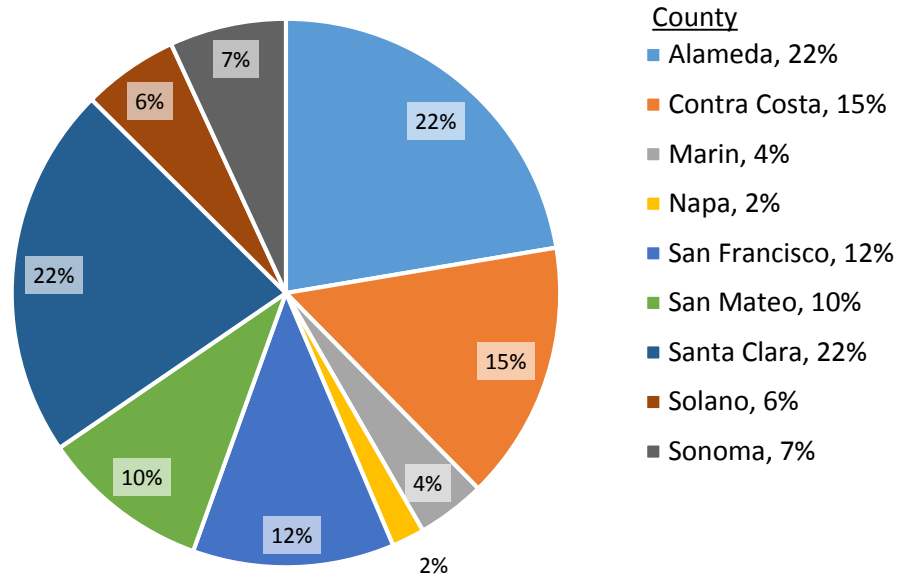
Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data - Average Typical Weekday Transactions by County of Billing Address

Share of Voters by County



Source: 2016 California Secretary of State Report of Registration (registered voters by county as of 10/24/2016)

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Attachment C: Proposed **RM3 Project List for Submittal to MTC**

No	Project Name	Description	Cost in PBA2040 (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
1	I-680/State Route 4 Interchange Improvements – Phases 1, 2, and 3	Project will improve interchange in phases as follows: Phase 1: Freeway to Freeway connectors for NB I-680 to WB SR-4 Phase 2: EB SR-4 to SB I-680 connector and improvements to the SR-4 interchange at Pacheco Boulevard. Phase 3: Widen SR-4 between Morello Avenue in Martinez and SR-242 in Concord, and replace Grayson Creek Bridge	\$292	\$57	\$235	x	x		x		x		STIP: 5.1 Measure C: 17.3, Measure J: 35.0
2	I-80/San Pablo Dam Road (SPDR) Interchange Improvements – Phase 2	Replace SPDR Interchange at I-80 and modify McBryde Avenue and SPDR ramps. Includes provisions for bicyclists and pedestrians on San Pablo Dam Road.	\$80	\$16	\$64	x	x		x		x		STMP: 6.4, STIP: 9.2
3	SR-4 Integrated Corridor Management (ICM)	SR-4 from I-80 to SR-160: project includes adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, and connected vehicle applications	\$15	\$0	\$15	x	x			x			
4	SR-4 Operational Improvements - Initial Phase	Various operational improvements along SR-4 between I-680 and Bailey Road, including additions of mixed flow lanes, High Occupancy Vehicles (HOV) lanes and auxiliary lanes.	\$144	\$5	\$139	x	x						Measure J
5	I-680 Forward*	Implementation of seven strategies for I-680 including improving efficiency of bus service (e.g. increased service, bus on shoulders, expanded park and ride lots), providing first/last mile connections, innovative operational strategies (e.g. ramp metering, decision support system, integrated corridor management), cooling hot spots (e.g. addition of auxiliary lanes), completing carpool/express lanes, and preparing corridor for Connected Vehicles/Automated Vehicles.	\$233	\$23	\$210	x	x	x		x	x		Measure J I- 680 Reserve
6	Vasco-Byron Highway Connector	Replace/upgrade existing Armstrong Road. Add new road segments west of Armstrong Road to Vasco Road and east of Armstrong Road to Byron Highway. (\$40 million was included in PBA 2040)	\$87	\$0	\$87	x	x				x		
7	West Contra Costa High Capacity Transit	Study is underway to evaluate options for major transit investments along I-80 corridor in Contra Costa. Conceptual alternatives currently being evaluated include express bus on I-80, arterial-based bus rapid transit (BRT) on San Pablo Avenue and 23rd Street, short- and mid-term improvements on UPRR commuter rail, and a BART extension from Richmond. Funding request is for project development. Cost estimates being developed but initial review shows a range from \$179 million to \$4.1 billion. Cost shown is for least expensive alternative. (\$15 million was included in PBA 2040 for project development)	\$179	\$0	\$179	x	x	x					

No	Project Name	Description	Cost in PBA2040 (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
8	Hercules Intermodal Transit Center	Remaining phases includes track and signal work, fuel and optic lines relocations, transit loop, promenade and civil plaza, landside improvements, bay trail segments.	\$97	\$21	\$76	x	x	x			x		Measure J (various): 8.8, Local: 5.1, STIP: 3.9, OBAG: 2.6, Earmark: 0.7
9	Brentwood Transit Center	Develop a transit center in the City of Brentwood. <i>(\$12 million included in draft PBA 2040)</i>	\$52	\$0	\$52	x	x	x					
10	Ferry Operations and Landside Improvements	Provide funding for ferry operations and landside improvements in Contra Costa.	\$123	\$53	\$70	x	x	x				x	Measure J
11	Pedestrian and Bicycle Projects	Various pedestrian and bicycle improvements aimed to provide access to transit and improve regional trails along bridge corridors as well as improvements to facilitate transit oriented developments	\$162	\$0	\$162	x	x	x					
12	Innovative Transportation Technologies	Deploy new technologies to improve traffic conditions along bridge corridors and prepare for Autonomous Vehicle/Connected Vehicles	\$53	\$0	\$53	x	x			x	x		
Subtotal			\$1,517	\$175	\$1,342								

*Combines following projects in PBA: I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd, I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots, and I-680 Northbound HOV lane extension between N. Main and SR-242.