

Regional Measure 3: Bay Area Traffic Relief Plan

C/CAG of San Mateo County Board Retreat
May 10, 2018



What is Regional Measure 3?

- A chance to fund the next generation of projects to relieve traffic and enhance public transit options in the Bay Area's state-owned bridge corridors.
- Funded by a proposed toll increase on the June 5, 2018 ballot: tolls would rise by \$1 in 2019, \$1 in 2022 and \$1 in 2025.





RM 3 Expenditure Plan Overview

Program Category	\$3 Toll Funding (in millions)	Percent of Capital Funding
Operating Program	\$ 60/year	—
Regional Programs & Projects	\$1,550	35%
Corridor-Specific Projects	\$2,900	65%
Grand Total Capital Program	\$4,450	100%



Bridge Toll History & Structure

Current Toll Structure

Regional Measure 1 (1988)	\$1
Seismic Surcharge (1997)	\$1
Regional Measure 2 (2004)	\$1
Seismic Surcharge (2007)	\$1
Antioch/Dumbarton Seismic Surcharge (2010)	\$1*
TOTAL AUTO TOLL	\$5*

FY 2016-17 Annual Toll Revenues

Regional Measure 1	\$157
Seismic Surcharges	\$435
Regional Measure 2	\$129
TOTAL ANNUAL REVENUES	\$721

*Toll rate different on Bay Bridge due to congestion pricing



Why Another Regional Measure Now?

- SB 1 focused on **aging** pains, but the Bay Area also has severe growing pains as a result of a booming economy. To relieve congestion and improve mobility options in bridge corridors a **significant investment** is needed.
- Bridge tolls provide a unique opportunity to invest in **multi-county regionwide, significant** mobility improvements like new BART cars, BART to Silicon Valley and Caltrain Downtown Extension that are costly and difficult to fund by a single county or transit agency measure.



Voter Support for Prior Regional Measures

	Regional Measure 1 (1988)		Regional Measure 2 (2004)	
	Yes	No	Yes	No
Alameda	71%	29%	56%	44%
Contra Costa	68%	32%	51%	49%
Marin	76%	24%	64%	36%
San Francisco	69%	31%	69%	31%
San Mateo	74%	26%	55%	45%
Santa Clara	71%	29%	60%	40%
Solano	58%	42%	41%	59%
REGIONAL TOTAL	70%	30%	57%	43%



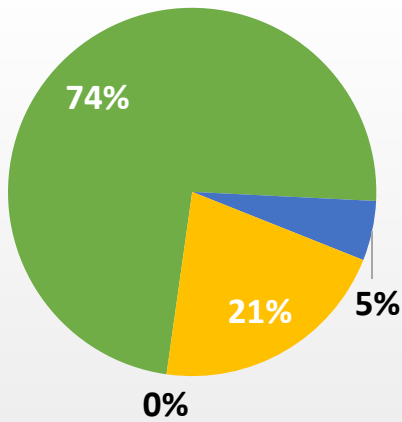
Toll Rates Haven't Kept Pace with Transit Fares

Year	Bay Bridge (peak rate)		AC Transit (roundtrip)		BART (roundtrip – East Bay to Downtown SF)	
	Dollars		Dollars		Dollars	
	Nominal	2017	Nominal	2017	Nominal	2017
1936	\$1.30	\$22.97	\$0.42	\$7.42	n/a	n/a
1960	\$0.50	\$4.16	\$1.00	\$8.32	n/a	n/a
1974	\$0.50	\$2.62	\$1.20	\$6.28	\$1.10	\$5.75
2009	\$4.00	\$4.62	\$8.00	\$9.24	\$7.80	\$9.01
2017	\$6.00	\$6.00	\$8.40	\$8.40	~\$7-\$13	~\$7-\$13



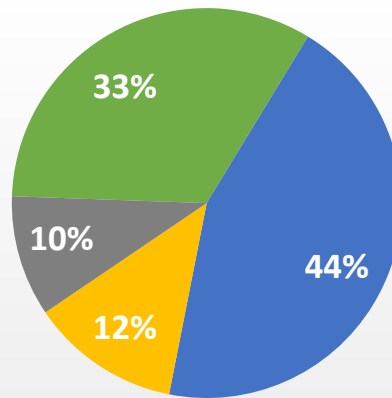
Regional Bridge Toll Measure Investments by Corridor

RM1 Capital Program*



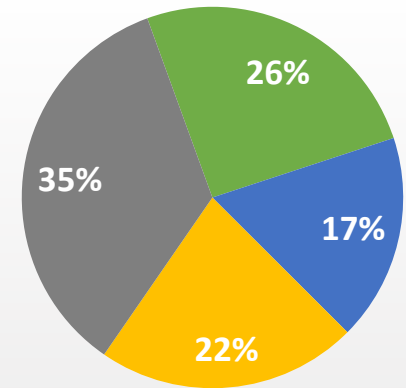
■ North, 74% ■ Central, 5%
■ South, 21% ■ Regional, 0

RM2 Capital Program



■ North, 33% ■ Central, 44%
■ South, 12% ■ Regional, 10%

RM3 Capital Program



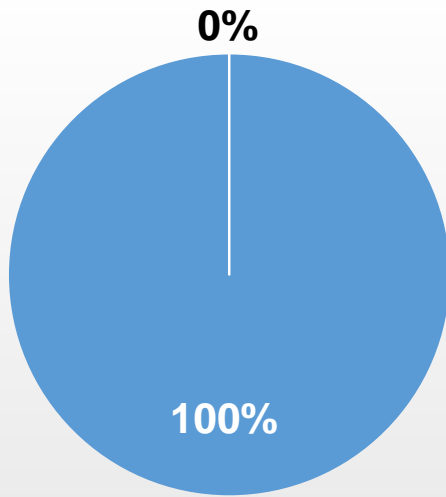
■ North, 26% ■ Central, 17%
■ South, 22% ■ Regional, 35%

Note: Totals may not sum due to rounding
*Includes RM1 Program & Rail Reserves



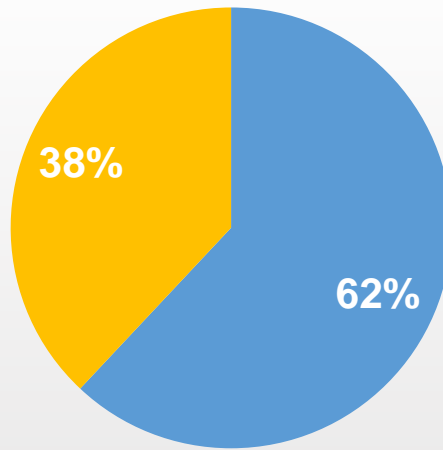
Regional Bridge Toll Measure Investments: Operating vs. Capital

RM1
Capital vs. Operating



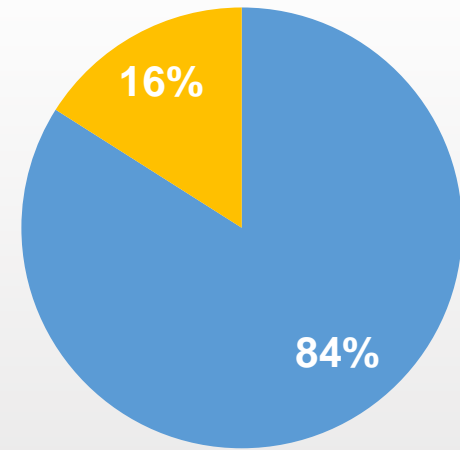
■ Capital ■ Operating

RM2
Capital vs. Operating



■ Capital ■ Operating

RM3
Capital vs. Operating

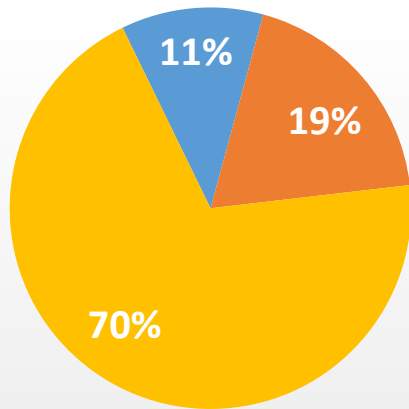


■ Capital ■ Operating



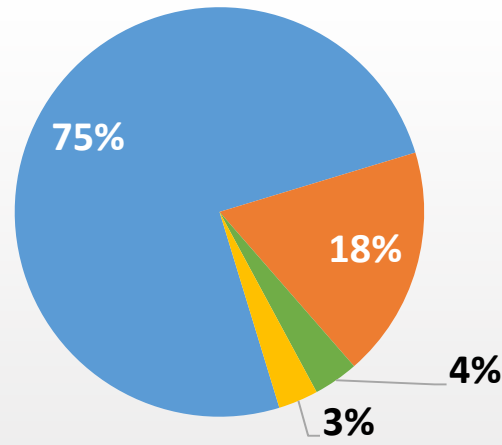
Regional Bridge Toll Measure Capital Investments by Travel Mode

RM1 Capital Projects



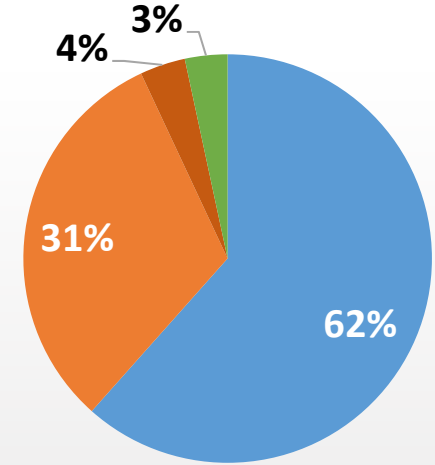
- Transit, 11%
- Roads/Highway, 19%
- Bridge, 70%

RM2 Capital Projects



- Transit, 75%
- Roads/Highway, 18%
- Bike/Ped, 4%
- Bridge, 3%
- Multimodal, 4%

RM3 Capital Projects

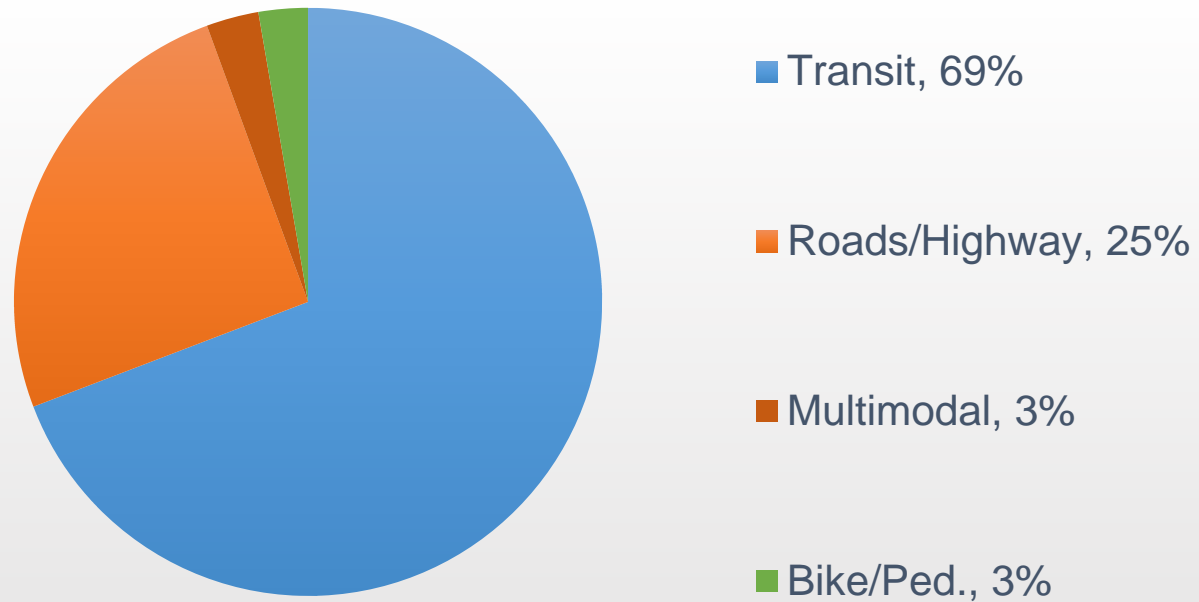


- Transit, 62%
- Roads/Highway, 31%
- Multimodal, 4%
- Bike/Ped, 3%
- Bridge, 4%



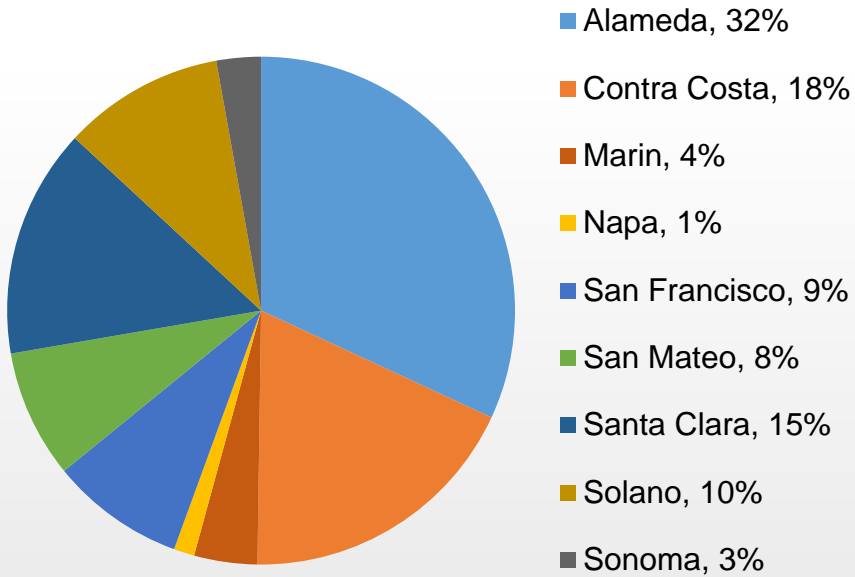
RM 3 Expenditure Plan by Travel Mode

(Capital & Operating Funding over 25 Years)

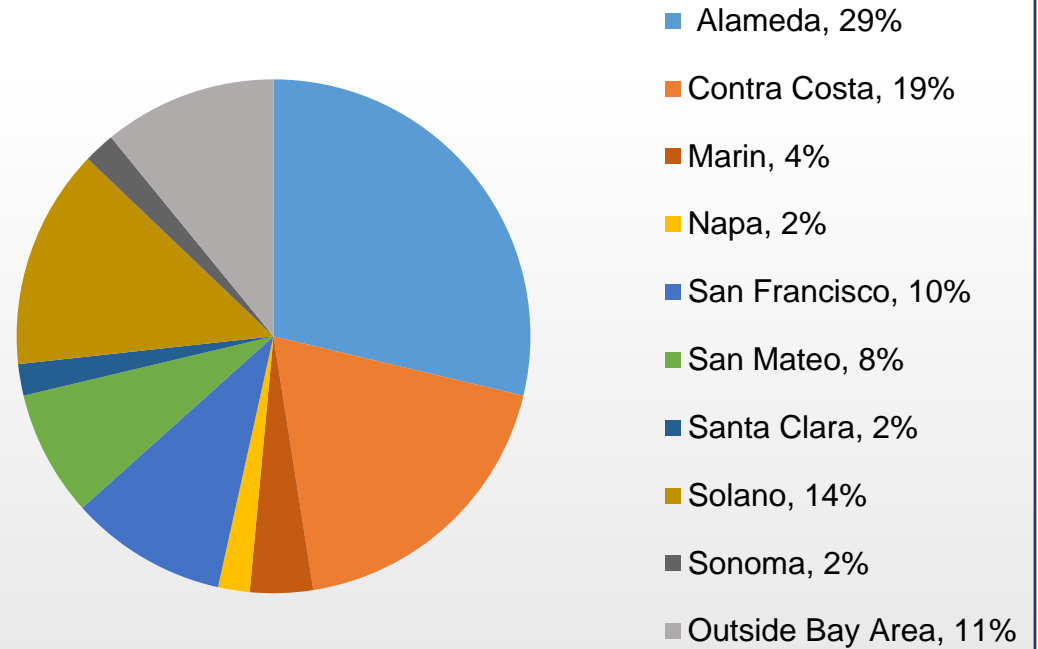




RM3 Project Benefits (Capital and Operating Funds)



Share of Tolls Paid by County (FY 2016-17 FasTrak® transactions)





Major RM 3 Projects & Programs

	(\$ in Millions)
New BART cars	\$500
BART to Silicon Valley, Phase 2	\$375
Caltrain Downtown Extension	\$325
Ferry Enhancement Program	\$300
Regional Express Lanes	\$300
Richmond-San Rafael Bridge Access	\$210
Goods Movement & Mitigation	\$160
Safe Routes to Transit/Bay Trail	\$150





RM 3 Operating Program

Transit Operating Funds	(\$ in millions)
Ferries (Ramps up over five years)	\$35
Regional Express Bus	\$20
S.F. Transbay Terminal	\$5





RM3 Capital Program – Regional Projects

REGIONAL	Project Amount (\$ millions)
BART Expansion Cars	500
Bay Area Corridor Express Lanes	300
Ferry Enhancement Program	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Capitol Corridor	90
Next Generation Clipper Transit Fare Payment System	50
Subtotal	\$1,550

Key Projects Benefiting San Mateo County in RM 3

- Caltrain Downtown Extension
- Dumbarton Bridge Corridor Improvements
- BART to Silicon Valley
- U.S. 101/92 Interchange
- Regional Express Bus Operating Program





San Mateo County Voters Say...



- Regionwide, **60 percent** of likely voters support RM 3 after hearing about the expenditure plan in a December 2017 poll.
- In San Mateo County, support is even higher at **64 percent**.
- With 58 percent of San Mateo workers commuting outside the county, the highest priority projects were:
 - BART to Silicon Valley (\$375 M)
 - Improvements to U.S. 101/State Route 92 Interchange (\$50 M)
 - New BART cars (\$500 M)
 - Reducing truck traffic & improving air quality (\$160 M)
 - Caltrain downtown extension (\$325 M)



RM3 Capital Program – Corridor Specific

CENTRAL CORRIDOR (San Francisco-Oakland Bay Bridge)	Project Amount (\$ millions)
Caltrain Downtown Extension	325
Muni Fleet Expansion and Facilities	140
Core Capacity Transit Improvements	140
AC Transit Rapid Bus Corridor Improvements	100
Transbay Rail Crossing	50
Interstate 80 Transit Improvements	25
Subtotal	\$780



RM3 Capital Program – Corridor Specific

SOUTH CORRIDOR (San Mateo-Hayward, Dumbarton)	Project Amount (\$ millions)
BART to Silicon Valley, Phase 2	375
Tri-Valley Transit Access Improvements	100
Eastridge to BART Regional Connector	130
San Jose Diridon Station	100
Dumbarton Corridor Improvements	130
U.S. 101/State Route 92 Interchange	50
Interstate 680/State Route 84 Interchange	85
Interstate 680/Route 262 Freeway Connector	15
Subtotal	\$985



RM3 Capital Program – Corridor Specific

NORTH CORRIDOR (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	Project Amount (\$ millions)
Contra Costa Interstate 680/State Route 4 Interchange Improvements	210
U.S. 101-Marin/Sonoma Narrows	120
Solano I-80/I-680/SR 12 Interchange Improvements	150
Interstate 80 Westbound Truck Scales	105
SMART Extension to Windsor & Healdsburg	40
State Route 37 Improvements	100
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Improvements	100
SR 29 Improvements	20
	Continued...



RM3 Capital Program – Corridor Specific

NORTH CORRIDOR (continued) (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	Project Amount (\$ millions)
East Contra Costa County Transit Intermodal Station	15
Byron Highway Vasco Road Airport Connector	10
Vasco Road Safety Improvements	15
I-680 Transit Improvements	10
North corridor subtotal	1,135
Total corridor-based programs	2,900
Grand Total Capital Program	\$4,450



50% Discount for Two-Bridge Commuters

- RM 3 provides a 50% discount on the toll increase amount for bridge users paying via FasTrak[®] who use more than one state-owned toll bridge during commute hours.
- Approximately 2,220 FasTrak commuters fall into this category each workday, most commonly pairing the Carquinez Bridge with the San Francisco-Oakland Bay Bridge.
- Assuming a \$3 toll increase, the cost of the discount will save a regular 5-day week/two-bridge per day commuter about \$375 per year.



Carpool Discount

- The current carpool rate on all bridges is 50% of the standard toll and requires FasTrak®
- On a daily basis, about 30,500 Bay Area motorists carpool on the bridges, saving money while helping to reduce congestion and vehicle emissions.
- BATA plans to retain the 50% discount to further incentivize carpooling under RM 3.



RM 3 Oversight & Accountability

RM 3 Independent Oversight Committee

- Created within six months of toll increase taking effect
- Two representatives from each of the nine Bay Area counties for four-year terms
- Charged with conducting an annual review of expenditures for consistency with expenditure plan

Transit Performance Measures

- MTC to adopt performance measures for RM 3-funded bus and ferry service.

Independent Office of BART Inspector General

- Established if RM 3 passed by the voters to oversee RM 3-funded and other BART projects and activities.