



Regional Measure 3 Follow-Up

Metropolitan Transportation Commission

June 28, 2017



RM3 Follow-Up Discussion

- **Review framework presented at June 9, 2017 Legislation Committee meeting**
- **Respond to commissioner requests regarding alternative frameworks, RM 2 Performance Standards and project benefit-cost information.**



Bridge Corridor Framework Presented to June Legislation Committee (Option 1)

PROGRAM CATEGORY	\$3 Toll Funding (in millions)
Operating Program	\$60/year
Regional Capital Program	\$2,000
Corridor-Based Capital Program	\$2,000
Reserve	\$200
Grand Total Capital Program	\$4,200



COMMON TO ALL OPTIONS: Annual Operating Funding

OPERATING PROGRAM	Annual Amount
15% of \$3 Toll Revenue	\$60 million
ALL CORRIDORS	
Transbay Terminal	
• Ferries	
Clipper 2.0	
• Regional Express Bus	



RM3 Framework Alternatives

Option 1: Corridor Approach (RM2)

Operating Program

Regional Capital Program

- Bridge Rehabilitation
- BART Expansion Cars
- Corridor Express Lanes
- Freight
- Bay Trail/Safe Routes to Transit
- Ferries

Corridor-Based Capital Program

- Central Corridor
- North Corridor
- South Corridor

Reserve

Option 2: Corridor Approach with fewer regional programs

Operating Program

Regional Capital Program

- Bridge Rehabilitation
- BART Expansion Cars
- Bay Trail/Safe Routes to Transit
- Ferries

Corridor-Based Capital Program

➤ ***Corridor Express Lanes and Freight*** included by corridor

- Central Corridor
- North Corridor
- South Corridor

Reserve

Option 3: County Group Alternative

Operating Program

Regional Capital Program

- Bridge Rehabilitation
- BART Expansion Cars
- Corridor Express Lanes
- Freight
- Bay Trail/Safe Routes to Transit
- Ferries

County Group-Based Capital Program

- North
- East
- South
- West

Reserve



OPTION 1: Corridor Approach

Regional Programs

(50% Capital Funds)

- **Bridge Rehabilitation**
(SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward and Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)
- **BART Expansion Cars**
(all BART-reliant counties)
- **Corridor Express Lanes**
(San Mateo 101, Alameda/Contra Costa I-80, Alameda I-880, Contra Costa I-680, SR 84, SR 92)
- **Freight**
(I-580, I-880, I-80, Port of Oakland)
- **Bay Trail / Safe Routes to Transit**
(all bridge corridors eligible)
- **Ferries**
(New vessels to add frequency to existing routes and expansion to Mission Bay, Alameda Point-Seaplane Lagoon, Berkeley, San Francisco)

Corridor-Specific Projects & Programs

(50% Capital Funds)

Central

San Francisco-Oakland Bay Bridge
Corridor Revenue Generated: 32%

- New Transbay Tube + Approaches (Design)
- Caltrain Downtown Extension
- Muni Expansion LRVs
- Core Capacity Projects (SF/Oakland)
- AC Transit – Rapid Bus Improvements

South

San Mateo-Hayward, Dumbarton Bridges
Corridor Revenue Generated: 22%

- Tri-Valley Transit Access Improvements
- Eastridge to BART Regional Connector
- San Jose Diridon Station
- Dumbarton Corridor/ACE Connection
- BART to San Jose

North

Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch Bridges
Corridor Revenue Generated: 46%

- Contra Costa 680 Express Bus/Transit Capacity
- Marin-Sonoma Narrows
- Solano 80/680 Interchange
- Highway 37
- San Rafael Transit Center/SMART
- Marin 101/580 Interchange
- North Bay Transit Improvements



OPTION 2: Corridor Approach with fewer regional programs

Regional Programs

- **Bridge Rehabilitation**
(SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward and Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)
- **BART Expansion Cars**
(all BART-reliant counties)
- **Bay Trail / Safe Routes to Transit**
(all bridge corridors eligible)
- **Ferries**
(New vessels to add frequency to existing routes and expansion to Mission Bay, Alameda Point-Seaplane Lagoon, Berkeley, San Francisco)

Corridor-Specific Projects & Programs

Central

San Francisco-Oakland Bay Bridge

Corridor Revenue Generated: 32%

- New Transbay Tube + Approaches (Design)
- Caltrain Downtown Extension
- Muni Expansion LRVs
- Core Capacity Projects (SF/Oakland)
- AC Transit – Rapid Bus Improvements
- **Freight (I-880, I-80, Port of Oakland)**
- **Corridor Express Lanes (Alameda/Contra Costa I-80, Alameda I-880)**

South

San Mateo-Hayward, Dumbarton Bridges

Corridor Revenue Generated: 22%

- Tri-Valley Transit Access Improvements
- Eastridge to BART Regional Connector
- San Jose Diridon Station
- Dumbarton Corridor/ACE Connection
- BART to San Jose
- **Freight (I-580)**
- **Corridor Express Lanes (San Mateo 101, SR 84, SR 92)**

North

Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch Bridges

Corridor Revenue Generated: 46%

- Contra Costa 680 Express Bus/Transit Capacity
- Marin-Sonoma Narrows
- Solano 80/680 Interchange
- Highway 37
- San Rafael Transit Center/SMART
- Marin 101/580 Interchange
- North Bay Transit Improvements
- **Freight (I-80)**
- **Corridor Express Lanes (Contra Costa I-680)**



OPTION 3: County Group Alternative

Regional Programs

(50% Capital Funds)

- **Bridge Rehabilitation**
(SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward and Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)
- **BART Expansion Cars**
(all BART-reliant counties)
- **Corridor Express Lanes**
(San Mateo 101, Alameda/Contra Costa I-80, Alameda I-880, Contra Costa I-680, SR 84, SR 92)
- **Freight**
(I-580, I-880, I-80, Port of Oakland)
- **Bay Trail / Safe Routes to Transit**
(all bridge corridors eligible)
- **Ferries**
(New vessels to add frequency to existing routes and expansion to Mission Bay, Alameda Point-Seaplane Lagoon, Berkeley, San Francisco)

County Group Projects & Programs

(50% Capital Funds)

North

Marin, Sonoma, Napa, Solano

County Group Revenue Generated: 24%

- Marin-Sonoma Narrows
- Solano 80/680 Interchange
- Highway 37
- San Rafael Transit Center/SMART
- Marin 101/580 Interchange
- North Bay Transit Improvements

East

Alameda, Contra Costa

County Group Revenue Generated: 55%

- Core Capacity Projects
- AC Transit Rapid Bus Improvements
- New Transbay Tube + Approaches (Design)*
- Tri-Valley Transit Access Improvements
- BART/ACE Connection / Dumbarton Corridor Transit
- Contra Costa 680 Express Bus/Transit Capacity

South

Santa Clara

County Group Revenue Generated: 2%

- Eastridge to BART Regional Connector
- San Jose Diridon Station
- BART to San Jose
- Caltrain Downtown Extension*

West

San Francisco, San Mateo

County Group Revenue Generated: 20%

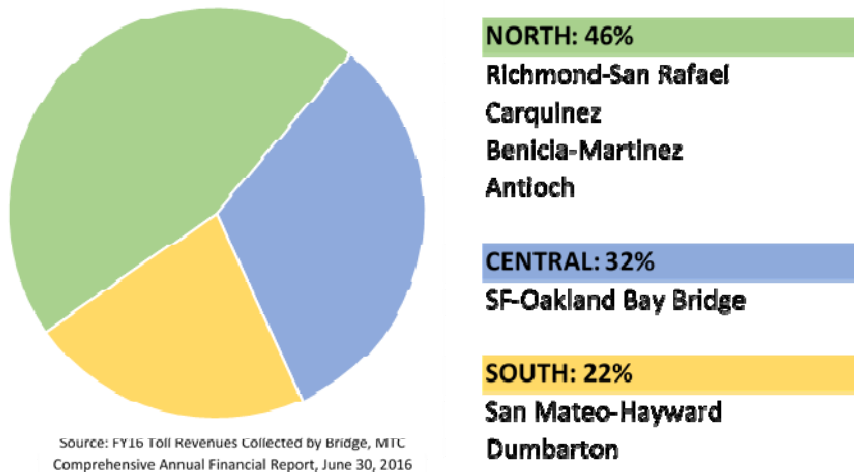
- Caltrain Downtown Extension*
- Muni Expansion LRVs
- Core Capacity Projects
- New Transbay Tube + Approaches (Design)*

**multiple county groups*

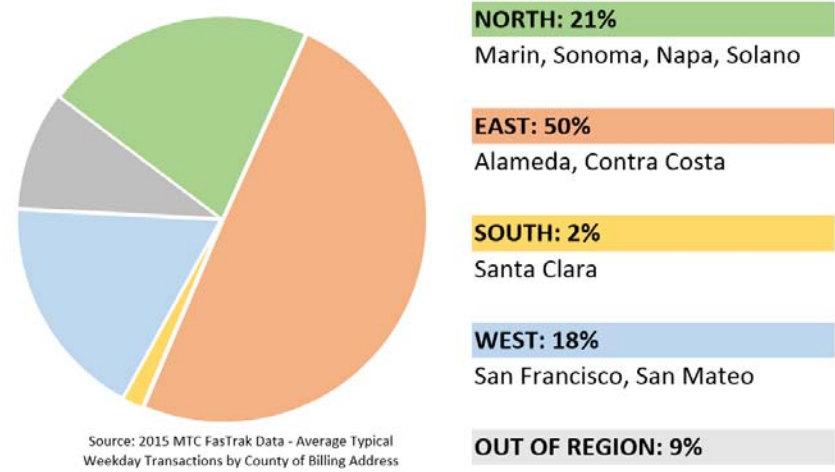


Bridge Toll Revenue Breakdown

Toll Revenue By Corridor



Bridge Toll Revenue By County Group



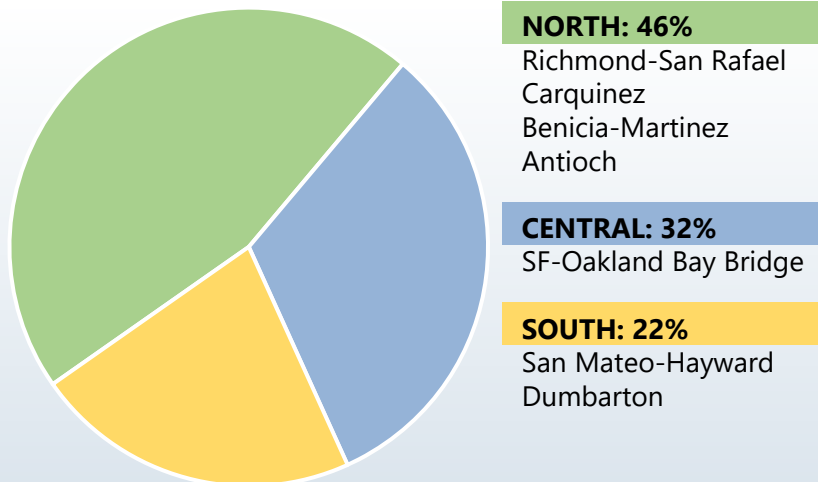


Current Bridge Toll Investments

Regional Measure 1

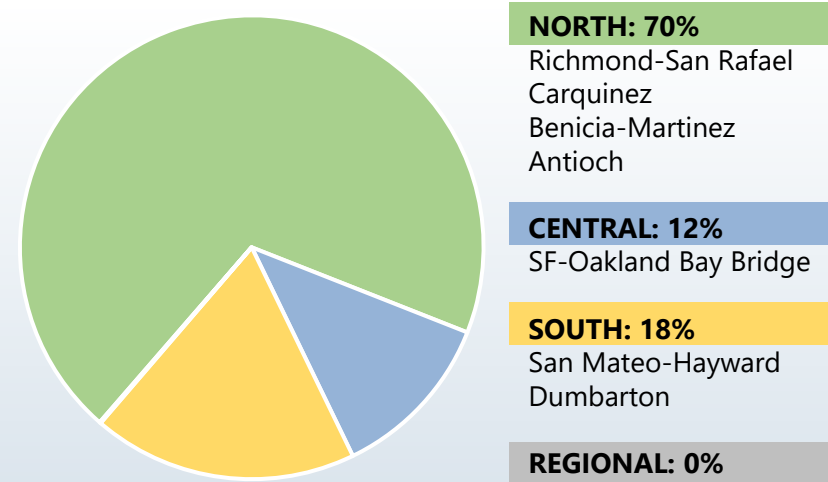
Includes Regional Measure 1, Rail Reserves, and AB1171 funds

Toll Revenue By Bridge Corridor



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

RM1 Investments By Bridge Corridor

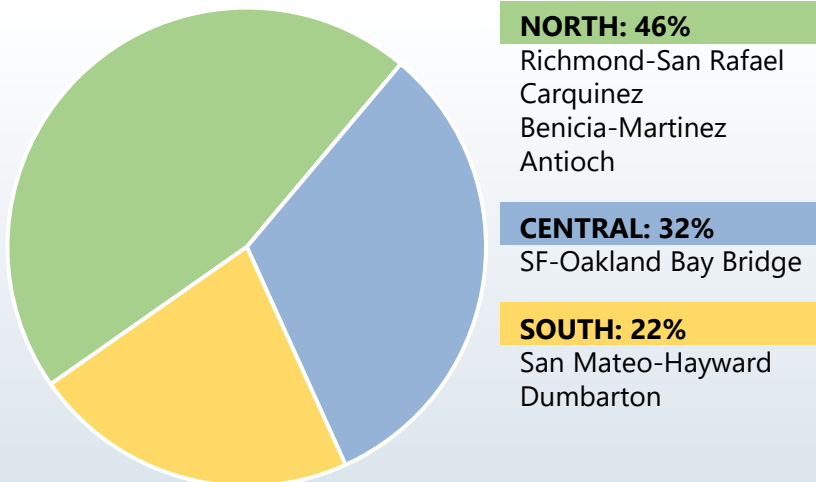


Total = \$3.2B



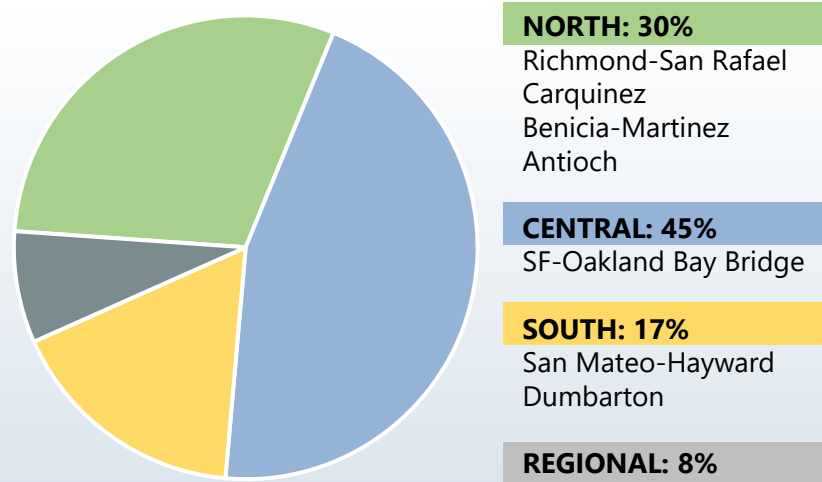
Current Bridge Toll Investments Regional Measure 2

Toll Revenue Bridge Corridor



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

RM2 Investments By Bridge Corridor

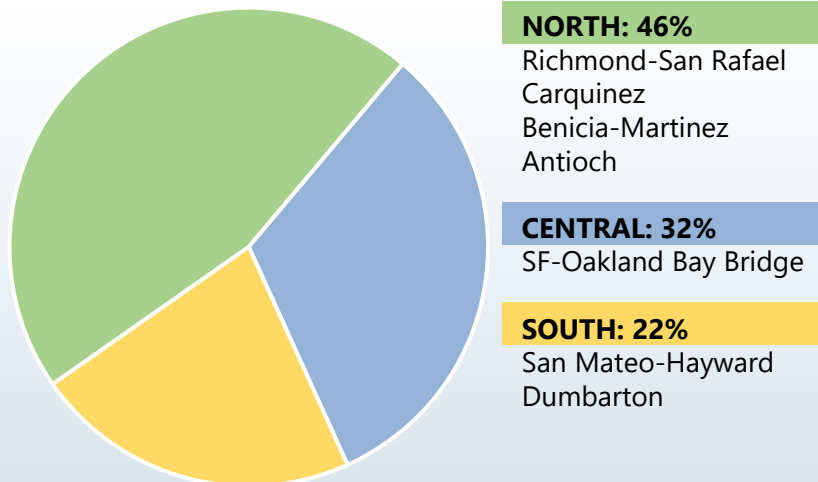


Total = \$3.2B



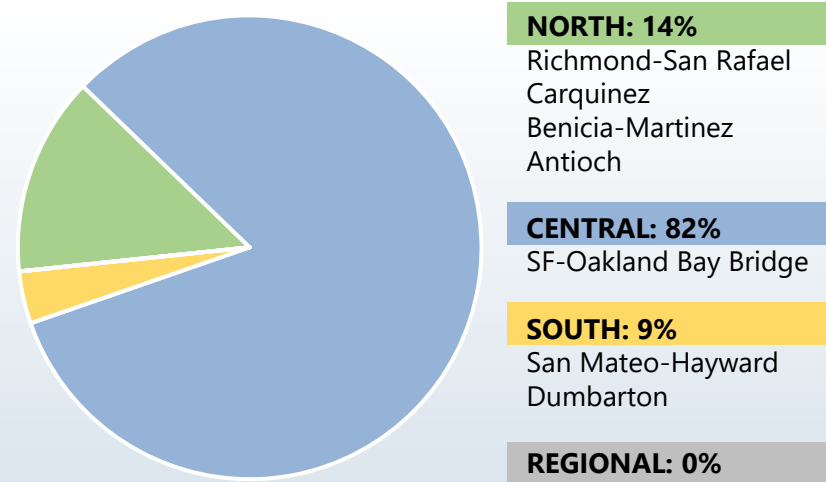
Current Bridge Toll Investments Seismic Retrofit Program

Toll Revenue By Bridge Corridor



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

Seismic Investments By Bridge Corridor

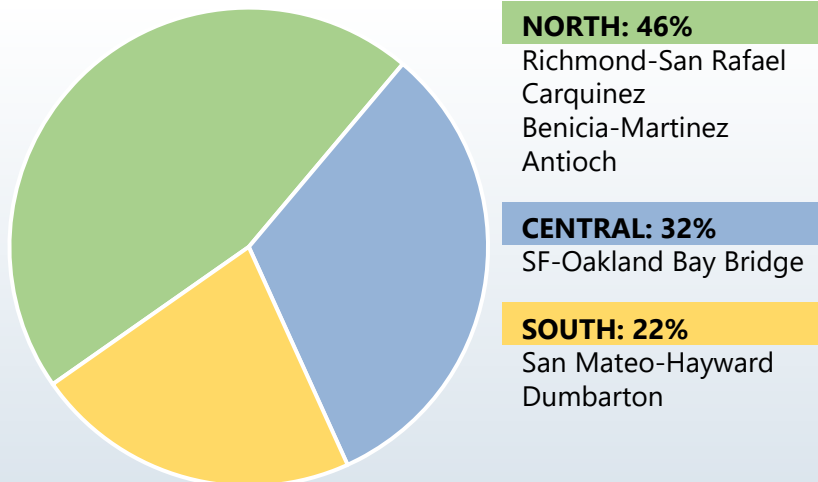


Total = \$8.6B



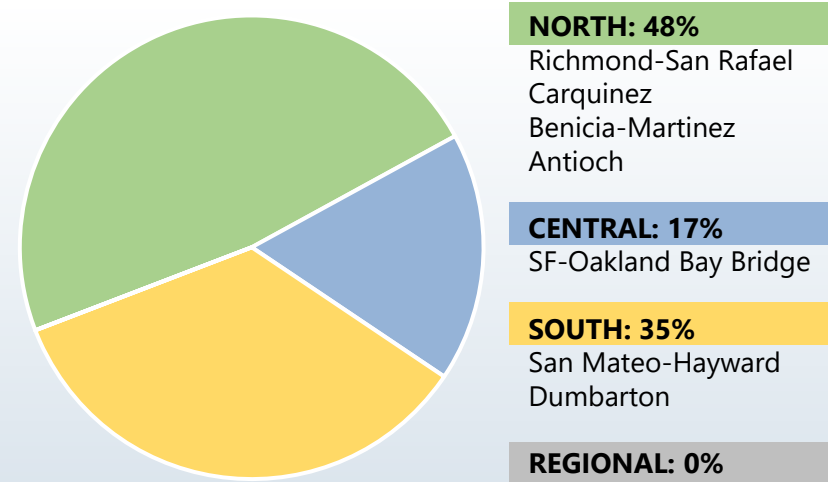
Current Bridge Toll Investments Express Lanes Program

Toll Revenue By Bridge Corridor



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

EL Investments By Bridge Corridor



Total = \$381M



Performance Analysis – Capital Projects

Projects with Benefit/Cost Ratio Calculated through Plan Bay Area or Draft Plan Bay Area 2040	BENEFIT/COST	Programs or projects needing further definition or analysis	BENEFIT/COST
• Bridge Rehabilitation	17	• Freight	N/A
• BART Expansion Cars	3	• New Transbay Tube + Approaches (Design)	N/A
• Corridor Express Lanes	2-5	• Tri-Valley Transit Access Improvements	N/A
• Bay Trail / Safe Routes to Transit	2	• Dumbarton Corridor/ACE Connection	N/A
• Ferries	2-6	• Highway 37	N/A
• Caltrain Downtown Extension	3	• San Rafael Transit Center/SMART	N/A
• Muni Expansion LRVs	1	• Marin 101/580 Interchange	N/A
• Core Capacity Projects (SF/Oakland)	2-6	• North Bay Transit Improvements	N/A
• AC Transit - Rapid Bus Improvements	2-4		
• Eastridge to BART Regional Connector	6		
• San Jose Diridon Station	8		
• BART to San Jose	8		
• Contra Costa 680 Express Bus/Transit Capacity	2		
• Marin-Sonoma Narrows	2		
• Solano 80/680 Interchange	1		



Operating Program Performance Standards

- Regional Measure 2 authorizing legislation included language requiring MTC to adopt performance measures related to transit performance.
- In seven cases, routes failed standards and operators were notified; adjustments were made to service and/or extensions were issued.
- On six bus routes, RM 2 operating funding was discontinued due to failure to achieve standard.

MTC Policy on RM 2 Farebox Recovery

Service Type	Ferry	Rail	Bus
Peak Service	40%	35%	30%
All Day Service	30%	25%	20%
Owl Service	N/A	N/A	10%



Next Steps for RM 3

- Continue dialogue with the Bay Area legislative delegation regarding the expenditure plan and any policy provisions.
- Senate Bill 595 (Beall) must be heard in the Assembly Transportation Committee by July 14.
- The next committee deadline is the Assembly Appropriations Committee, where it must be passed by September 1; the last day for both houses to pass bills is September 15. The Governor has until October 15 to sign or veto bills.
- If bill is enacted, Commission will need to determine when to place measure on the ballot.