



Alameda-Contra Costa Transit District

## Board of Directors

July 26, 2017

Elsa Ortiz, President  
Ward III

The Honorable Jake Mackenzie, Chair  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, California 94105

Joe Wallace, Vice President  
Ward I

Greg Harper  
Ward II

Dear Chair Mackenzie:

Mark A. Williams  
Ward IV

On behalf of the Alameda-Contra Costa Transit District (AC Transit), I am writing to express concerns about the need for greater equity in the allocation of toll revenue and the need for greater clarity in the project descriptions contained in SB 595 (Beall).

Jeff Davis  
Ward V

H. E. Christian Peeples  
Director at Large

Alameda County is at the cross roads of all Transbay trips. Not only do Alameda County residents pay the highest share of bridge tolls, it is home to 5 of the top 10 most congested corridors in the Bay Area. AC Transit provides service within these congested Transbay corridors, and AC Transit is the only provider of 24 hour Transbay transit service. Unfortunately, the expenditure plan contained in SB 595 appears to fall far short of addressing the congestion relief needs in Alameda County, and does not reflect the contribution East Bay residents pay in tolls. At the very least, we urge the Metropolitan Transportation Commission (MTC) to support the following changes to the expenditure plan:

Joel B. Young  
Director at Large

## Board Officers

Michael A. Hursh  
General Manager

Denise C. Standridge  
General Counsel

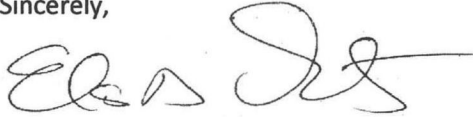
Linda A. Nemeroff  
District Secretary

- AC Transit has worked closely with MTC on the development of the Core Capacity Transit Study. The project description for Core Capacity Transit Improvements Serving the Bay Bridge should state that these funds are for AC Transit Tier 1 and Tier 2 projects, which includes new buses, a new bus yard facility and transit priority improvements.
- Regional Express Service has been a very successful service at AC Transit. The \$20 million operating subsidy is insufficient to meet existing demand, and given the ridership numbers it should be raised to \$40 million, or at least on par with the ferry subsidy. In addition, the project description for this program should specify that these funds should be allocated in proportion to Transbay bus ridership of each eligible transit agency recipient.
- There are significant demands for capital improvement along several of AC Transit's high capacity ridership corridors. While the \$50 million currently dedicated toward this projects is helpful, if the goal of RM 3 is congestion relief then this funding commitment should be increased to \$100 million in order to make transformative changes to ridership levels, congestion relief, and air quality improvements.

Investing in public transit not only maximizes the capacity of our existing transportation system, but also provides a transportation option, and in many cases a

safety net. AC Transit provides 172,655 trips each day, including over 13,865 Transbay trips. Asking the voters to increase bridge toll by up to \$3 will require an equitable expenditure plan that meets the needs of the entire Bay Area. These proposed changes will improve the regional balance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elsa Ortiz', with a stylized flourish at the end.

Elsa Ortiz  
AC Transit Board President

cc: MTC Commissioners  
Steve Heminger, Executive Director  
AC Transit Board of Directors



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

July 21, 2017

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

Re: SB 595 (Beall) Bay Area Toll Bridge Regional Measure 3

Dear Chairman Frazier,

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 create a new Office of Inspector General and apply a "maintenance of effort" requirement 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. 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 what 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;
- access to bridge approaches; and
- allow CCTA to choose priority projects

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.

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

Honorable Jim Frazier  
Chairman, Assembly Transportation Commission

July 21, 2017

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Attached is CCTA's 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

## 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.

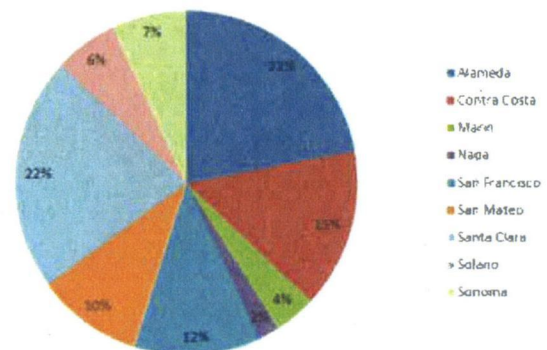
East Bay (Alameda/Contra Costa) Counties comprise of 37% share of voters and generate 49% of the bridge toll revenue.

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.

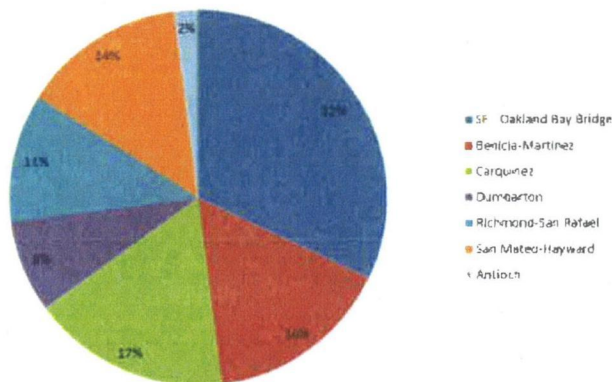
### Potential RM3 Bridge Corridor Framework

| 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>                 |

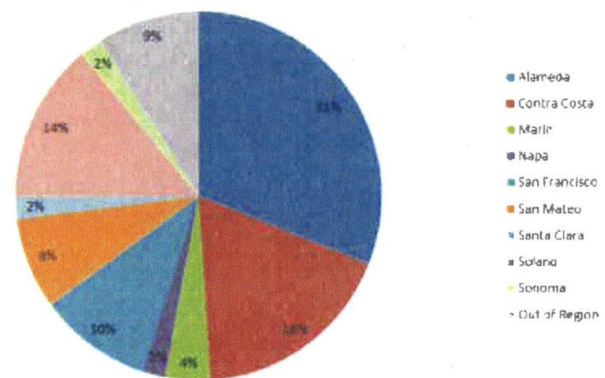
### Share of Voters by County



### Share of Bridge Toll Revenue by Bridge



### Share of Toll Revenue by County



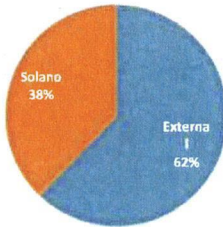


**TOLL TRANSACTIONS BY BRIDGE BY COUNTY FOR TYPICAL WEEKENDAY IN 2015**

| Typical weekday transactions in 2015 | Antioch<br>Bridge | % of<br>Total | Bay<br>Bridge | % of Total | Benicia<br>Bridge | % of Total | Carquinez<br>Bridge | % of Total | Dumbarton<br>Bridge | % of Total | Richmond<br>Bridge | % of Total | San<br>Mateo<br>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% |
| Contra Costa                         | 1249              | 39%           | 21247         | 22%        | 8751              | 24%        | 4709                | 14%        | 1294                | 5%         | 6789               | 24%        | 3754                   | 10%        | 47793          | 18.4% |
| Marin                                | 12                | 0%            | 1118          | 1%         | 273               | 1%         | 399                 | 1%         | 65                  | 0%         | 8077               | 29%        | 127                    | 0%         | 10069          | 3.9%  |
| Napa                                 | 10                | 0%            | 900           | 1%         | 1442              | 4%         | 2242                | 7%         | 36                  | 0%         | 91                 | 0%         | 52                     | 0%         | 4774           | 1.8%  |
| San Francisco                        | 39                | 1%            | 20821         | 22%        | 324               | 1%         | 1848                | 5%         | 504                 | 2%         | 1065               | 4%         | 2030                   | 5%         | 26632          | 10.3% |
| San Mateo                            | 28                | 1%            | 6793          | 7%         | 303               | 1%         | 1342                | 4%         | 2938                | 11%        | 312                | 1%         | 7897                   | 21%        | 19613          | 7.6%  |
| Santa Clara                          | 33                | 1%            | 917           | 1%         | 721               | 2%         | 276                 | 1%         | 1246                | 5%         | 314                | 1%         | 654                    | 2%         | 4160           | 1.6%  |
| Solano                               | 688               | 22%           | 4664          | 5%         | 15840             | 44%        | 13672               | 40%        | 164                 | 1%         | 772                | 3%         | 315                    | 1%         | 36114          | 13.9% |
| Sonoma                               | 15                | 0%            | 604           | 1%         | 828               | 2%         | 370                 | 1%         | 62                  | 0%         | 2751               | 10%        | 134                    | 0%         | 4764           | 1.8%  |
| Outside Bay Area/Unknown             | 954               | 30%           | 6781          | 7%         | 4973              | 14%        | 5644                | 16%        | 1332                | 5%         | 1780               | 6%         | 3143                   | 8%         | 24607          | 9%    |
| 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

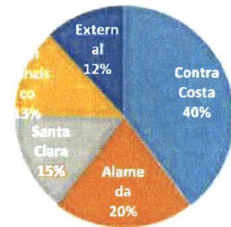
### Northbound Destinations



| 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%         |

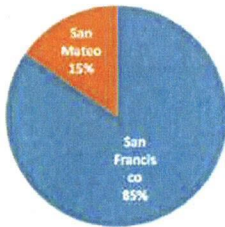
### Southbound Destinations

| 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

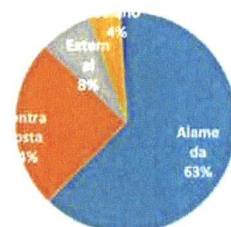
### Westbound Destinations



| 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%         |

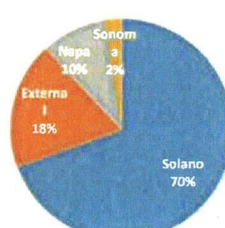
### Eastbound Destinations

| 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

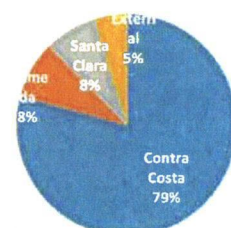
### Northbound Destinations



| 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%         |

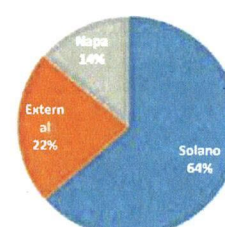
### Southbound Destinations

| 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

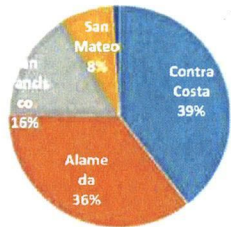
### Northbound Destinations



| 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%         |

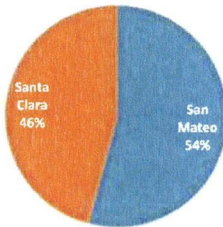
### Southbound Destinations

| 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

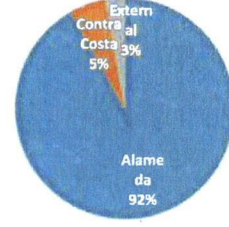
### Westbound Destinations



| 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%      |            |

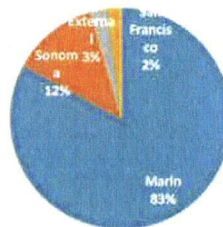
### Eastbound Destinations

| 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

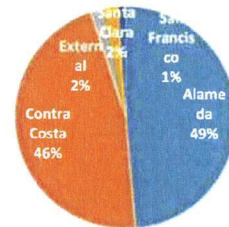
### Westbound Destinations



| 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%      |            |

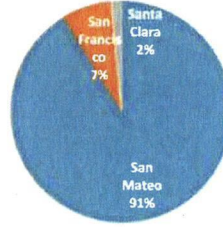
### Eastbound Destinations

| 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

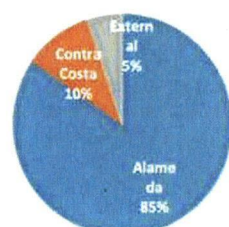
### Westbound Destinations



| 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<br>\$ in millions |                                      | Column 2                  |                                      | Assumptions   | Column 3   |                           | Column 4                             |  |
|--|----------------------------|--------------------------------------|---------------------------|--------------------------------------|---|--|---------------------------|--------------------------------------|--|
|  | Proposed<br>RM3<br>Amount  | Contra Costa<br>Estimated<br>Funding | Proposed<br>RM3<br>Amount | Contra Costa<br>Estimated<br>Funding |   | CCTA STAFF Proposed Change   | Proposed<br>RM3<br>Amount | Contra Costa<br>Estimated<br>Funding |  |
| Operating Program (\$60M/Year)                                       |                            |                                      |                           |                                      |   |  |                           |                                      |  |
| Transbay Terminal  | 5                          | 0                                    | 5                         | 0                                    | Fare Box recovery likely less than threshold to qualify<br>assumed 18.4% (share of tolls) | no change  | 5                         | 0                                    |  |
| Ferries  | 35                         | 0                                    | 35                        | 0                                    |   | no change  | 35                        | 0                                    |  |
| Regional Express Bus   | 20                         | 3.7                                  | 20                        | 3.7                                  |   | no change  | 20                        | 3.7                                  |  |
| Sum  | 60                         | 3.7                                  | 60                        | 3.7                                  | \$60 million/year for operations (not part of the \$4.2 billion)                          |  | 60                        | 3.7                                  |  |
| Regional Capital   |                            |                                      |                           |                                      |   |  |                           |                                      |  |
| Bridge Rehab   | 0                          | 0                                    | 0                         | 0                                    | Based on 12.9% average weekdays ridership entering or exiting in<br>Contra Costa Stations | Increase by \$500M   | 0                         | 0                                    |  |
| BART Expansion Cars  | 500                        | 64.5                                 | 500                       | 64.5                                 |   | Increase by \$250M and specify \$240M for Innovate<br>680 and express bus/technology | 1000                      | 129                                  |  |
| Corridor Express Lanes   | 300                        | 80                                   | 300                       | 80                                   |   | Increase by \$60M with \$64M for I-80 San Pablo Dam<br>Road                          | 550                       | 240                                  |  |
| Goods Movements  | 125                        | 0                                    | 125                       | 0                                    | Assumed \$80M will be used for Innovate 680   | 185  | 64                        |                                      |  |
| Bay Trail/Regional Trails/Safe Routes to Transit                     | 150                        | 27.6                                 | 150                       | 27.6                                 | Assumed 18.4% (share of tolls)  | 200  | 36.8                      |                                      |  |
| Ferries  | 325                        | 0                                    | 325                       | 0                                    |   | Increase by \$50M to \$200M  | 200                       | 20                                   |  |
| BART to Silicon Valley   | 400                        | 0                                    | 400                       | 0                                    | No Nexus to Bridges   | Increase by \$25M with \$20M for Richmond Ferry                                      | 350                       | 0                                    |  |
| SMART  | 40                         | 0                                    | 40                        | 0                                    | No Nexus to Bridges   | No Nexus -Reduce to 0  | 0                         | 0                                    |  |
| Capitol Corridor Connections   | 90                         | 16.2                                 | 90                        | 16.2                                 | Assumed 18.4% will go to Hercules Rail Station  | No Nexus -Reduce to 0  | 0                         | 0                                    |  |
|  |                            |                                      |                           |                                      |   | no change  | 90                        | 16.2                                 |  |
| Corridor-Specific Capital Projects                                   |                            |                                      |                           |                                      |   |  |                           |                                      |  |
| Central (SFOBB)  |                            |                                      |                           |                                      |   |  |                           |                                      |  |
| Caltrain   | 350                        | 0                                    | 350                       | 0                                    | No Nexus to Bridges   | No Nexus -Reduce to 0  | 0                         | 0                                    |  |
| Muni   | 140                        | 0                                    | 140                       | 0                                    |   | no change  | 140                       | 0                                    |  |
| Core Capacity Transit Improvements serving Bay Bridge Corridor       | 140                        | 0                                    | 140                       | 0                                    |   | no change  | 140                       | 0                                    |  |
| AC Transit - Bus Rapid Improvements                                  | 50                         | 6.3                                  | 50                        | 6.3                                  | Assumed 12.5% since most of AC Transit serves Alameda Co.                                 | no change  | 50                        | 6.3                                  |  |
| New Transbay BART Tube   | 50                         | 6.5                                  | 50                        | 6.5                                  | Based on 12.9% average weekdays ridership entering or exiting in<br>Contra Costa Station  | Add \$55 million   | 105                       | 13.5                                 |  |
| Add: I-80 Transit Improvements                                       |                            |                                      |                           |                                      |   | Add \$100 million for I-80 Transit Impro. in Contra<br>Costa                         | 100                       | 100                                  |  |
| South (San Mateo-Hayward, Dumbarton)                                 |                            |                                      |                           |                                      |   |  |                           |                                      |  |
| Tri Valley Transit Access  | 100                        | 0                                    | 100                       | 0                                    | Assumed it will go to BART extension to Livermore   | no change  | 100                       | 0                                    |  |
| Eastridge to BART  | 130                        | 0                                    | 130                       | 0                                    | No Nexus to Bridges   | No Nexus -Reduce to 0  | 0                         | 0                                    |  |
| San Jose Diridon Station   | 120                        | 0                                    | 120                       | 0                                    | No Nexus to Bridges   | No Nexus -Reduce to 0  | 0                         | 0                                    |  |
| Dumbarton Rail/Ace/Shinn Station                                     | 130                        | 0                                    | 130                       | 0                                    |   | no change  | 130                       | 0                                    |  |
| 101/92 Interchange   | 50                         | 0                                    | 50                        | 0                                    |   | no change  | 50                        | 0                                    |  |
| North (Richmond - San Rafael, Benicia- Martinez, Carquinez, Antioch) |                            |                                      |                           |                                      |   |  |                           |                                      |  |
| 680/4 and transit enhancements (add SR4 Ops Improvements)            | 150                        | 150                                  | 150                       | 150                                  | 100% in Contra Costa  | Increase by \$150M and include SR4 Operational<br>Improvements                       | 300                       | 300                                  |  |
| Marin-Sonoma Narrows   | 125                        | 0                                    | 125                       | 0                                    | No Nexus to Bridges   | No Nexus -Reduce to 0  | 0                         | 0                                    |  |
| I-80/I-680/SR12  | 175                        | 0                                    | 175                       | 0                                    |   | no change  | 175                       | 0                                    |  |
| WB I-80 Truck Scales   | 125                        | 0                                    | 125                       | 0                                    | Increase by \$30M to remove weigh station at Treat Blvd                                   | No Nexus -Reduce to 0  | 155                       | 30                                   |  |
| Highway 37   | 150                        | 0                                    | 150                       | 0                                    | No Nexus to Bridges   | SMART has no Nexus but kept amount for Transit<br>Center                             | 0                         | 0                                    |  |
| San Rafael Transit Center/SMART                                      | 30                         | 0                                    | 30                        | 0                                    |   | Increase by \$65M with \$100M for toll plaza   | 30                        | 0                                    |  |
| Marin 101/580 interchange  | 135                        | 32.4                                 | 135                       | 32.4                                 | Assumed 24% based on % of toll payers residing in Contra Costa                            | Improvements and I-580/Richmond Parkway  | 200                       | 100                                  |  |
| North BayTransit Improvements  | 100                        | 18.4                                 | 100                       | 18.4                                 | Assumed 18.4% (share of tolls)  | no change  | 100                       | 18.4                                 |  |
| Add: East Contra Costa County Transit Intermodal Station<br>SR29     | 20                         | 0                                    | 20                        | 0                                    | No Nexus to Bridges   | Add \$50 million for East Contra Costa County<br>Intermodal Transit Station          | 50                        | 50                                   |  |
|  |                            |                                      |                           |                                      |   | No Nexus -Reduce to 0  | 0                         | 0                                    |  |
| Total (excludes operations)  |                            |                                      |                           |                                      |   |  | 4200                      | 1124                                 |  |
| CC fair share  |                            |                                      |                           |                                      |   |  |                           | 773                                  |  |
| Difference   |                            |                                      |                           |                                      |   |  |                           | 351                                  |  |

|                     |  |               |      |      |  |
|---------------------|--|---------------|------|------|--|
| Guiding Principles: |  | Total         | 4200 | 402  | Excludes operations funding (\$60M/yr) |
| 1. Nexus to Bridges |  | CC fair share |      | 773  | Assumed 18.4% (share of tolls)         |
| 2. Equity           |  | Difference    |      | -371 |  |

## 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

Difference -371

1. Nexus to Bridges

2. Equity

3. Access to the Bridges (approaches)

4. Priority Projects





CONTRA COSTA  
transportation  
authority

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July 21, 2017

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

Re: SB 595 (Beall) and Truck Weigh Stations in Walnut Creek

Dear Chairman Frazier,

The Contra Costa Transportation Authority (CCTA) Commissioners unanimously voted to request the SB 595 Bay Area Regional Measure 3 (RM3) project plan include the removal of the truck I-680 weigh stations in Walnut Creek (located near Treat Boulevard). Studies have shown that widening I-680 in a segment within the City of Walnut Creek will improve traffic flow.

The RM3 proposal includes investing \$125 million to build a new, state of the art freight weigh station in Cordelia. We understand both Walnut Creek weigh stations in the north and southbound directions are rarely used and, if removed, would allow widening of the I-680 freeway for operational improvement projects.

As a specific expenditure plan for new toll revenue is not yet finalized in the bill we urge your consideration in this matter. If you have questions regarding this issue, please contact CCTA Deputy Executive Director, Projects Tim Haile at (925) 256-4735 or via email at [thaile@ccta.net](mailto:thaile@ccta.net).

Sincerely,

Tom Butt  
CCTA Chair

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