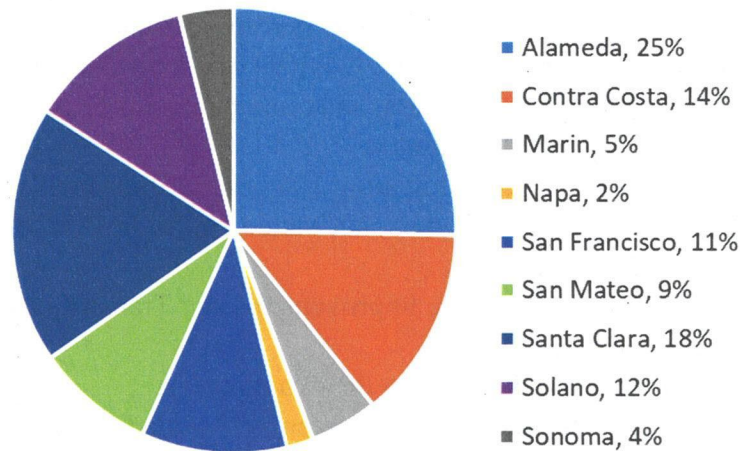


## Background on MTC Analysis of Senate Bill 595 (Beall) by County Benefit

July 25, 2017

MTC staff analyzed the July 19<sup>th</sup> version of Senate Bill 595 (Beall) to calculate the distribution of benefits by county based on the proposed capital funding in the bill.

RM3 Capital Projects by County Benefit



This distribution is based on the following assumptions:

1. BART Expansion Cars: Based on BART data on home origin of its riders, combined with forecast of ridership for BART to Silicon Valley. Source: BART and Santa Clara VTA.
2. Corridor Express Lanes: Split equally between the four eligible counties (Alameda, Contra Costa, San Mateo and Solano).
3. Goods Movement and Mitigation: 100 percent to Alameda County given the highways listed in the bill, the Port of Oakland and the separate funding provided to the Interstate-80 Westbound truck scales in Solano County.
4. Bay Trail/Safe Routes to Transit: Based on each county's share of toll revenue generated.
5. Ferries: Based on a proportional share of funding included in the Water Emergency Transit Authority's Strategic Plan.
6. BART to Silicon Valley: Based on the ridership forecast in the Environmental Impact Report from the Santa Clara Valley Transportation Authority
7. SMART: 50/50 to Marin and Sonoma counties.
8. Capitol Corridor. Even distribution among the four Capitol Corridor Counties (Alameda, Contra Costa, Santa Clara and Solano (25 percent each).
9. Caltrain Downtown Extension (Transbay Terminal Phase 2): Based on Caltrain's morning ridership by county. Source: Caltrain
10. Muni Expansion Vehicles: 100 percent to San Francisco.
11. Core Capacity Transit Improvements: 92.5 percent to Alameda County; 7.5 percent to Contra Costa County based on estimate of AC Transit's transbay bus ridership. Source: AC Transit, Spring 2017 based on bus stop origins.

12. AC Transit Rapid Bus: Based on ridership of the 72 R, from Spring 2017 ridership data since this route is the same as the San Pablo BRT so a reasonable proxy for that project – Alameda County: 58%; Contra Costa County: 42%. Benefits will vary depending on final route selected.
13. New Transbay BART Tube and Approaches: Based on BART data on home origin of its riders, combined with forecast of ridership for BART to Silicon Valley. Source: BART and Santa Clara VTA. (Same assumption as for BART cars).
14. Tri-Valley Transit Access Improvements: 100 percent to Alameda County.
15. Eastridge to BART Regional Connector: 100 percent to Santa Clara County.
16. San Jose Diridon Station: Based on MTC estimate of county share of high-speed rail trips: 50 percent assigned to Santa Clara, and remainder split equally between Alameda, San Francisco and San Mateo Counties.
17. Dumbarton Rail/ACE/BART/Shinn Station: 100 percent to Alameda County
18. U.S. 101/S.R. 92 Interchange: Based on San Mateo-Hayward Bridge trip origins by county. Source: 2015 FasTrak data.
19. Contra Costa 680/S.R. 4 Interchange Improvements and Transit Enhancements: 100 percent to Contra Costa.
20. Marin-Sonoma Narrows: 50/50 between the two counties.
21. Solano I-80/I-680/SR 4 Interchange: 100 percent to Solano County.
22. Solano West-Bound I-80 Truck Scales: 100 percent to Solano County.
23. Highway 37 Corridor Access Improvements from Highway 101 to I-80 and Sea Level Rise Adaptation: Split equally between the four Northern counties: Marin, Napa, Solano and Sonoma.
24. San Rafael Transit Center: 75 percent to Marin; 25 percent to Sonoma.
25. Marin 101-580 Interchange: Based on Richmond-San Rafael county of origin data. Source: 2015 FasTrak data.
26. North Bay Transit Improvements (Contra Costa, Marin, Napa, Solano and Sonoma): Split equally among the five counties.
27. S.R. 29 (South Napa County): 100 percent to Napa County.

**Note:** While bridge rehabilitation is also eligible and anticipated to be funded from revenue generated by SB 595/ Regional Measure 3, this is not reflected in the pie charts. While the exact expenditures by bridge are not known, Contra Costa County and Marin will be significant beneficiaries given the need for a complete deck replacement on the Richmond-San Rafael Bridge.