



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: Bay Area Partnership

DATE: December 14, 2017

FR: Randy Rentschler,
Director Legislation and Public Affairs

RE: Regional Measure 3 Update

Potential Timeline for a June 2018 Ballot Measure

The California Election Code sets strict deadlines for placement of local measures on the ballot. Before a local measure can appear on the ballot, it is typically included in a resolution adopted by a county board of supervisors. Senate Bill 595 (Beall, 2017), the Regional Measure 3 authorizing bill, requires that, upon the request of BATA, the board of supervisors in each of the nine Bay Area counties shall call a special election (to be consolidated with a general or primary statewide election) to place the measure on the ballot according to the date chosen by BATA. For a June 2018 ballot measure, the deadline for action by the various boards of supervisors is March 9, 2018. If BATA elects to pursue a June 2018 ballot measure, it would take action to do so at its January meeting to allow sufficient time for the boards of supervisor meetings prior to the March 9 deadline. A schedule of other election-related deadlines is attached for your reference.

RM 3 Public Information

In the event that BATA places RM 3 on the June ballot, MTC will have an important role to play in educating Bay Area voters about the RM 3 expenditure plan. Accordingly, in partnership with RM 3 project sponsors, including major transit agencies and congestion management agencies, over the last month MTC staff has been developing a public information plan, gathering more detailed project information and developing public information materials, such as maps and fact sheets. At our request, congestion management agencies have developed public information plans of their own and we are coordinating with them to ensure the public receives accurate and consistent information about the RM 3 projects in terms of their benefits, costs, and schedules.

BATA RM 3 Workshop

On the afternoon of your December 20th meeting BATA is holding an informational RM 3 workshop at which recent polling results will be discussed, along with some of the key decision points. The staff presentation is attached. There are no action items on the agenda for this meeting.

Attachments

Attachment 1 – Timeline for Potential Placement of RM 3 on June 2018 Ballot

Attachment 2 – Presentation to Bay Area Toll Authority for December 20, 2017 RM 3 Workshop

Timeline for Potential Placement of RM 3 on June 5, 2018 Ballot



BATA
Other

Year	2017			2018					
Month	Oct	Nov	Dec	Jan	Feb	March	April	May	June
BATA workshop to discuss toll rate, phasing and other options			20th						
BATA action item on toll rate amount, phasing and adoption of ballot question and measure language				24th					
Submit ballot title, question and measure summary to county registrars for notice and ballot preparation, impartial analysis, translations, etc.				Late-Jan/Early Feb					
Deadline for Board of Supervisors in each of the nine counties to adopt resolution placing RM 3 on ballot measure on June ballot by March 9 (88 days prior to election pursuant to state law).						9th			
Deadline for arguments to be submitted*						13-21			
Deadline for rebuttals to be submitted*						20-26			
Election Day									5th



*Deadlines vary by county office of registrar. The early dates above are based on Santa Clara and late date is based on Contra Costa. We are still confirming information for each county.



Regional Measure 3 Workshop

December 20, 2017



Current Bridge Toll 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 (\$ millions)

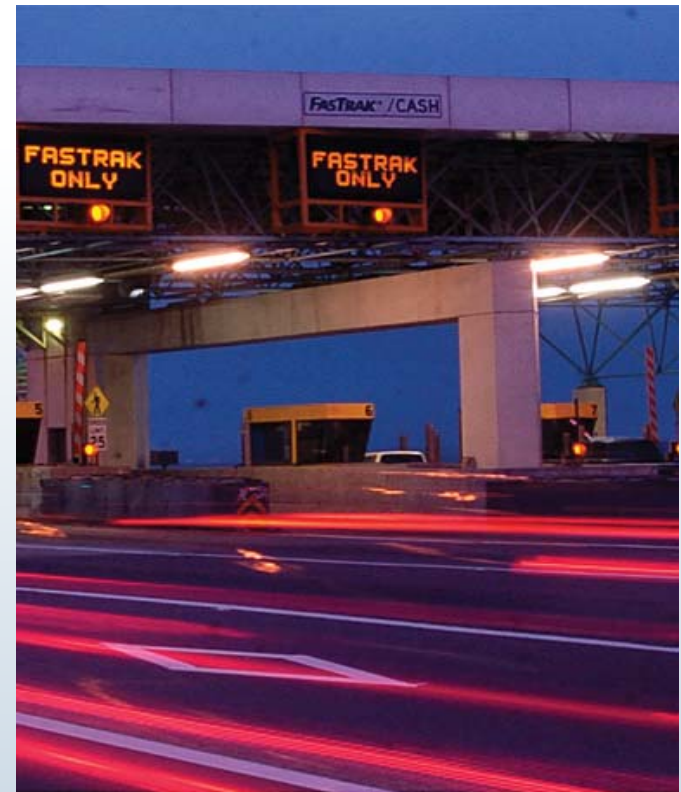
Regional Measure 1	\$157
Seismic Surcharges	\$435
Regional Measure 2	\$129
TOTAL ANNUAL REVENUES	\$721

*Toll rate different on Bay Bridge is \$6 peak, \$4 off-peak



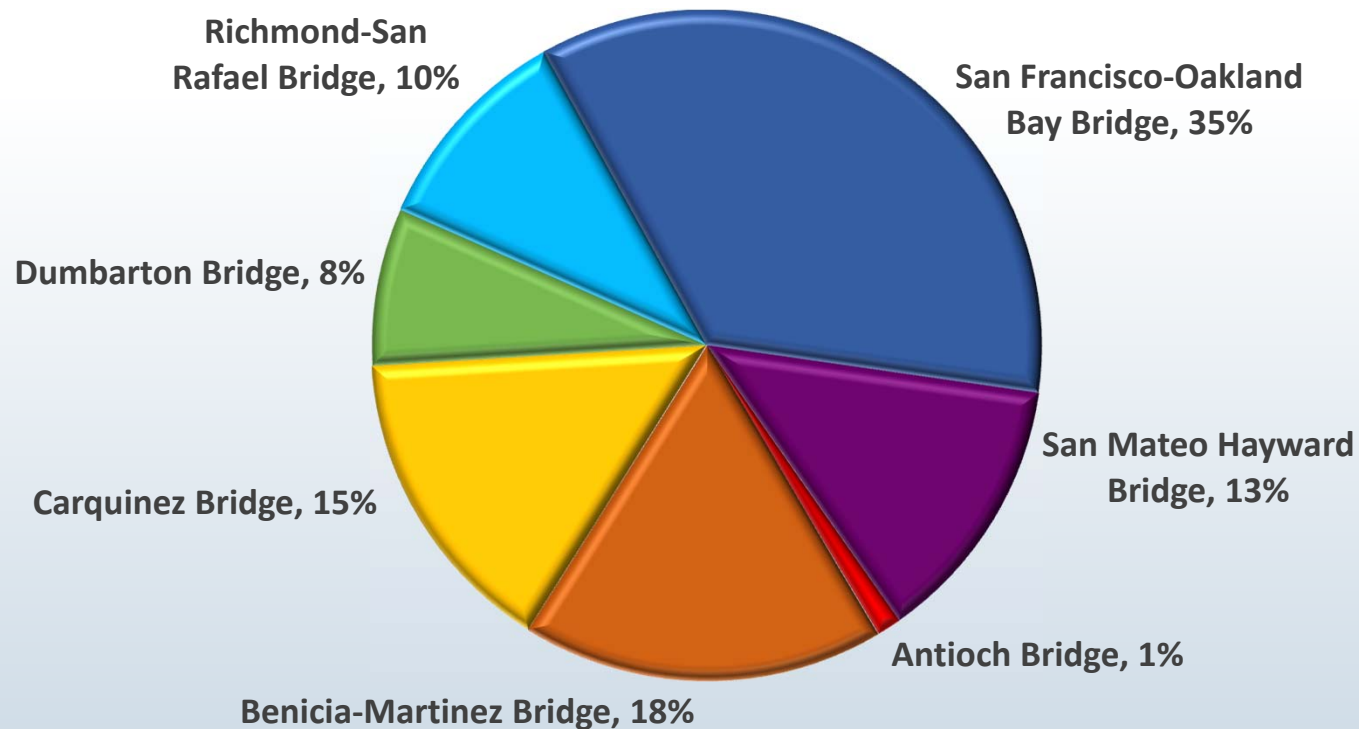
Who Pays the Bridge Tolls?

County of Origin	Percent of FasTrak® Transactions (2016-17)
Alameda	28%
Contra Costa	19%
Marin	4%
Napa	4%
San Francisco	11%
San Mateo	8%
Santa Clara	2%
Solano	16%
Sonoma	2%
Out of Region	6%
TOTAL	100%





Bay Area State-Owned Toll Bridge Usage by Bridge, FY 2016-17





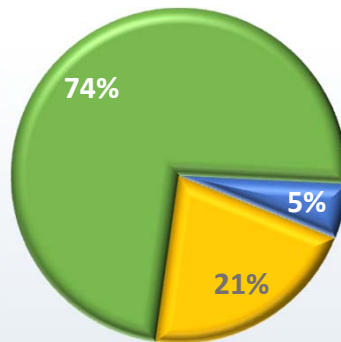
Voter Support for Prior Regional Measures

	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%



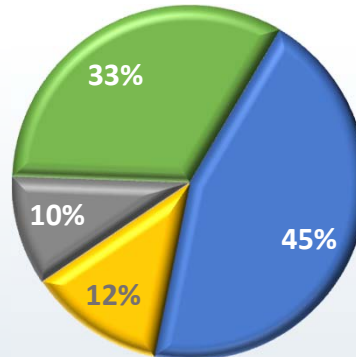
Regional Bridge Toll Measure Investments By Corridor

RM1 Capital Program



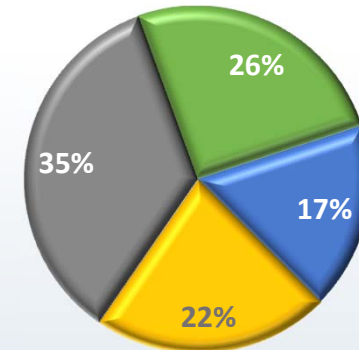
■ North, 74% ■ Central, 5%
■ South, 21% ■ Regional, 0

RM2 Capital Program



■ North, 33% ■ Central, 45%
■ South, 12% ■ Regional, 10%

RM3 Capital Program



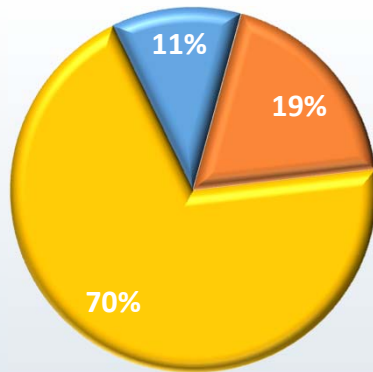
■ North, 26% ■ Central, 17%
■ South, 22% ■ Regional, 35%

North: Antioch, Benicia-Martinez, Carquinez & Richmond-San Rafael Bridges
Central: San Francisco-Oakland Bay Bridge
South: Dumbarton & San Mateo-Hayward Bridges



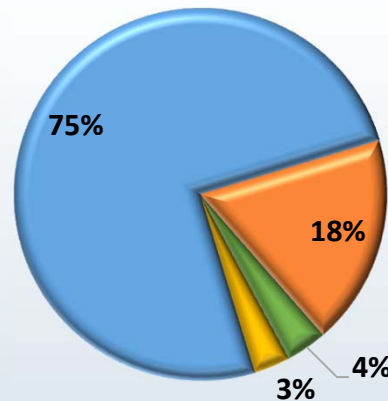
Regional Bridge Toll Measure Investments By Travel Mode

RM1 Capital Projects



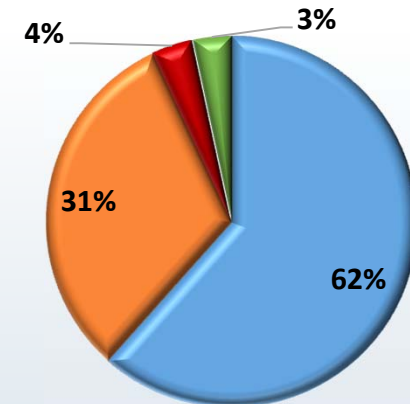
- Transit, 11%
- Roads/Highway, 19%
- Bridge, 70%

RM2 Capital Projects



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

RM3 Capital Projects

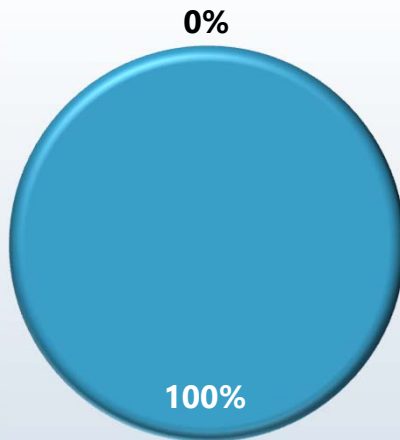


- Transit, 62%
- Roads/Highway, 31%
- Multimodal, 4%
- Bike/Ped, 3%



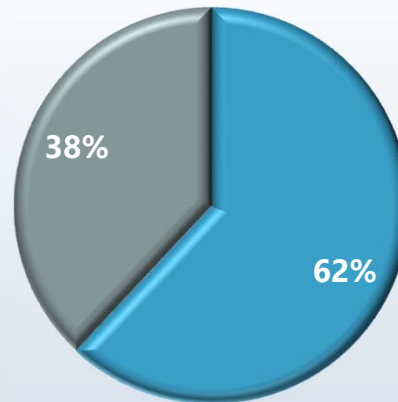
Regional Bridge Toll Measure Investments: Operating vs. Capital

RM1
Capital vs. Operating



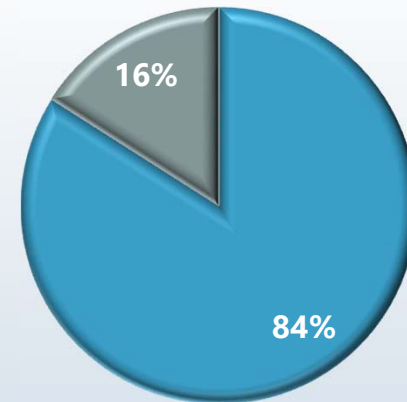
■ Capital ■ Operating

RM2
Capital vs. Operating



■ Capital ■ Operating

RM3
Capital vs. Operating



■ Capital ■ Operating



SB 595 (Beall): RM 3 Authorization Bill

- **BATA has four key decisions to make:**
 - Timing of placement on ballot
 - Toll amount, up to \$3
 - Phase-in schedule for toll to take effect
 - Wording of ballot question in all nine counties
- **Expenditure plan lists 35 capital projects and three operating programs, with funding amounts based on a \$3 toll increase.**
- **A smaller toll increase would result in a proportionate reduction for each project.**
- **BATA is charged with developing ballot pamphlet summarizing RM 3 expenditure plan.**



RM 3 Expenditure Plan Summary (Assuming a \$3 toll increase)

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%



Major RM 3 Projects & Programs

	(\$ in Millions)
Expansion BART cars	\$500
BART to Silicon Valley, Phase 2	\$375
Caltrain Downtown Extension	\$325
Ferry Enhancement Program	\$300
Regional Express Lanes	\$300
Richmond-S.R. Bridge Access	\$210
Contra Costa 680/4 Interchange	\$210
Goods Movement & Mitigation	\$160
Safe Routes to Transit/Bay Trail	\$150
Solano 80/680 Interchange	\$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





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 appointed by the board of supervisors
- 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.



50% Discount for Two-Bridge Commuters

- Senate Bill 595 requires a 50% discount on the RM 3 increase for toll payers using 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 to BATA is approximately \$880,000 annually and 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.
- We recommend retaining this discount to further incentivize carpooling under RM 3.

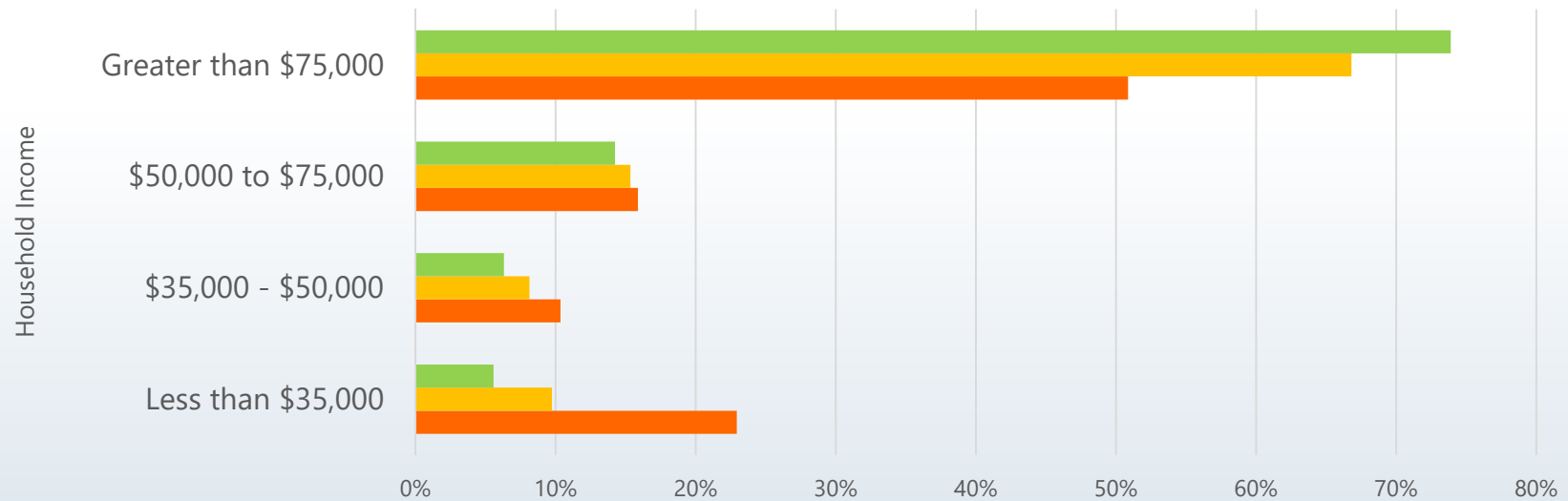


Toll Rates Haven't Kept Pace with Transit Fares

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	\$8.20	\$8.20



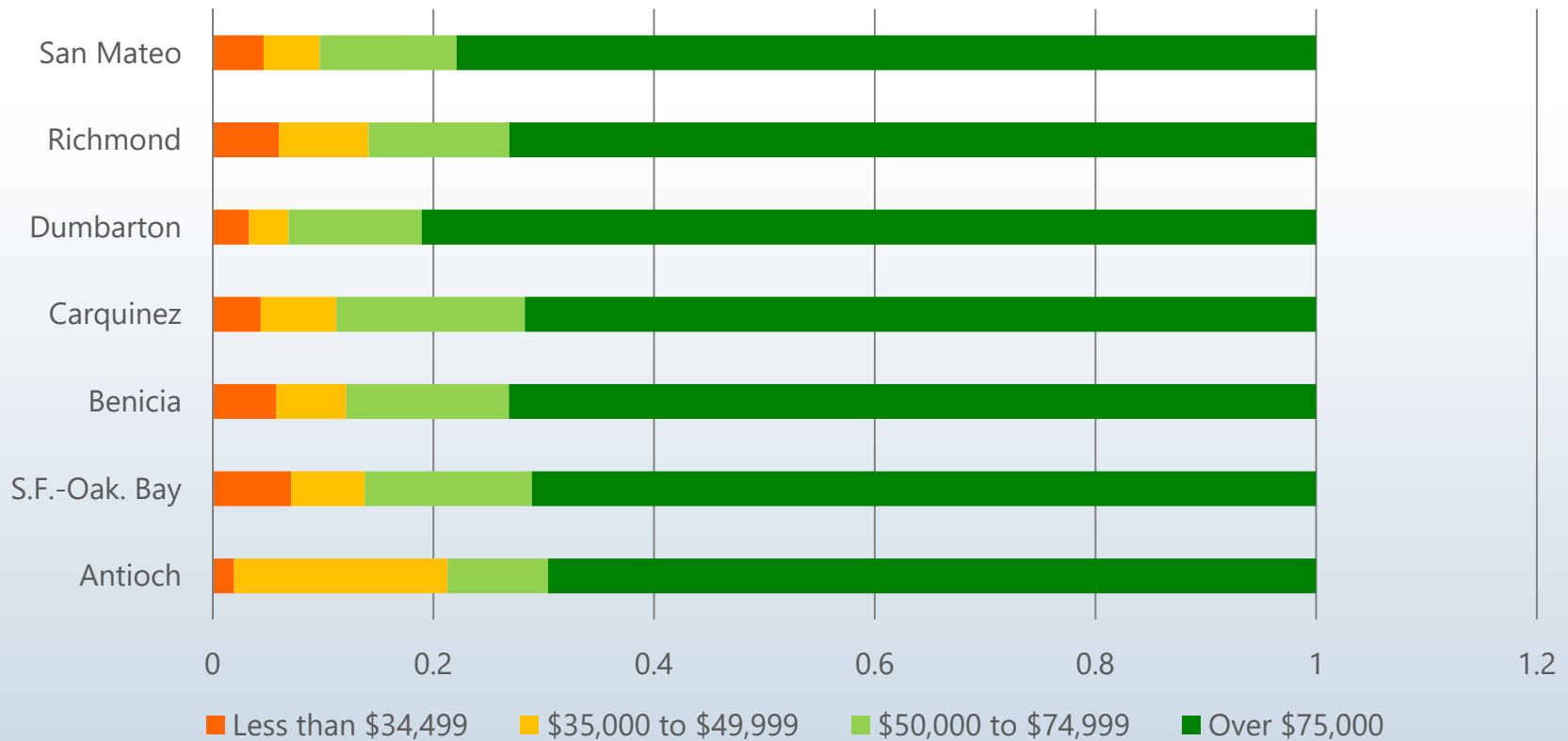
Bridge Commuters Have a Higher Household Income Than Average Household and Average Commuter



	Less than \$35,000	\$35,000 - \$50,000	\$50,000 to \$75,000	Greater than \$75,000
Bridge Commuters	6%	6%	14%	74%
All Bay Area Commuters	10%	8%	15%	67%
All Bay Area Households	23%	10%	16%	51%



Household Income by Bridge Commuters (non-carpool)





Toll Rate Options & Schedule

Toll increase can be phased in. BATA also authorized to place a subsequent measure on the ballot until \$3 cap increase is reached.

Toll Increase	Potential Effective Dates	Impact on Project Funding Levels in SB 595
\$1	<ul style="list-style-type: none">Effective: 1/1/2019	Funding reduced 2/3
\$2	<ul style="list-style-type: none">First dollar: 1/1/2019Second dollar: 7/1/2023	Funding reduced 1/3
\$3	<ul style="list-style-type: none">First dollar: 1/1/2019Second dollar: 7/1/2023Third dollar: 7/1/2027	No impact



Discussion Point Recap

- **Ballot measure timing**
- **Toll increase amount**
- **Toll increase phase-in**