

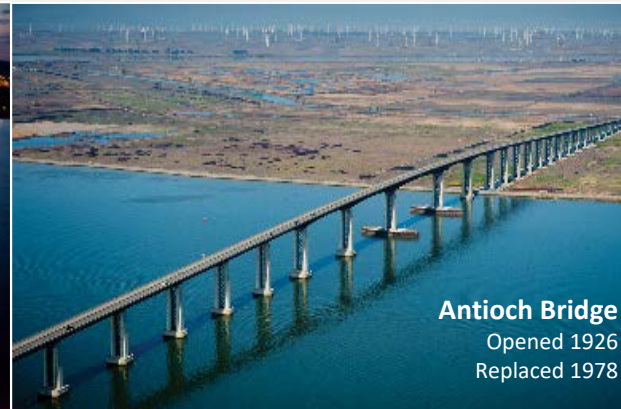
Regional Measure 3 Stakeholder Kickoff Meeting: S.F.-Oakland Bay Bridge Corridor

**Steve Heminger
Executive Director**

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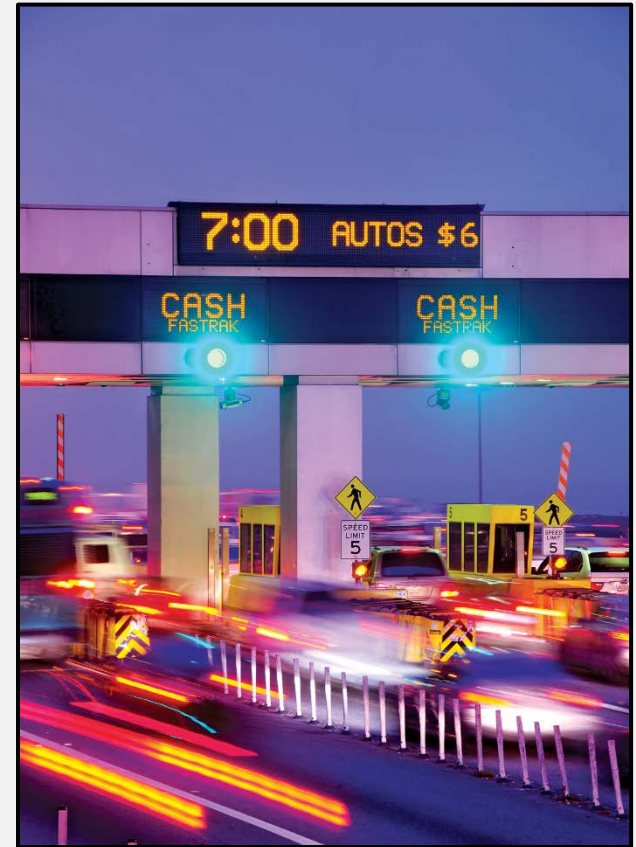


BATA's Seven-Bridge System



Advantage of Bridge Tolls

- **Regional by nature** – span counties
- **Flexible by mode** – road, transit, bikes
- **Flexible by use** – capital or operating
- **Low borrowing costs** – AA-rated credit
- **Fees not taxes** – majority vote and manage demand



Bridge Toll History and Revenue

Toll Rate Increases		Approval
Regional Measure 1 (1988)	\$1	Voters
Seismic Surcharge (1998)	\$1	Legislature
Regional Measure 2 (2004)	\$1	Voters
Seismic Surcharge (2007)	\$1	BATA
Enterprise Increase (2010)	\$1	BATA
TOTAL AUTO TOLL (2017)	\$5	\$714 M

- Multi-axle vehicles pay an axle-based toll
- San Francisco-Oakland Bay Bridge toll varies on weekdays during the commute: \$6 peak/\$4 off-peak, \$5 on weekends.

Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$7.50/\$6.50 Plate/FasTrak	\$4.50
MTA Verrazano Narrows Bridge	\$11.08*/\$16.00 E-ZPass/Cash	\$3.08**
Port Authority of New York/New Jersey (Bridges/Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash	\$6.50

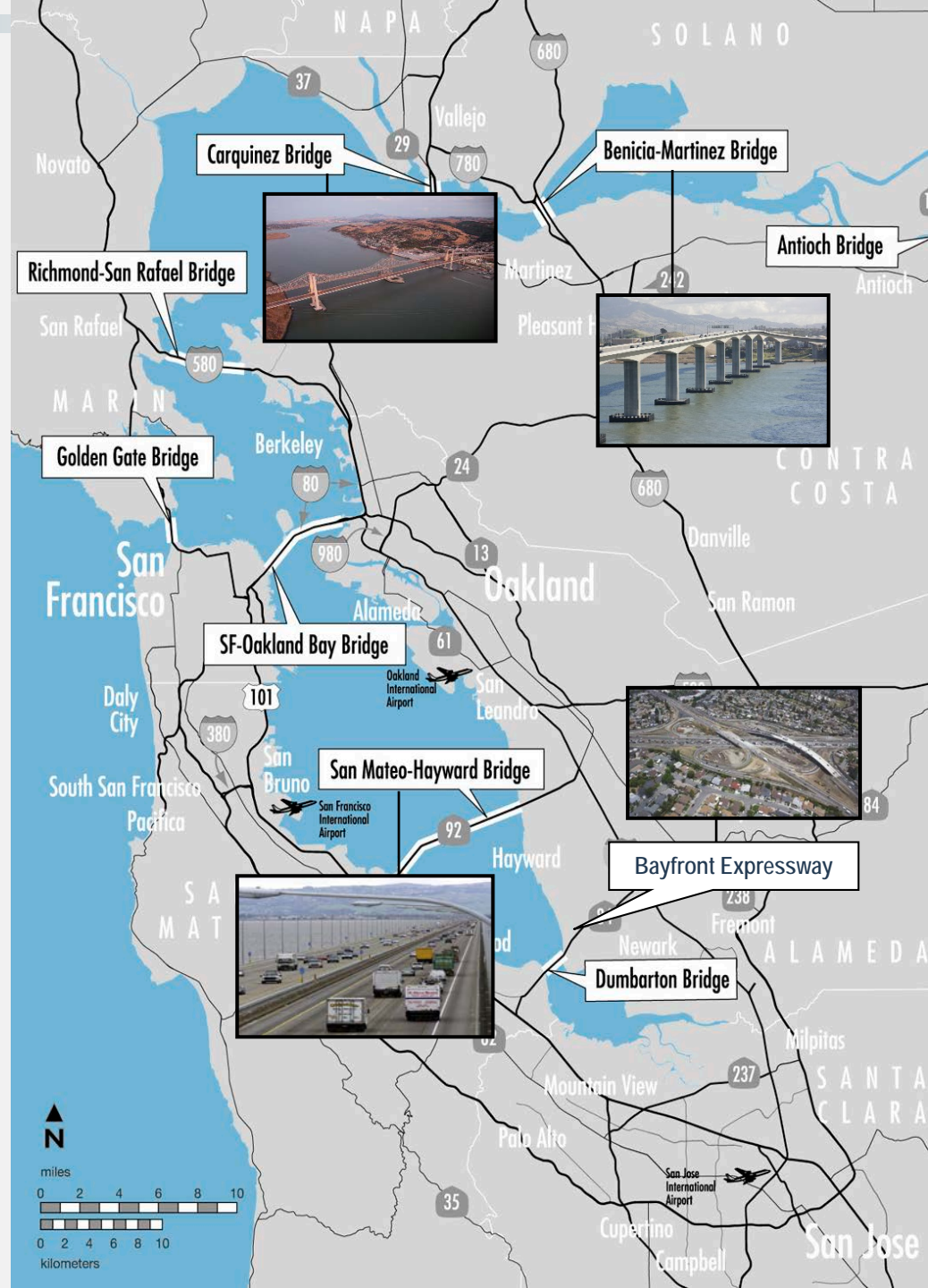
* Odd toll rate results from EZ-pass electronic discount rate

**Average rate based on 24 trips



Regional Measure 1 (1988 – Lockyer)

Projects	Funds (mil.)
New Benicia Bridge	\$1,200
Carquinez Bridge Replacement	\$518
New I-880/92 Interchange	\$235
San Mateo-Hayward Bridge Widening	\$210
Richmond-San Rafael Bridge Trestle & Deck	\$117
Bayfront Expressway Widening	\$36
Other Projects	\$90
Total	\$2,406



Regional Measure 2 (2004 – Perata)

Projects	Funds (mil.)
BART Warm Spring Extension*	\$304
Transbay Transit Center*	\$353
E-BART/Highway 4 Widening	\$269
Oakland Airport Connector*	\$146
I-80 HOV Lanes/Truck Scales*	\$123
SMART Rail Extension	\$82
AC Transit Rapid Bus	\$78
Transit Center Upgrades & New Buses	\$65
BART Tube Seismic Retrofit	\$34
Regional Ferry Vessels	\$46
Total Capital Program	\$1,515

Note: Not a comprehensive list of RM 2 expenditure plan. Projects marked with asterisk received other toll revenue in addition to RM2.



Election Results: Regional Measures 1 and 2

	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%
TOTAL	70%	30%	57%	43%



MTC Draft Principles for Regional Measure 3

- **Bridge Nexus**
Ensure all projects benefit toll payers in the vicinity of the Bay Area's seven state-owned toll bridges
- **Regional Prosperity**
Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility
- **Sustainability**
Ensure all projects are consistent with Plan Bay Area's 2040 focused growth and greenhouse gas reduction strategy
- **State of Good Repair**
Invest in projects that help restore transportation infrastructure in the bridge corridors
- **Technology**
Invest in technology to optimize roadway capacity
- **Freight**
Improve the mobility, safety and environmental impact of freight
- **Resiliency**
Invest in resilient bridges, including addressing sea level rise

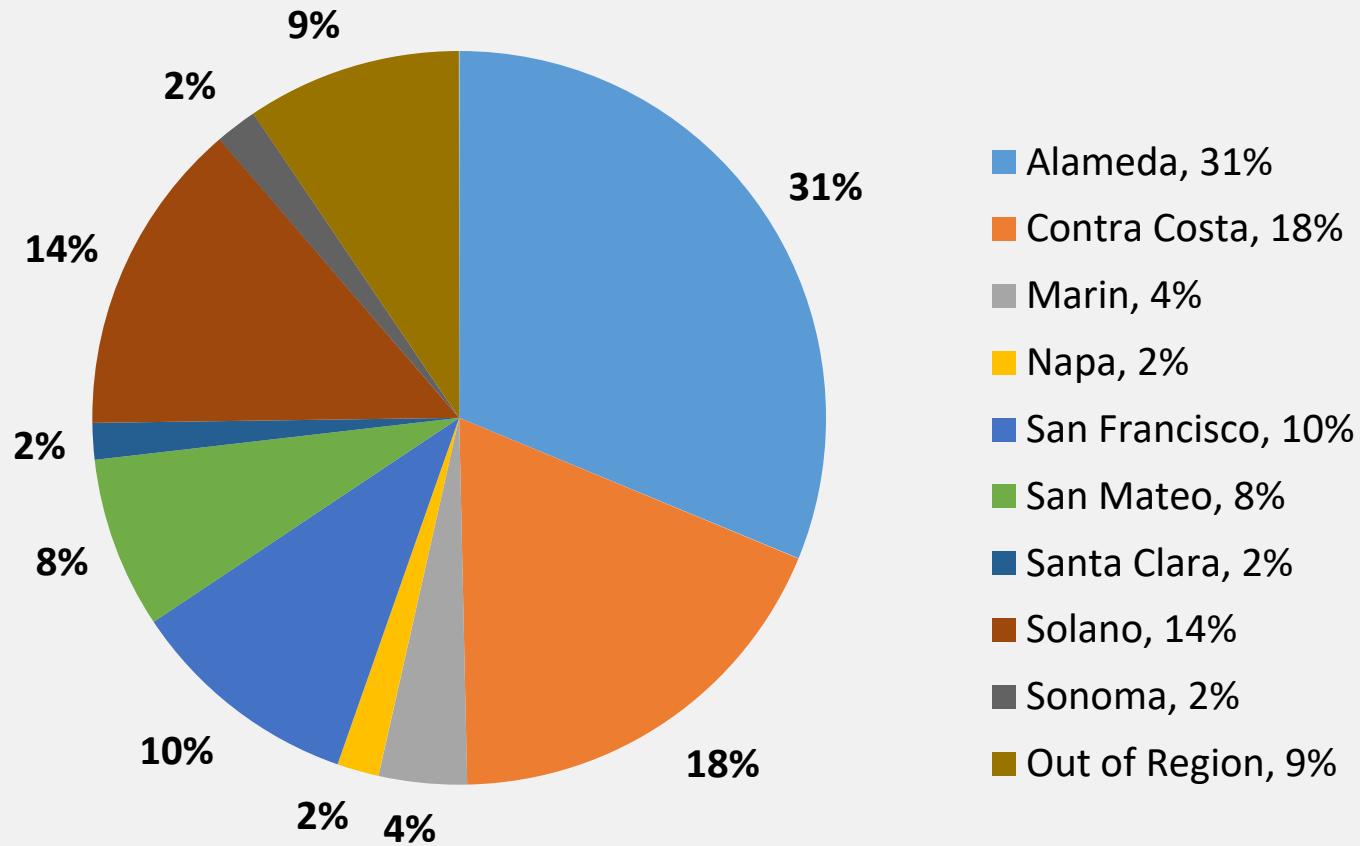
Toll Increase Revenue Options and Trade-Offs

Toll Surcharge Amount	Annual Revenue (\$ M)	Capital Funding Available (25-year bond)
\$1	\$127	\$1.7 billion
\$2	\$254	\$3.3 billion
\$3	\$381	\$5.0 billion

Share of Funds for Operations (\$3 Toll Option)	Annual Operating Funding (\$M)	Total Capital Budget
0%	—	\$5.0 billion
5%	\$19	\$4.7 billion
10%	\$37	\$4.5 billion
15%	\$56	\$4.2 billion
20%	\$75	\$4.0 billion



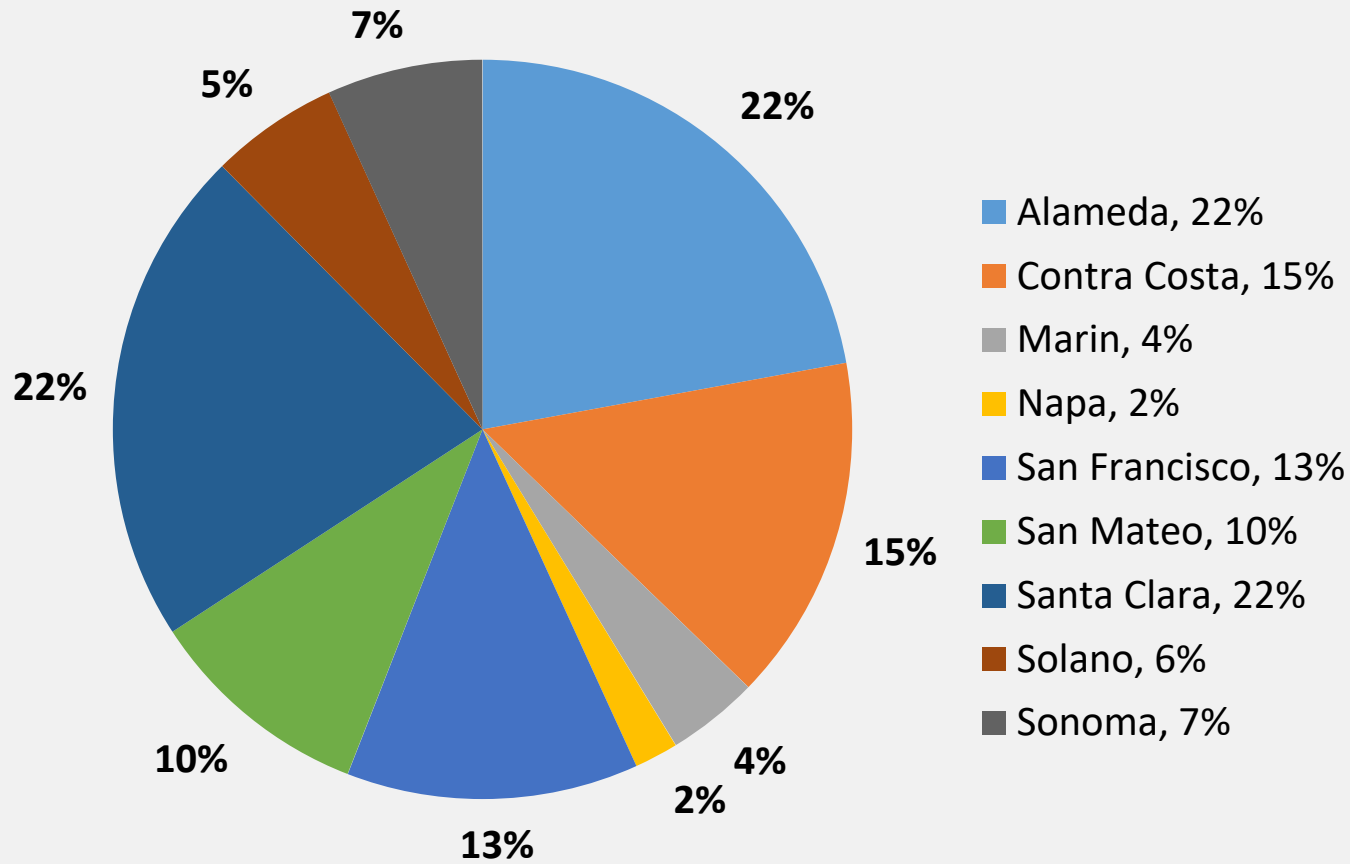
Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data – Average typical weekday transactions by county of billing address



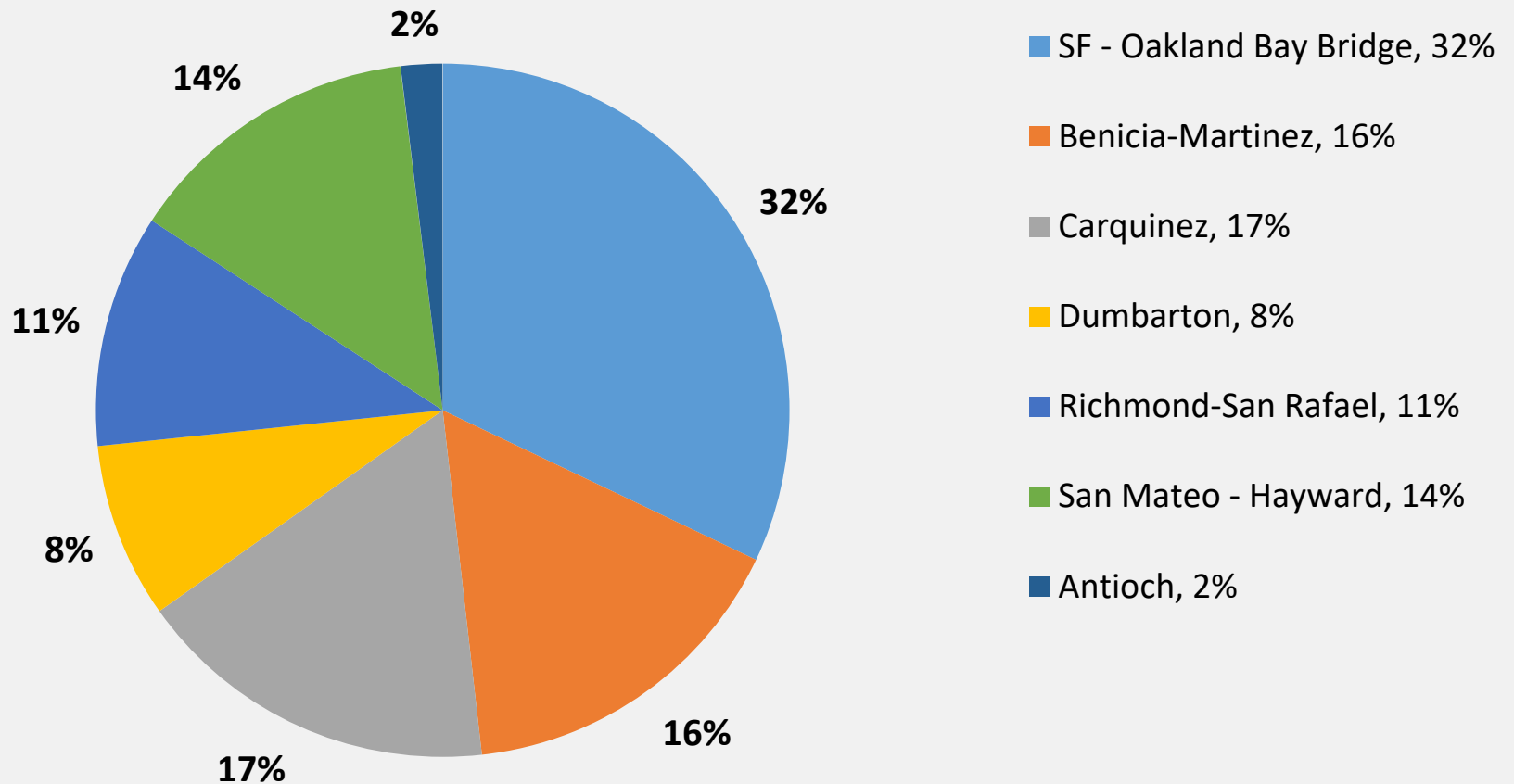
Share of Voters by County



Source: 2016 California Secretary of State Report of Registration (registered voters by county as of 10/24/2016)



Share of Toll Revenue by Bridge



Source: FY 2016 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016



RM 3 Expenditure Plan Concepts

- Bridge rehabilitation
- Express Lane corridors
- Freight
- Bay Trail
- BART expansion cars
- Transit access improvements

Key Policy Questions

- Should congestion pricing be expanded on the Bay Bridge and/or considered on other bridges?
- What kinds of projects should be considered for funding?
- Should a FasTrak discount be authorized?
- Should some toll revenue be used for annual operating purposes, and if so, how much?
- Should projects and programs be enumerated in legislation, determined through a regionally-based expenditure plan, or some combination thereof?

Plan Bay Area Assumptions

- **Plan Bay Area 2013 assumed \$2.7 billion total in new anticipated bridge tolls through 2040, including for the following projects/categories:**
 - Transbay Transit Center/Caltrain Downtown Extension (\$300 M)
 - Highway & Bridge Fix-it-First (\$900 M)
 - Transit Fix-it-First (\$1 B)
- **Draft Plan Bay Area 2040 assumes \$4 billion in capital funding over 23 years for programs & projects, including:**
 - Transbay Transit Center/Caltrain Downtown Extension (\$300 M)
 - Transit preservation (\$980 M)
 - BART Transbay Core Capacity (\$450 M)
 - Goods movement (\$380 M)
 - Regional & Local Bridges (\$250 M)