



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Regional Measure 3 Draft Candidate Projects



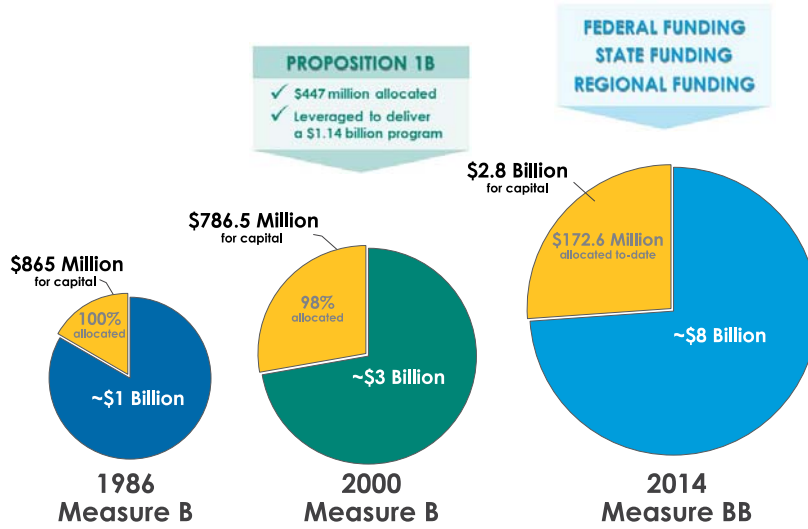
Overview

- Recap of Alameda CTC's funding need to fulfill Measure BB
- Regional Measure 3 Overview
- Positioning Alameda CTC for maximum gain
- Draft candidate project list recommendation



Capital Program Funding Overview

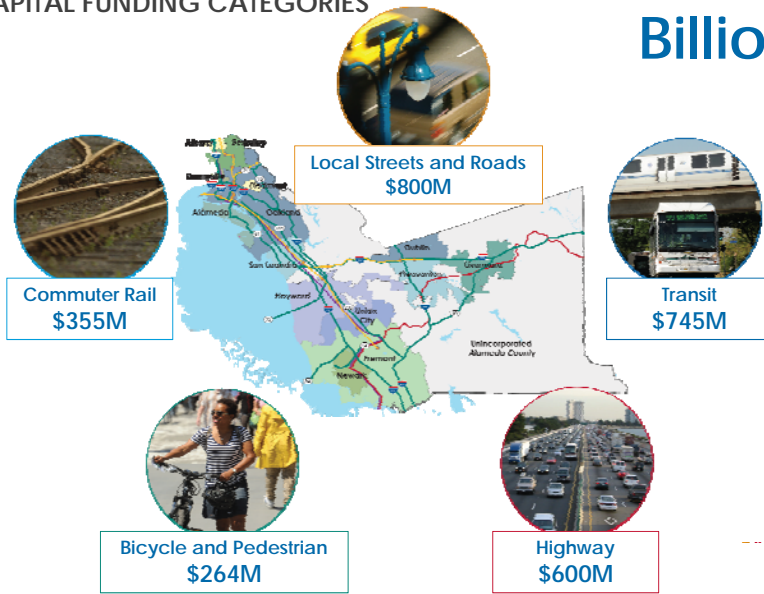
PROMISES MADE ◦ PROMISES KEPT ◦ PROMISES TO FULFILL



2014 Measure BB

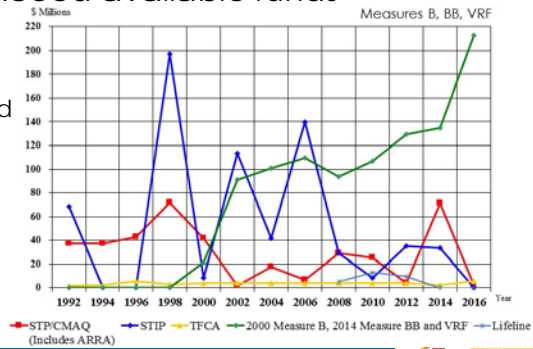
CAPITAL FUNDING CATEGORIES

\$2.8 Billion



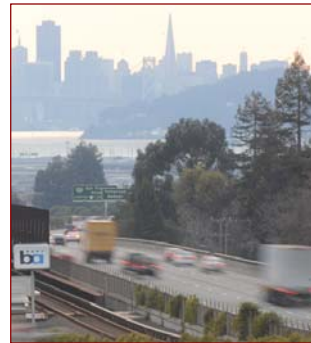
Needs Exceed Supply

- Measure BB Capital projects
 - \$2.8 billion Measure BB capital funding
 - Estimated \$8 billion total capital program
 - Funding need almost \$5.2 billion
- Local needs vastly exceed available funds
 - CIP 2018 request for projects
 - \$2.8 billion requested
 - \$161 million fund estimate
- State and federal funding unreliable



Regional Measure 3

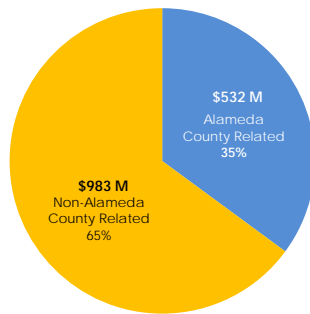
- Bridge toll increase
- MTC to determine:
 - \$1 - \$3 toll; variable pricing
 - Operating vs. capital
 - Expansion vs. state of good repair
 - Fund equity around region
- MTC introduce bill in early 2017
- Election in November 2018
 - Fee, not a tax – requires 50 percent vote
 - Revenue: range of \$125 to \$381 million per year
- Bridge nexus – must serve and impact bridge or bridge “corridors”



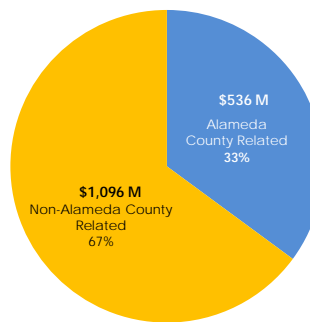
Regional Measure 2: Alameda County Capital Projects and Operations

RM2 ALLOCATED 1/3 OF FUNDING TO ALAMEDA COUNTY PROJECTS

Total Capital Projects = \$1,515M



Total Operating Funding = \$1,632M



Note: Alameda County-related funding estimated by adding funding for projects located within Alameda County and multi-county projects that include Alameda County. Alameda County's share of a multi-county project is estimated based on an even funding distribution between the counties that would benefit from the project.



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Alameda CTC RM3 Considerations

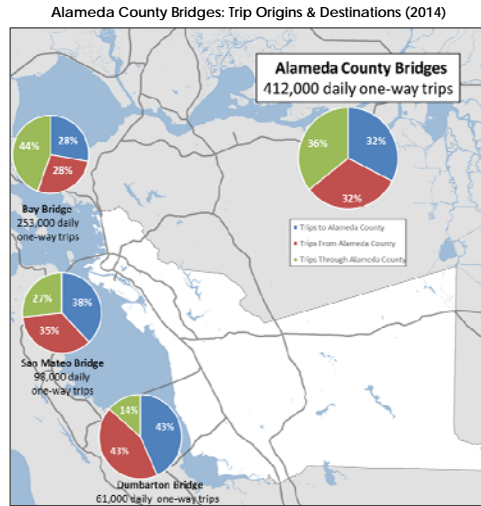
- Investments of regional significance
- Multimodal investments to support mode shift
- Leverage other funds – local measure money to advance projects
- Strong nexus to bridge corridors
 - Alameda County should fare well due to delivery success and bridge nexus
 - Alameda County central location and connections to bridges
 - Major regional congestion in Alameda County
 - Major Transbay transit trips from/to Alameda County



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Alameda County – Central Location

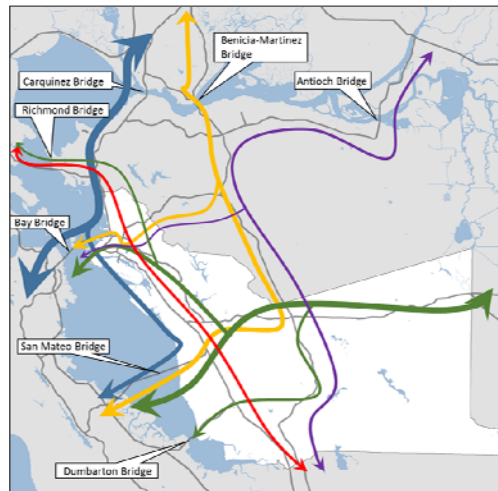
- 78 percent of all bridge crossings start in, end in or traverse Alameda County
- Nearly two-thirds of all Transbay transit trips board or alight in Alameda County
- All Transbay BART trips traverse the county, and nearly all Transbay bus routes serve or traverse the county



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Alameda County – Congestion Impact

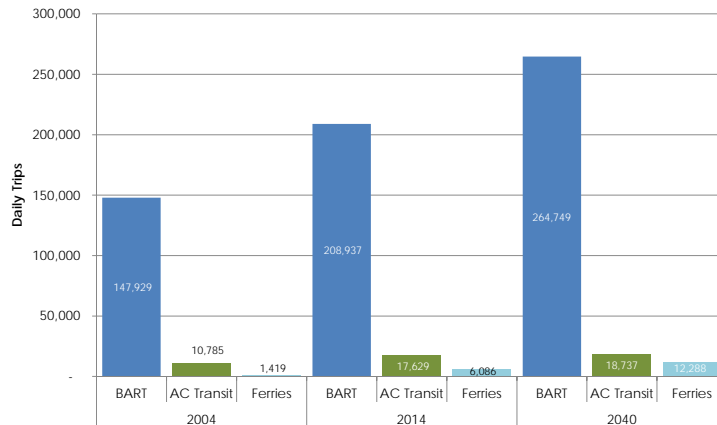
- Alameda County roads are the most congested in the region with 50 percent of the region's top 10 congested corridors
- Over 60 percent of regional vehicle hours of delay are in Alameda County



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Transbay Transit: Daily Trips by Operator

TRANSBAY TRANSIT TRIPS ARE PROJECTED TO GROW BY 33% FROM 2014 to 2040; WITH CAPACITY ALREADY CONSTRAINED, THIS WARRANTS MORE SOLUTIONS



Sources: (1) 2004 and 2014 Data: BART data sourced from BART Monthly Ridership Reports; AC Transit data sourced from AC Transit's Annual Ridership Memorandum; and WETA data provided by WETA staff. (2) 2040 Ridership data are Alameda CTC model estimates. (3) 2010 and 2040 Boarding and Alighting are Alameda CTC model estimates.



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Alameda CTC Adopted Investment Framework for RM3

- **A multimodal approach for projects linked to bridge corridors**
- **Transit projects** that advance transit as a viable alternative to move more people faster and in a more environmentally sustainable manner through the bridge corridors
 - **Core capacity:** Support infrastructure improvements that add capacity and improve efficiency for the core of the transit system
 - **Redundancy, reliability and resiliency:** Increase options that build redundancy, improve reliability and resiliency in the system
 - **Operational efficiencies:** Infrastructure to support operational efficiency and reliability including on multimodal arterials that feed bridge corridors
 - **Access to transit:** Transit supportive infrastructure, including bicycle and pedestrian improvements



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Alameda CTC Investment Framework (cont'd)

- **Highway improvements** on bridge corridors that improve the efficiency, person-throughput, safety or reliability of the corridors
- **Technology and ITS improvements** on highway and arterials projects that maximize system efficiency
- **Goods movement investments** that improve the efficiency of goods movement in the bridge corridors and/or promote modal shift from truck to rail to reduce truck trips on the major bridge corridors will provide benefits for all users



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MTC Principles

- **Bridge Nexus:** Ensure all project benefit toll payers in the vicinity of the San Francisco 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 in bridge corridors
- **Sustainability:** Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy
- **State of Good Repair:** Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors
- **Demand Management:** Utilize technology and pricing to optimize roadway capacity
- **Freight:** Improve the mobility, safety and environmental impact of freight
- **Resiliency:** Invest in resilient bridges and approaches, including addressing sea level rise



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Alameda CTC Candidate Projects

- Project Categories
 - Capital
 - Transit: BART, AC Transit, WETA
 - Highway: I-80, I-880, I-680
 - Goods Movement: Port, Urban Freight Corridors, Emissions Reductions
 - Transit Access, Trails, TDM
 - Operations
 - AC Transit
 - WETA
 - Projects support MTC draft policies

SEE HANDOUT FOR SPECIFIC PROJECT LIST



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Recommendation

- Approve Regional Measure 3 draft candidate project list



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