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

PROPOSITION 1B
✓ $447 million allocated
✓ Leveraged to deliver a $1.14 billion program

FEDERAL FUNDING
STATE FUNDING
REGIONAL FUNDING

$2.8 Billion for capital

$786.5 Million for capital
98% allocated

$1 Billion

$3 Billion

~$1 Billion

1986 Measure B

2000 Measure B

2014 Measure BB

~$8 Billion

$172.6 Million allocated to date

2014 Measure BB

CAPITAL FUNDING CATEGORIES

$2.8 Billion

Local Streets and Roads $800M

Commuter Rail $355M

Bicycle and Pedestrian $264M

Highway $600M

Transit $745M
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
- $983M Non-Alameda County Related 65%
- $532M Alameda County Related 35%

Total Operating Funding = $1,632M
- $1,096M Non-Alameda County Related 67%
- $536M Alameda County Related 33%

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.

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
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

Alameda County Bridges: Trip Origins & Destinations (2014)

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
Transbay Transit: Daily Trips by Operator

**Daily Trips**

<table>
<thead>
<tr>
<th>Operator</th>
<th>2004</th>
<th>2014</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART</td>
<td>187,929</td>
<td>208,937</td>
<td>264,749</td>
</tr>
<tr>
<td>AC Transit</td>
<td>10,785</td>
<td>18,737</td>
<td>208,937</td>
</tr>
<tr>
<td>Fentress</td>
<td>1,419</td>
<td>7,086</td>
<td>13,377</td>
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</tbody>
</table>

**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
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

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
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

Recommendation

- Approve Regional Measure 3 draft candidate project list