



Regional Measure 3

Advancing Alameda County Projects

Regional Measure 3 (RM 3) is a transportation measure on the June 5, 2018 ballot in the nine-county San Francisco Bay Area. The ballot measure includes a plan to build major roadway and public transit improvements funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge. RM 3 proposes a toll increase of \$1 in 2019, \$1 in 2022 and \$1 in 2025. The goal of RM 3 is to reduce traffic congestion and improve transportation options throughout the San Francisco Bay Area's state-owned toll bridge corridors.

WHAT DOES RM 3 FUND IN ALAMEDA COUNTY?

RM 3 Programs	RM 3 Funding Amount (x \$ 1,000)	Estimated Alameda County Funding Share (x \$ 1,000)
All-Corridor Operating Program (Annual)		
Ferries (WETA)	\$35,000	\$7,000
Regional Express Bus	\$20,000	\$19,000
	\$55,000	\$26,000
Capital Projects		
Regional Programs		
BART Expansion Cars (all BART-reliant counties)	\$500,000	\$125,000
Bay Area Corridor Express Lanes	\$300,000	\$60,000
Goods Movement and Mitigation	\$160,000	\$160,000
Bay Trail/Safe Routes to Transit (all bridges corridors eligible)	\$150,000	\$17,000
Ferries Enhancement Program	\$300,000	\$60,000
Capitol Corridor	\$90,000	\$90,000
Next Generation Clipper Transit Fare Payment System	\$50,000	\$6,000
	\$1,550,000	\$518,000
Corridor-Specific Capital Projects		
Central (San Francisco-Oakland Bay Bridge)		
Core Capacity Transit Improvement (serving the Bay Bridge corridor)	\$140,000	\$140,000
AC Transit Rapid Bus Improvements	\$100,000	\$100,000
	\$240,000	\$240,000
South (San Mateo-Hayward, Dumbarton)		
Tri-Valley Transit Access Improvements	\$100,000	\$100,000
Dumbarton Corridor Improvements	\$130,000	\$104,000
I-680/SR-84 Interchange Reconstruction Project	\$85,000	\$85,000
I-680/I-880/SR-262 Freeway Connector	\$15,000	\$15,000
	\$330,000	\$304,000
		\$1,088,000
TOTAL REGIONAL RM 3 PROGRAM FUNDING AMOUNT: \$4.45 Billion		
ESTIMATED ALAMEDA COUNTY FUNDING SHARE: \$1.088 Billion		

LOCAL MEASURE BB FUNDING

Approved by voters in 2014, Measure BB extended and augmented the existing transportation sales tax measure and will generate nearly \$8 billion over 30 years for essential transportation improvements in every city throughout Alameda County. Measure BB is an initial investment on these critical improvements. It is intended to attract other funds to advance delivery of regional and local transportation projects, such as RM 3 funds, if approved by the voters.

Increasing the amount of regional and local funding can move projects forward by 5-10 years in advance of their existing schedules.

MEASURE BB ACCOUNTABILITY

Alameda CTC is committed to the responsible stewardship of public funds and public accountability. An Independent Watchdog Committee reviews and reports annually on all Measure BB expenditures and performance measures. Alameda CTC has received 100 percent clean audits, its bonds are AAA-rated, and the agency has been awarded a Certificate for Excellence in Financial Reporting for four years in a row.

GOODS MOVEMENT AND RAIL



HIGHWAYS



TRANSIT AND TRAILS



RM 3 + Alameda County BB = Delivering Projects

Regional Measure 3: Advancing Alameda County Projects (cont'd)

ADVANCING MEASURE BB-FUNDED PROJECTS

7TH STREET GRADE SEPARATION



Located in the heart of the San Francisco Bay Area, Alameda County serves as a gateway from Northern California to the world. RM 3-eligible projects include **Global Opportunities at the Port of Oakland Projects** in partnership with the Port of Oakland to improve safety, efficiency and reliability of truck and rail



access to the Port. Improvements on I-80, I-580 and I-880 will reduce congestion and enable more goods to be carried by truck.

Improvements to enhance passenger rail include adding new BART cars, which can increase capacity by up to 30 percent, and extending BART, Caltrain and Santa Clara Valley Transit Authority light rail to jobs and regional transit hubs; expanding Diridon Station to accommodate BART, Caltrain, Amtrak and future high-speed rail; and improving Capitol Corridor track infrastructure to reduce travel times and improve safety.

I-580 EXPRESS LANES



Express lanes increase the efficiency of our transportation system for commuters, transit and freight, by taking advantage of existing capacity. The **I-680 Express Lanes From SR-84 to Alcosta Boulevard**, an RM 3 eligible project, will reduce congestion in one of the top 10 most congested freeway corridors in the Bay Area, improve safety and air quality, and accommodate future demand.

SR-84 Widening and SR-84/I-680 Interchange Improvements will improve safety and regional/interregional connectivity by upgrading SR-84 from a two-lane highway to a four-lane expressway between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County. The **SR-262 Cross Connector**, another RM 3-eligible project, will widen SR-262 to six lanes. RM 3 could be instrumental for future phases, such as final engineering right-of-way and construction.

BART AND AC TRANSIT RAPID BUS



Approximately 100 million riders board transit annually in Alameda County on rail, buses, ferries and shuttles. **AC Transit Rapid Bus Corridor Improvements** is an RM 3-eligible project to improve speed and reliability for key AC Transit bus lines. The San Francisco Bay Area Water Emergency Transportation Authority (WETA) **Ferry Enhancement Program** will purchase new vessels, rehabilitate existing vessels, build/upgrade facilities and build/expand terminals. RM 3 could also fund WETA service expansion.



Dumbarton Corridor Improvements will address transit and mobility improvements within this corridor. The **trails program** will improve bicycle and pedestrian access on and near the region's toll bridges and to rail transit stations and ferry terminals. Access improvements include sidewalks, bike paths, traffic signals, signage and secure bicycle parking. **Tri-Valley Transit** funding will enhance transit services in the Tri-Valley.

RM3 ACCOUNTABILITY AND OVERSIGHT

RM 3 has an extensive accountability and oversight process:

Citizens' Oversight Committee: Modeled on the approach taken in local county sales tax measures dedicated to transportation, RM 3 requires establishment of an independent oversight committee to ensure spending of all RM 3 revenue is consistent with the Expenditure Plan. County supervisors in each of the nine Bay Area counties would appoint two representatives to this committee.

Performance Measures: Prior to allocating funds to bus or ferry service, MTC will develop performance measures, such as ridership targets, to help ensure tolls are used cost-effectively and highlight the need for adjustments to be made if service falls short of the desired performance measures. A similar requirement existed for RM 2 and led to changes in service and the elimination of certain routes that did not attract sufficient riders to be cost-effective.

Office of BART Inspector General: Approval of RM 3 would establish an independent Office of the BART Inspector General to ensure BART uses bridge toll funds and other revenues efficiently and effectively. (Source: https://mtc.ca.gov/sites/default/files/RM_3_FAQ_3-1-18.pdf.)