Bridge Toll Increase for Transit

Senate Select Committee

June 3, 2002

Overview

- Seven State Bridges are a Congestion Choke Point
- Proposal: Raise Bridge Toll $1 for Regional Transit
- Legislative Process for Expenditure Plan
- Recommended Principles
- Illustrative Projects

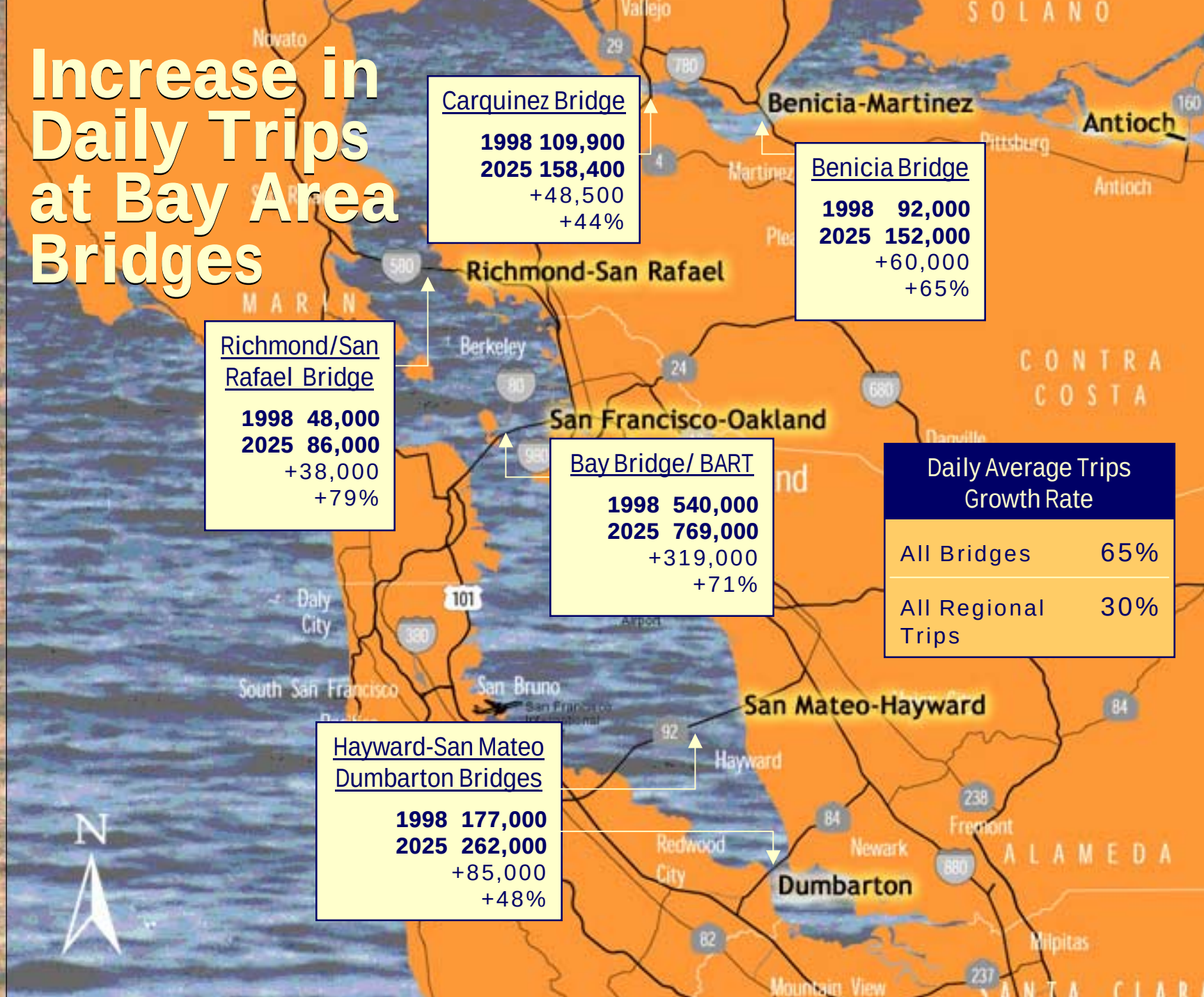
Map of Seven Toll Bridges

Analysis of Seven Bay Area Toll Bridges

Toll Paying Vehicle Counts and Revenues

	Toll Paying Vehicles (FY 00-01)	Base ($1) Toll Revenues (FY 00-01)	Percent of Total
Northern Bridge Group			
Antioch	2,115,873	$3,205,799	2.2%
Benicia-Martinez	17,158,684	$21,111,501	14.6%
Carquinez	21,193,743	$27,145,618	18.7%
Richmond-San Rafael	12,276,754	$14,665,289	10.1%
Southern Bridge Group			
Bay Bridge	45,168,355	$50,341,275	34.8%
San Mateo-Hayward	14,072,286	$16,436,599	11.4%
Dumbarton	10,948,299	$11,884,727	8.2%
TOTAL	122,933,994	$144,790,808	100%

Increase in Daily Trips at Bay Area Bridges



Carquinez Bridge

1998 109,900
2025 158,400
+48,500
+44%

Benicia Bridge

1998 92,000
2025 152,000
+60,000
+65%

Richmond/San Rafael Bridge

1998 48,000
2025 86,000
+38,000
+79%

Bay Bridge/ BART

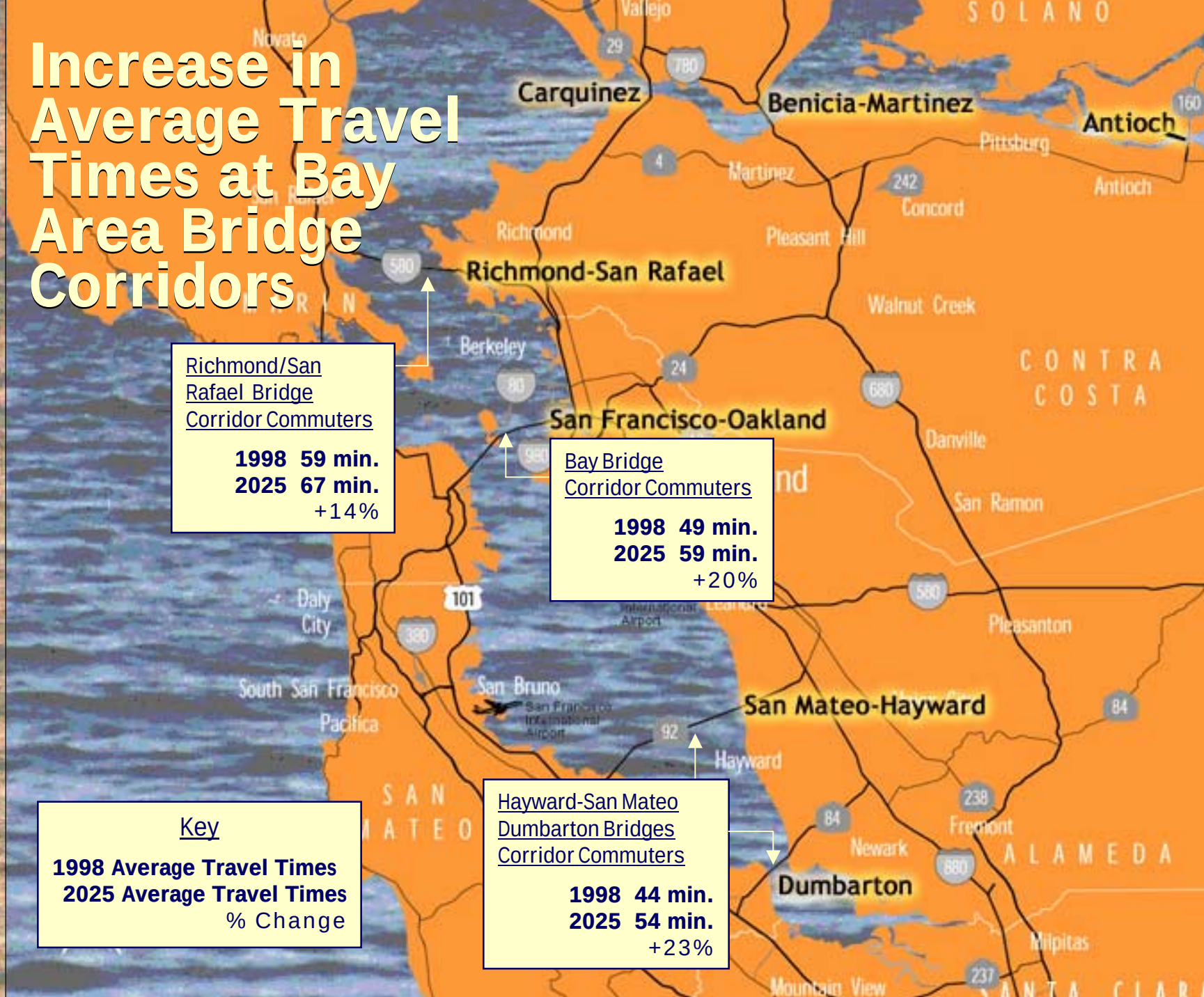
1998 540,000
2025 769,000
+319,000
+71%

Hayward-San Mateo Dumbarton Bridges

1998 177,000
2025 262,000
+85,000
+48%

Daily Average Trips Growth Rate	
All Bridges	65%
All Regional Trips	30%

Increase in Average Travel Times at Bay Area Bridge Corridors



Richmond/San Rafael Bridge Corridor Commuters

1998 59 min.
2025 67 min.
+14%

Bay Bridge Corridor Commuters

1998 49 min.
2025 59 min.
+20%

Hayward-San Mateo Dumbarton Bridges Corridor Commuters

1998 44 min.
2025 54 min.
+23%

Key

1998 Average Travel Times
2025 Average Travel Times
% Change

Proposal: Raise the Bridge Toll $1 for Regional Transit

- **Will generate approximately $125 million per year**
- **If half is used for capital financing over 30 years:**
  - $700 to $900 million for capital
  - $60 million per year for operating subsidies

Proposed Process

- Advisory committee in 2002
- Expenditure Plan Legislation in 2003
- Bay Area Ballot Measure in 2004

Advisory Committee

- Congestion management agencies (7)
- Regional transit operators (7): BART, VTA, SamTrans, AC Transit, Muni, WTA, GGBD
- Department of Transportation
- Stakeholders (3): business, environmental, social justice
- Staffing: Legislative and MTC

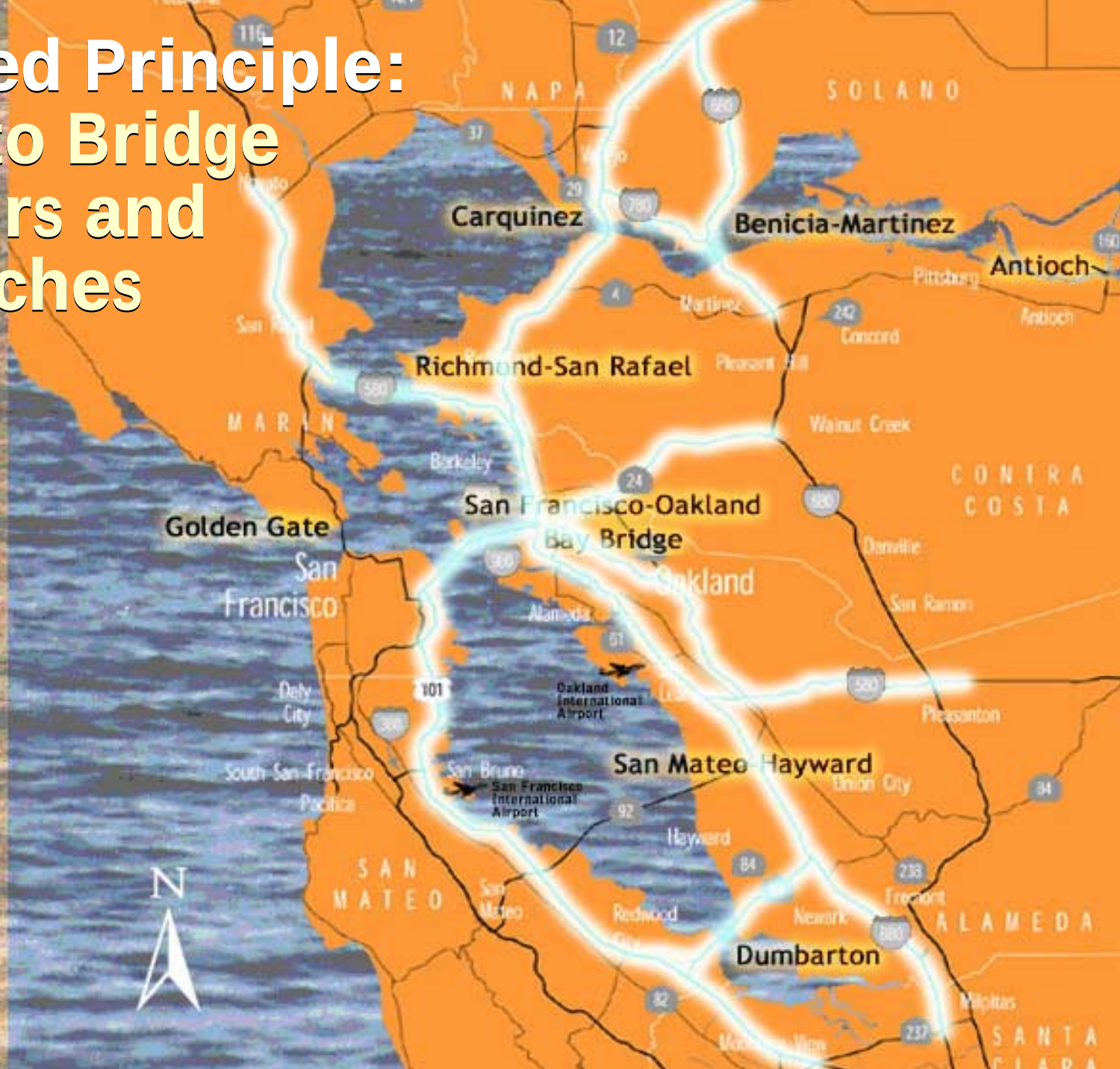
Proposed Principles

- New regional transit services
- Nexus between tollpayers and bridge corridor improvements
- 50/50 split overall between operating subsidies and capital financing
- Performance measures utilized to evaluate projects

Proposed Principle: New Regional Transit Services

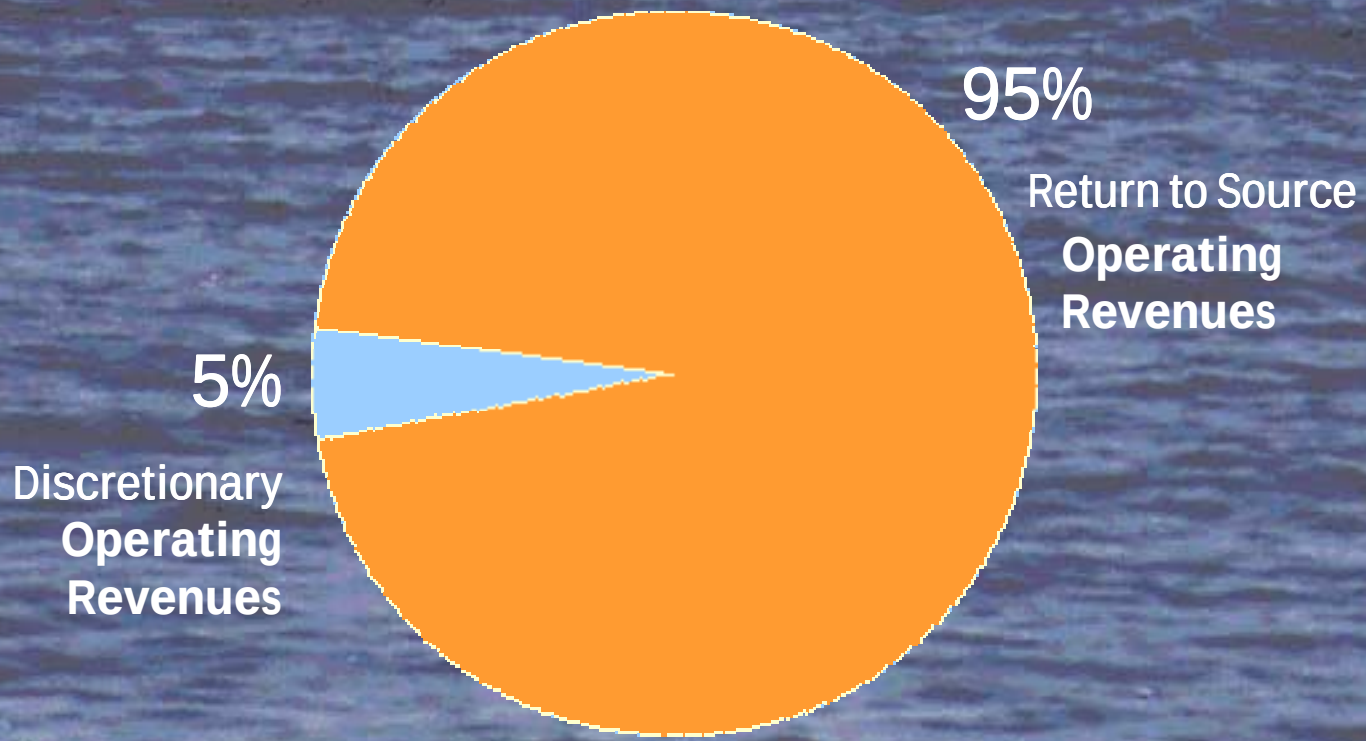
- New benefits to the regional commuter
- Specific routes and schedules
- Critical safety enhancements
- Added value to existing network
- Reasonable implementation period

Proposed Principle: Nexus to Bridge Corridors and Approaches



Proposed Principle: Regional Discretionary Funds for Transit Operating Subsidies

Percent of Existing Regional Discretionary Transit Operating Revenues to Total Operating Revenues



Proposed Principle: Performance Measures

- Best Bang for the Buck
- Solutions by Corridor
- Utilized by Advisory committee

Proposed Principle: Sample Performance Measures

- Cost effectiveness
- Number of users/riders
- Travel time
- Reasonable implementation timeframe
- Environmental
- Land Use
- Others

Illustrative Projects
Examples only

- Project evaluation by Advisory committee
- Fits the criteria of the principles

Illustrative Projects

- BART Transbay Tube Seismic Retrofit
- Dumbarton Rail
- Caltrain Baby Bullet
- Express Bus Plan
- New Ferry Services
- BART capacity enhancements
- Capitol Corridor rail improvements
- Transbay Terminal
- Improved feeder systems and connectivity and night owl bus services

Illustrative Projects: BART Transbay Tube Seismic Retrofit

Illustrative Projects: Dumbarton Rail

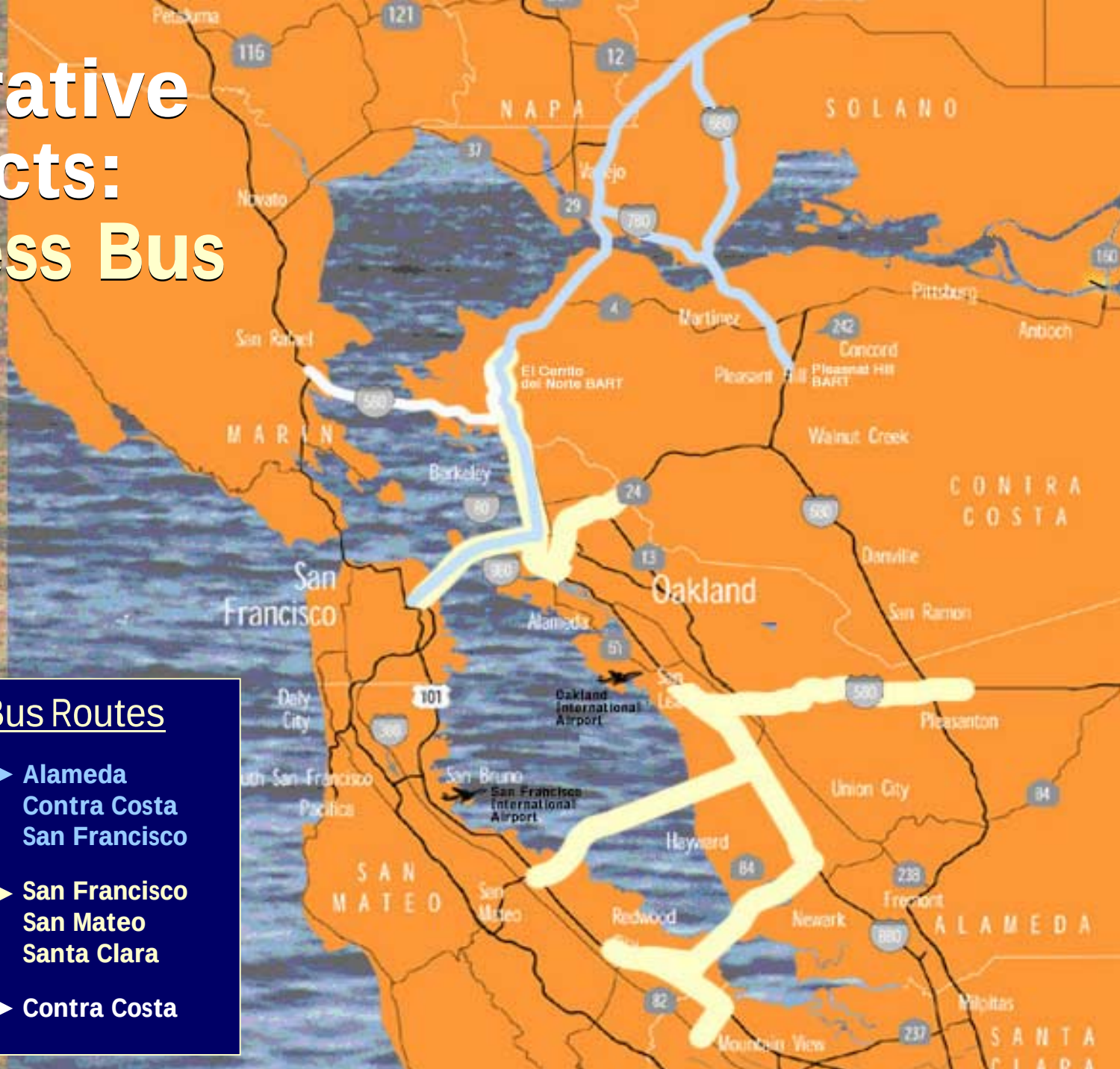
Dumbarton Rail

- Union City to Milbrae
- Union City to San Jose

Illustrative Projects: Caltrain Baby Bullet, Phase 2

- **Add tracks between areas and stations:**
  - San Bruno and Brisbane
  - San Mateo and North Belmont
  - Santa Clara and San Jose/ Diridon stations
- **Construct Station Improvements**

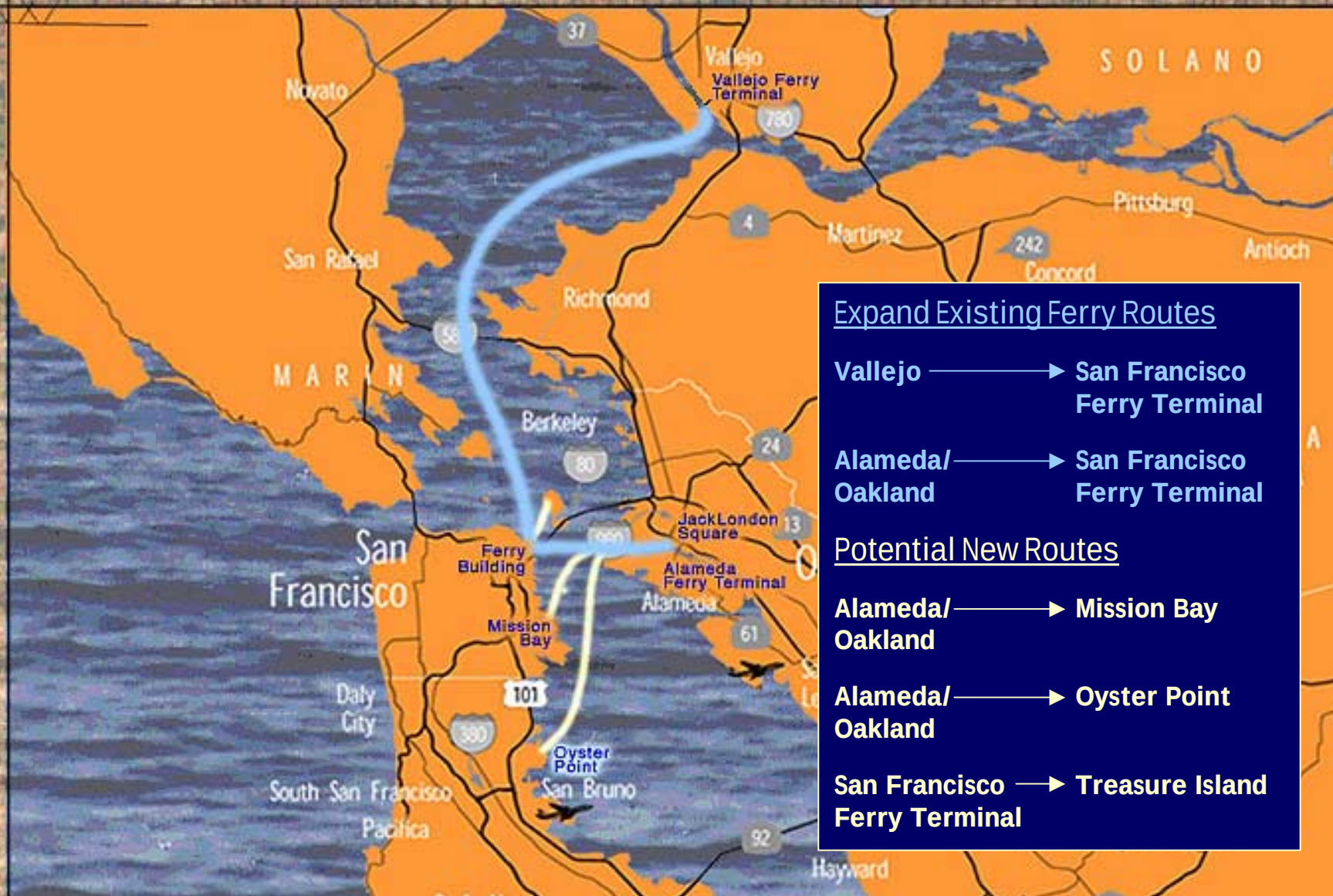
Illustrative Projects: Express Bus Plan



Express Bus Routes

Solano County	→	Alameda Contra Costa San Francisco
Alameda/ Contra Costa	→	San Francisco San Mateo Santa Clara
Marin	→	Contra Costa

Illustrative Projects: New Ferry Service



Expand Existing Ferry Routes

- Vallejo → San Francisco Ferry Terminal
- Alameda/Oakland → San Francisco Ferry Terminal

Potential New Routes

- Alameda/Oakland → Mission Bay
- Alameda/Oakland → Oyster Point
- San Francisco Ferry Terminal → Treasure Island

Illustrative Projects: BART Capacity Enhancements

- **Crossover tracks — allows BART to reverse trains at Pleasant Hill**
- **Station Expansion**
  - Wider platforms
  - More and better placed faregates
  - Other architectural modifications
- **Increased parking and access improvements**
- **Advanced Automatic Train Control**

Illustrative Projects: Capitol Corridor Rail Improvements

BART Examining Potential Rail Service Improvements in I-80 Corridor:

- Capitol Corridor Service Improvements
- New Rail Station Sites
- Potential Rail Services Over Carquinez Strait to Vallejo

Illustrative Projects: Transbay Terminal

Illustrative Projects: Night Owl Bus Service at BART lines and Improved Feeder Bus Services

- Provide a continuous network of late night bus services
- Operate night owl services in BART and other rail corridors
- Expand feeder bus services to BART and commuter rail lines
- Expand Muni Services connecting with BART, Caltrain and Transbay Terminal