

# Bridge Toll Increase for Transit





# Overview

A suspension bridge with a steel truss structure spans across a wide body of blue water. The bridge's towers and cables are visible against a background of a grassy, hilly landscape. The water in the foreground shows gentle ripples.

- ◆ 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







# 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
<b>Northern Bridge Group</b>			
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%
<b>Southern Bridge Group</b>			
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%
<b>TOTAL</b>	<b>122,933,994</b>	<b>\$144,790,808</b>	<b>100%</b>



# 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

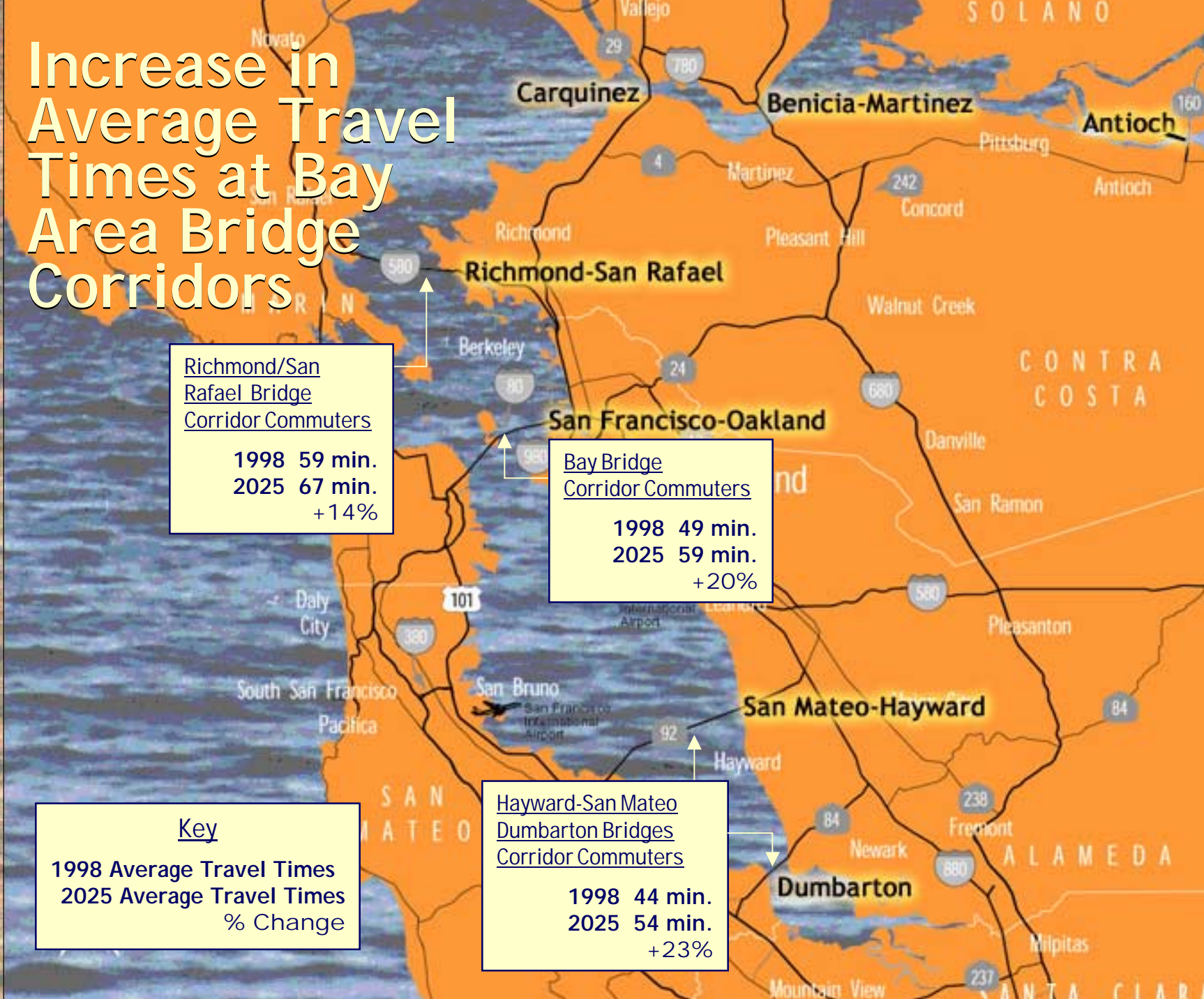
1998	49 min.
2025	59 min.
	+20%

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

The background of the slide features a suspension bridge with a complex steel truss structure, spanning across a wide body of blue water. The bridge's towers and cables are visible against a hazy, light-colored sky. The water in the foreground shows gentle ripples.

- ◆ 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

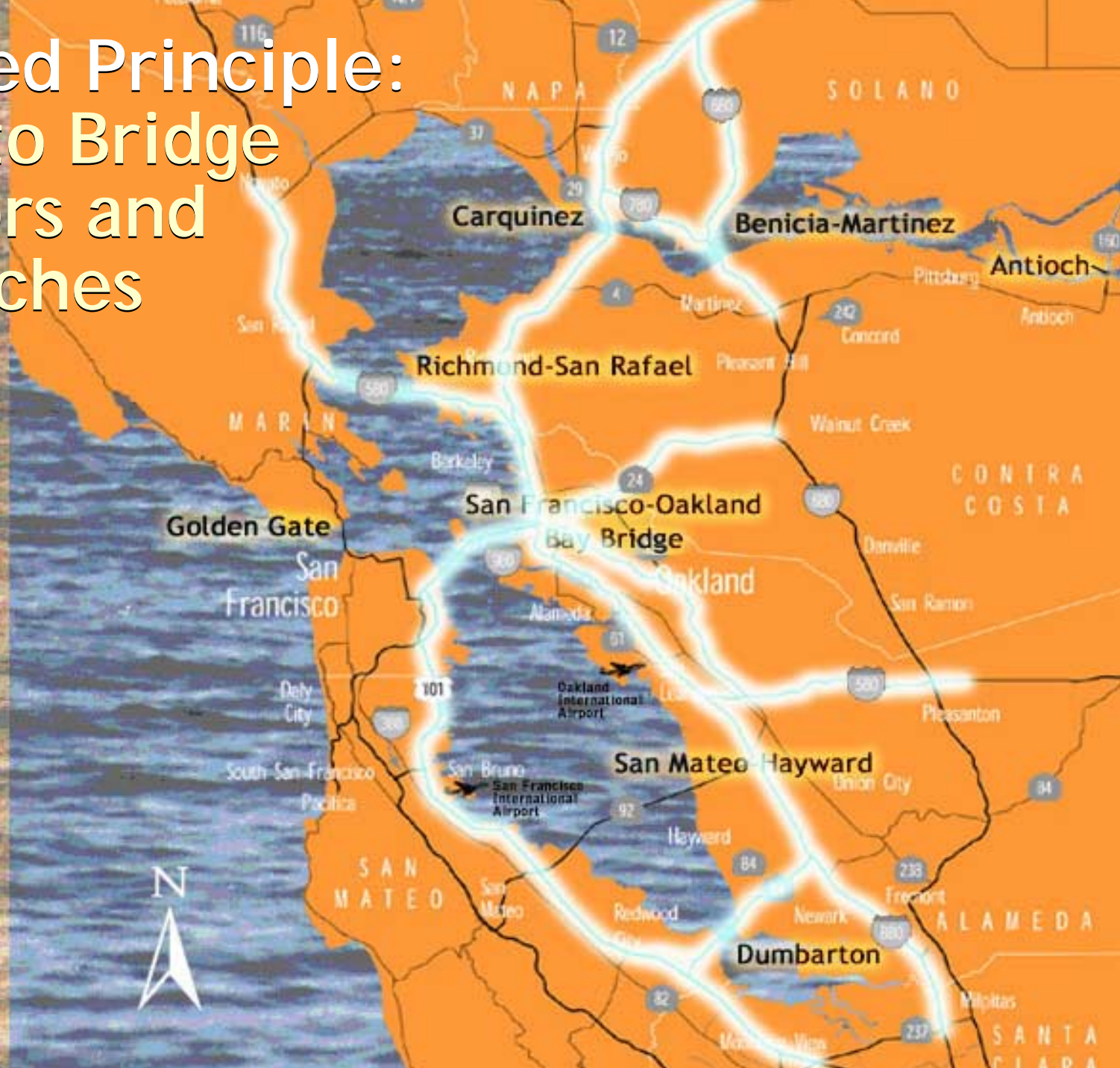


# Proposed Principle: New Regional Transit Services

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



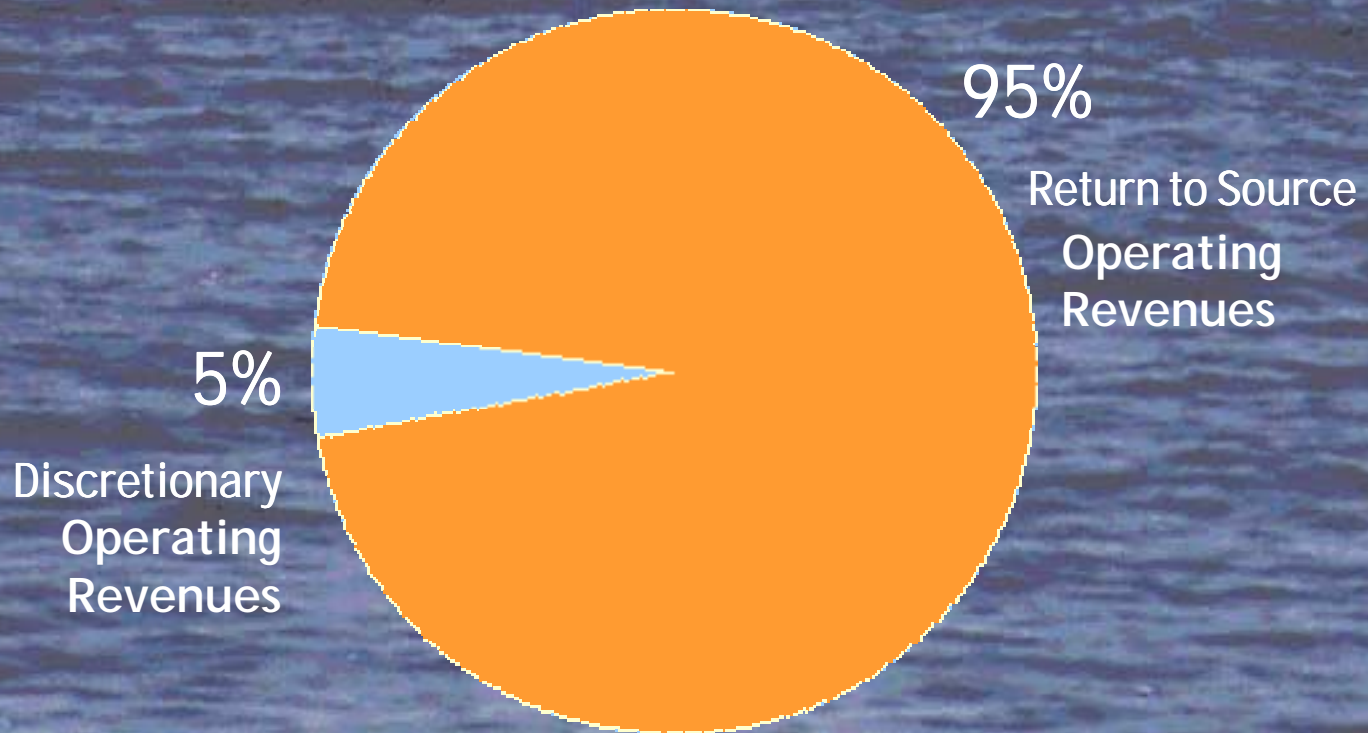
# Proposed Principle: Nexus to Bridge Corridors and Approaches





# 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



The background of the slide features a suspension bridge with a steel truss structure, spanning across a wide body of blue water. The bridge's towers and cables are visible against a sky with some light clouds. The water in the foreground shows gentle ripples.

# 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

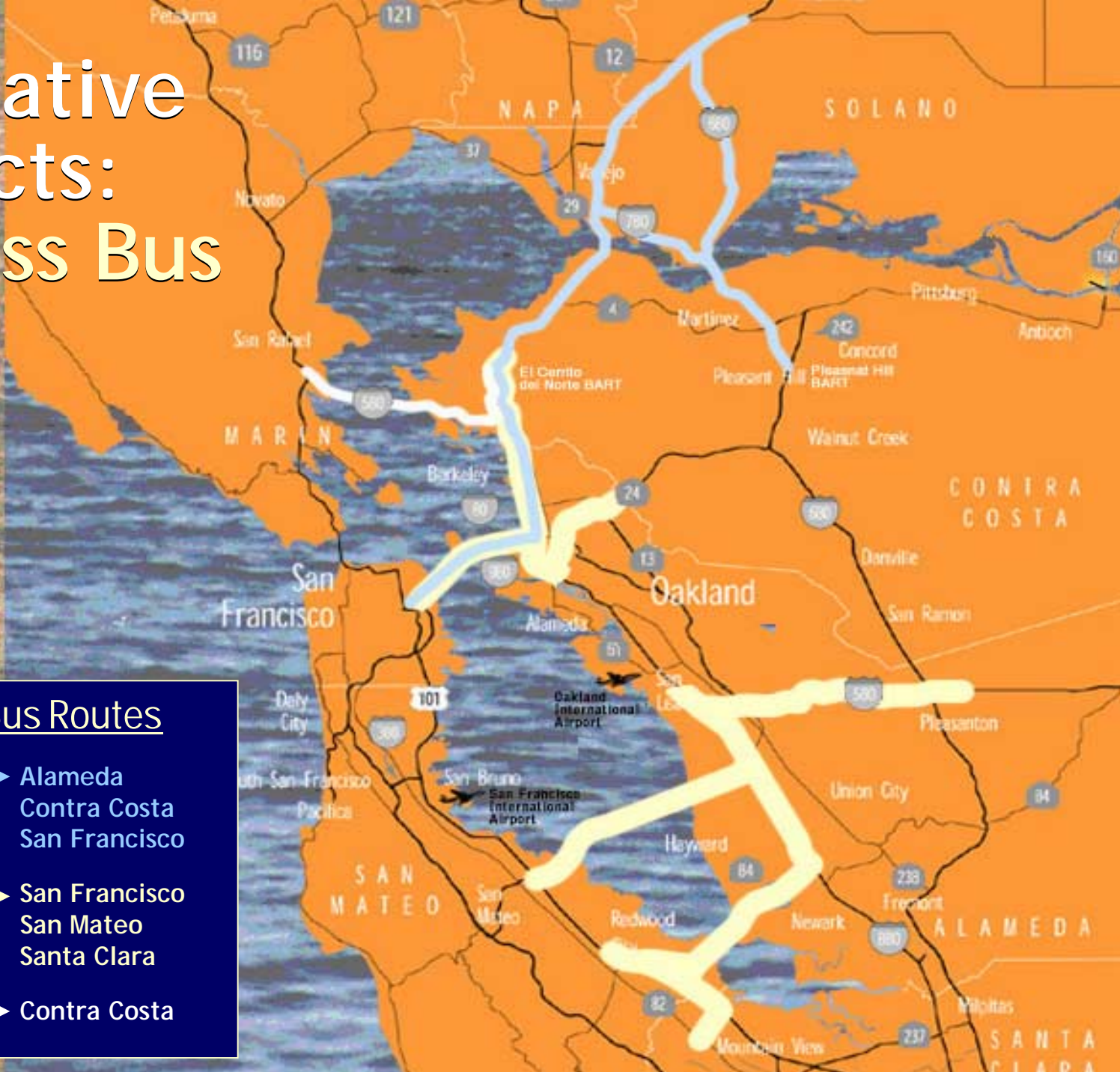




# Illustrative Projects: Express Bus Plan

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 —▶ Treasure Island Ferry Terminal



# 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

