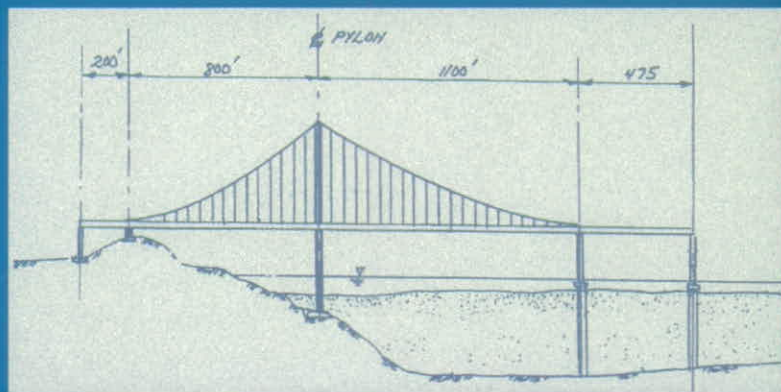
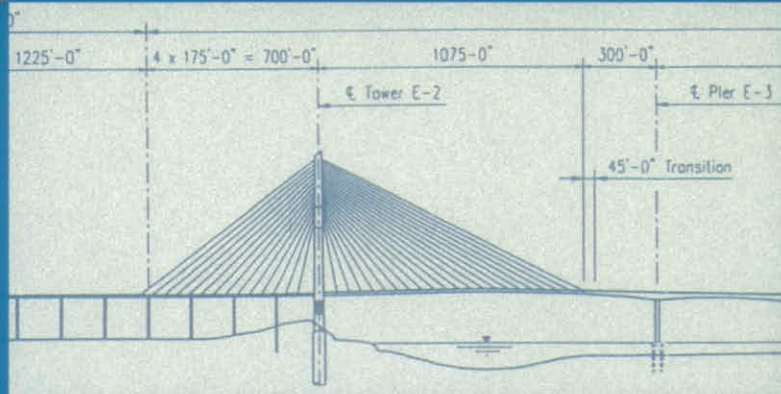


Toll Bridge Report to the California Legislature



FY 1997-98



METROPOLITAN
TRANSPORTATION
COMMISSION

A Look at the San Francisco-Oakland Bay Bridge

Facts at a Glance

<i>Location</i>	Interstate 80 between San Francisco and Alameda counties
<i>Length</i>	23,000 feet (4.5 miles), including approaches and toll plaza
<i>Construction</i>	Suspension, tunnel, cantilever and truss
<i>West Bay Suspension</i>	
• Length	9,260 feet
• Span Length	2,310 feet
• Vertical Clearance	220 feet
• Tower Height	526 feet
<i>East Bay Cantilever</i>	
• Length	10,176 feet
• Span Length	1,400 feet
• Vertical Clearance	191 feet
<i>Deepest Bridge Pier</i>	242 feet below water level – 396 feet high
<i>Tunnel</i>	Largest bore on earth: 76 feet wide; 58 feet high; 1,700 feet long
<i>Opened</i>	November 12, 1936
<i>Original Cost</i>	\$77 million (including Transbay Transit Terminal)
<i>Auto Toll</i>	\$2
<i>Traffic Lanes</i>	Five westbound on upper level; five eastbound on lower level
<i>Average Daily Traffic</i>	270,000 vehicles

The Future of the Bay Bridge

Pictured on the cover is the San Francisco-Oakland Bay Bridge as it appears today, along with renderings of two options — a cable-stayed (top) and a self-anchored suspension span — for the replacement of the eastern span. These two alternatives have been advanced by the Metropolitan Transportation Commission and its San Francisco-Oakland Bay Bridge Design Task Force for further design work by Caltrans. MTC was asked by Governor Wilson and Bay Area legislative leaders to help build a regional consensus on the design of the new eastern span, and is scheduled to make a final design recommendation in summer 1998.

Toll Bridge Report to the California Legislature

FY 1997-98

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January 1998

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Introduction

The Bay Area's State-owned Toll Bridges

Bridges are a fact of life in the Bay Area, given our unique geography. These workhorses of the region's transportation network provide transportation links that are vital to our mobility and to the economic health of the region. There are eight toll bridges in the nine-county San Francisco Bay Area. One of these spans — the Golden Gate — falls under the jurisdiction of the Golden Gate Bridge, Highway and Transportation District. The other seven are owned and operated by the state of California. This report provides information on the state-owned toll bridges: the San Francisco-Oakland Bay Bridge, the Richmond-San Rafael Bridge, the Carquinez Bridge, the Benicia-Martinez Bridge, the Pittsburg-Antioch Bridge, the San Mateo-Hayward Bridge and the Dumbarton Bridge.

While discussed in detail later in this report, in general terms, toll revenues derived from the base one dollar toll are used primarily for ongoing operating costs, debt service on prior construction bonds, insurance and bridge rehabilitation, and transit services in the bridge corridors. (As these spans are part of the state highway system, the State Highway Account finances their routine maintenance). Revenues derived from the one dollar seismic surcharge (effective January 1, 1998) are dedicated to funding seismic safety projects on the toll bridges.

To ensure that traffic does not choke these essential travel arteries, a portion of the base toll has in recent years been devoted to upgrading public transit in the bridge corridors. The San Francisco Bay Area's Metropolitan Transportation Commission (MTC) has responsibility for allocating toll bridge revenues dedicated to these congestion-relief programs.

Annual Reporting Requirements

MTC reports annually to the California Legislature concerning its allocation of specified revenues from state-owned toll bridges (pursuant to AB 664, Chapter 1229, 1975 Statutes, California Streets and Highways Code Section 30895). This report includes information on:

- Recent legislative changes that will affect the region's state-owned toll bridges.
- Allocation of a 1988 voter-approved increase in tolls to a standard \$1 on all state-owned toll bridges in the Bay Area — known as Regional Measure 1 (RM 1). These RM 1 revenues are dedicated to public transit, ferry service, and road improvements to reduce traffic congestion in bridge corridors.

- Allocation of "net toll revenues," which are revenues collected from a July 1, 1977 toll increase imposed on the region's three southernmost toll bridges — the San Francisco-Oakland, the San Mateo-Hayward and the Dumbarton — for public transit capital improvements.
- Transit capital planning and ferry system objectives the Commission hopes to achieve through its bridge toll allocations.
- Estimated revenues to be allocated to each of the eligible claimants, the purpose of each allocation and a summary of current and past funding allocations.

Because of sweeping changes to the toll structure and operation of the region's state-owned bridges prompted by 1997 state legislation, this is the last report of this type that we will submit. Under the new state law, MTC is now responsible — as the Bay Area Toll Authority — for allocating *all* revenues from the base one dollar toll. In future years, MTC will provide a detailed plan for delivering on the voter-approved RM 1 program, and report in far greater detail on the financial condition of each toll bridge.

New Laws, New Responsibilities for MTC

Agreement at Last on Seismic Retrofit

Jolted into awareness by the Bay Area's 1989 Loma Prieta earthquake, then not-so-gently nudged by the 1994 Northridge temblor in Southern California, the state for years grappled with the question of how to finance the hefty tab for seismic strengthening of California's highway spans.

A measure of relief came in 1996 with voter approval of Proposition 192, a \$2 billion bond measure to finance some of the work. The missing piece of the policy puzzle involved closing the \$1.7 billion gap between available revenues and costs for retrofitting seven state-owned toll bridges — five of which are in the Bay Area and two of which are in Southern California. In the case of the San Francisco-Oakland Bay Bridge, replacement costs for the eastern span are factored in as well.

In 1997, the California Legislature enacted a landmark legislative package for financing seismic retrofit work needed on state-owned toll bridges in California. This agreement consists of two bills authored by State Senator Quentin Kopp of San Francisco — SB 60 and SB 226, both of which took effect on January 1, 1998.

SB 60 allocates \$875 million in state funding and \$875 million from local toll revenues to finance retrofit work on all state-owned toll bridges in California. The measure also allocates \$790 million in 1996 voter-approved Proposition 192 bond funds for seismic retrofit work on the toll bridges, for a total allocation of \$2.5 billion. The state's share will come from various transportation funding sources as part of the next seven annual state budgets.

Table 1 on the next page outlines the project costs and construction schedules for the Bay Area toll bridge seismic program.

Bay Area Toll Surcharge to Fund Part of the Work

SB 60 also levies a \$1 toll surcharge on the Bay Area's state-owned bridges, effective January 1, 1998 and ending in 2006. The surcharge may be extended for up to two years if MTC chooses to pay for the following authorized "amenities" on the new eastern span of the Bay Bridge: a cable-supported bridge; relocation or replacement of San Francisco's Transbay Transit Terminal; and bicycle/pedestrian access on the new span.

SB 226 transfers administration of the existing \$1 toll on the Bay Area state-owned bridges from the California Transportation Commission (CTC) to the newly created Bay Area Toll Authority (BATA), which the bill defines as MTC. It also supplements the three percent set-aside in the RM 1 toll increase for ferry and other transit services by earmarking another 2 percent of the RM 1 toll for ferries.

TABLE 1: Seismic Retrofit Project Cost and Schedule

Project Description	Begin Construction	End Construction	Estimated Costs (Inflated \$) ^(a)
<i>Benicia-Martinez</i>			
Retrofit Approaches	2/98	4/99	\$ 12,800,000
Retrofit Main Span	2/98	5/00	91,700,000
SUBTOTAL			\$ 104,500,000
<i>Carquinez</i>			
Retrofit of Eastbound Span	2/98	01/00	\$ 85,800,000
SUBTOTAL			\$ 85,800,000
<i>Richmond-San Rafael</i>			
Main Span Foundations and Towers	03/98	06/01	\$ 207,800,000
Main Superstructure, Approach and West Trestle	03/98	05/00	\$ 121,300,000
SUBTOTAL			\$ 329,100,000
<i>San Mateo-Hayward</i>			
Existing Trestle	6/97	01/99	\$ 12,600,000
West Approach and Pier 1	6/97	11/98	3,900,000
High Raise Portion	12/97	12/99	107,600,000
SUBTOTAL			\$ 124,100,000
<i>San Francisco-Oakland Bay (East Span)</i>			
Piers E23-E39	09/95	09/97	\$ 31,700,000
Interim East Span Retrofit	05/98	08/99	28,600,000
Design and Construct New East Span ^(b)	02/01	02/04	1,178,400,000
Demolition of Old Bridge	11/03	11/04	46,000,000
SUBTOTAL			\$ 1,284,700,000
<i>San Francisco-Oakland Bay (West Span)</i>			
West Span Approach Main Line	12/99	11/03	
West Span Approach Upper Off Ramps	12/99	11/03	
West Span Approach TBTB & Harrison	12/99	11/03	
West Span Caissons; Piers W2-W6	12/99	11/03	
West Span Suspension Anchorage & W1	12/99	03/00	
West Span Suspension Towers	12/99	06/00	
West Span Suspension Superstructure	12/99	07/00	
YBI Tunnel Approaches	12/99	06/99	
YBI Tunnel	12/99	01/01	
SUBTOTAL			\$ 553,000,000
TOTAL SEISMIC COSTS			\$ 2,481,200,000

^(a) Source: California Department of Transportation, District 04

^(b) Estimated cost is for "skyway" viaduct alternative; cost will be higher if MTC selects cable-supported alternative.

New Bay Area Toll Authority

Under the 1997 legislative package, MTC, as the new toll authority, is required to do the following things:

- Allocate all revenue from the base one dollar toll for various bridge and transit purposes.
- Prepare a long-range plan, with the concurrence of Caltrans, for delivering the RM 1 bridge improvement program and submit the plan to the Legislature by December 31, 1998.
- Enter into a cooperative agreement with Caltrans setting forth the division of responsibilities between the two agencies with respect to the toll bridges.
- Submit an annual report to the Legislature showing the financial condition of each toll bridge; the first annual report is due January 1, 1999.

MTC is authorized to issue toll revenue bonds both to retire the existing bonds authorized by the CTC and to finance capital improvement projects. The authority may only allocate toll revenue to capital improvement projects authorized under two existing programs: the RM 1 bridge improvement program and the "net toll revenue" transit capital program. MTC will also allocate funds for the additional increment (an extra two percent) of RM 1 revenues reserved for ferry services.

Design of the New Bay Bridge Eastern Span

After an intense engineering review, it became apparent to Caltrans that while seismic retrofitting makes sense for the suspension spans on the western half of the Bay Bridge, the eastern cantilever half linking Yerba Buena Island and Oakland should be replaced. This realization has sparked intense public interest in possible designs for the new span. Associated issues — including the optimal alignment of the new eastern span, the potential for including a transbay bike/pedestrian lane, and the fate of the Transbay Transit Terminal in downtown San Francisco — also engendered considerable public scrutiny and controversy.

At the request of Governor Wilson and legislative leaders from the Bay Area, MTC in February 1997 created the San Francisco-Oakland Bay Bridge Design Task Force to foster public involvement in this critical issue and to help forge a regional consensus. Made up of seven MTC commissioners from Alameda, Contra Costa and San Francisco counties, plus a representative of the Bay Conservation and Development Commission, the task force hosted a series of four public hearings this past spring to give citizens a chance to air their concerns and ideas. MTC also received hundreds of citizen comments via phone, letter and e-mail. In addition, MTC convened a Bay Bridge Engineering and Design Advisory Panel (EDAP) which, as its name implies, comprises technical experts in the engineering and design fields.

After reviewing more than a dozen design options and several possible alignments, EDAP and MTC's Bay Bridge Design Task Force in June forwarded recommendations to the full MTC policy board. In July, MTC approved and submitted these recommendations — summarized below — to the California Legislature, Governor Wilson and Caltrans:

- Two design options — a self-anchored suspension bridge and a cable-stayed bridge — should be developed by Caltrans to approximately the 30 percent design stage so that reliable information as to seismic performance, cost, visual design and other issues can be obtained before a final decision is made.
- The new eastern span and the existing western span retrofit should be designed to provide post-earthquake "lifeline" service.
- The new span should be built along the proposed northern alignment, adjacent to the existing bridge.
- The bridge should not be double-decked, but should have two parallel decks on the causeway section, and two parallel decks or a single deck on the cable-supported span.
- The bridge does not require a dedicated bus/carpool lane.
- The bridge should be designed to accommodate possible future rail service.
- Structural elements should be visually consistent throughout the span.
- Bridge cable or suspension towers should be no taller than the towers on the western span.
- Yerba Buena Island ramps should be replaced to assure safe traffic flow on the bridge.

MTC also ranked its priorities for additional project funding authorized by the Legislature, with a cable-supported bridge as first priority, relocation of the Transbay Transit Terminal second, and adding bicycle/pedestrian access on the east span as a third priority. The 30 percent bridge designs will provide options both with and without a bike path, and are expected to be completed in the summer of 1998.

Both the Design Task Force and EDAP will remain active and involved throughout the design process to provide review of detailed design and engineering activities and to make final recommendations on bridge design. MTC will continue to provide opportunities for public involvement during its design review process. Further information about MTC's Bay Bridge Design Task Force — including a complete listing of its recommendations for the new bridge — can be found at MTC's web site: www.mtc.dst.ca.us.

New toll Schedule in Place to Ease Automatic Toll Collection

Another change prompted by 1997 legislation — SB 47 (Kopp) — is a revised toll schedule. SB 47 was enacted to facilitate automatic toll collection, which will allow regular users of the region's toll bridges to pass through toll booths without stopping. The measure simplifies the toll schedule on the seven state-owned bridges to an axle-based system similar to that in effect on the Golden Gate Bridge. The measure is intended to make it easier for Caltrans to implement automatic toll collection, where motorists pay into an account in exchange for a dashboard-mounted device from which the toll is debited electronically. This system, now being tested on the Carquinez Bridge, eventually will be used on all Bay Area state-owned bridges. The axle-based toll schedule took effect on October 1, 1997. The new toll schedule is presented in Table 2 on the following page. Further discussion on electronic toll collection is presented on page 21 of this report.

TOLL SCHEDULE (1)

BRIDGES	
Antioch (2), Benicia-Martinez, and Carquinez (Tolls Collected Eastbound Only)	
Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay, and San Mateo-Hayward (Tolls Collected Westbound Only)	
2 axles	\$ 2.00
3 axles	4.00
4 axles	6.25
5 axles	9.25
6 axles	10.00
7 axles or more	11.50
Toll is based on the total number of axles on the roadway in a vehicle combination.	
COMMUTE BOOK	\$74.00
2-axle vehicle without trailer(s)	(40 tickets) \$1.85 per ticket
Book contains one-way tickets, each good for a single passage at any time during the four consecutive months for which sold. Passage may also be paid by an \$0.85 commute ticket plus \$1.00 surcharge. Only one \$0.85 commute ticket may be used per passage. Commute books will no longer be sold at the time ETC is made available on all bridges.	
ELECTRONIC TOLL COLLECTION (ETC)	
Passage for a 2-axle vehicle, without trailer(s), using ETC shall be at the commute book ticket rate for the initial demonstration period for ETC tolls. The discount will be eliminated one year after implementation of ETC on all bridges unless an analysis by MTC in consultation with Caltrans determines that the discounts should be extended or otherwise modified. Passage for all other vehicles using ETC shall be at the rates shown above.	
COMMUTE BUS	
A Commute Bus is defined in accordance with operational procedures and vehicle definitions recommended by Caltrans and approved by MTC.	
Commute Bus may cross toll-free at any time in designated lane(s), in accordance with operational procedures. Passage through staffed lanes requires toll-free commute bus ticket, or an axle-based toll will be charged.	
CARPOOL	
Antioch, Benicia-Martinez, and Carquinez Bridges	
Any 2-axle vehicle, without trailer(s), carrying 3 or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5-10 a.m. and 3-7 p.m.	
Richmond-San Rafael and San Francisco-Oakland Bay Bridges	
Any 2-axle vehicle, without trailer(s), carrying 3 or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5-10 a.m. and 3-6 p.m.	
Dumbarton and San Mateo-Hayward Bridges	
Any 2-axle vehicle, without trailer(s), carrying 2 or more persons, may cross toll-free in designated lane(s) Monday through Friday between 5-10 a.m. and 3-6 p.m.	
Note:	
A motorcycle, bus, or 2-axle vehicle, without trailer(s), designed by the manufacturer to be occupied by no more than 2 persons, carrying 2 persons, may cross toll-free in designated lane(s) consistent with the above referenced hours of operation.	

- (1) Tolls as adopted by the Metropolitan Transportation Commission (MTC) in accordance with Section 30916 of the Streets and Highways Code. Commencing January 1, 1998, Chapter 327, Statutes of 1997, imposes a one dollar (\$1.00) surcharge on each vehicle except for vehicles authorized toll-free passage. This surcharge is in addition to toll based on the number of axles on a vehicle and is not eligible for the commute discount.
- (2) Pedestrians and bicycles may cross the Antioch Bridge toll-free at any time.

Vehicle Definitions for Bridge Toll Assessment

BUS shall include any vehicle designed, used, or maintained for carrying more than 10 persons, including the driver.

COMMUTE BUS shall include any vehicle which is:

Either I

- A. Designed, used, or maintained for the transportation of more than 10 persons including the driver;
- B. Operated across a State-owned toll bridge on a route commencing and terminating within a radius of 50 miles from the toll plaza of such bridge; and
- C. Operated on a regular schedule for any municipal or public corporation, transit district, public utility district or political subdivision, or private company for the nonprofit work-related transportation of its employees; or by any transportation company operating under a certificate of public convenience and necessity issued by the California Public Utilities Commission.

Or II

A "vanpool vehicle" operating under the provisions of current ridesharing laws and regulations, and designed for carrying more than 10, but not more than 15, persons including the driver, which is maintained and used primarily for the nonprofit work-related transportation of persons for the purpose of ridesharing.

MOTORCYCLE shall include any motor vehicle having a seat or saddle for the use of the rider, with up to 4 wheels in contact with the roadway, two of which are a functional part of a sidecar.

SEATING CAPACITY - If individual seats are provided, the number of such seats shall be used in determining the seating capacity. If individual seats are not used, seating capacity shall be determined on the basis of 17 inches of seat width per person.

VEHICLE COMBINATION shall include any combination of motor-driven and drawn vehicle(s). Toll assessment will be based on the total number of axles on the roadway in the total combination.

TRAILER shall include any vehicle, including semi-trailer, designed for carrying persons or property and for being drawn by a motor vehicle.

Bridge Tolls: Sources and Uses of Funds

The primary use of toll revenues is to cover ongoing operating costs, debt service to finance the bonds on prior bridge construction, insurance, and bridge rehabilitation. Routine maintenance is reimbursed from the State Highway Account.

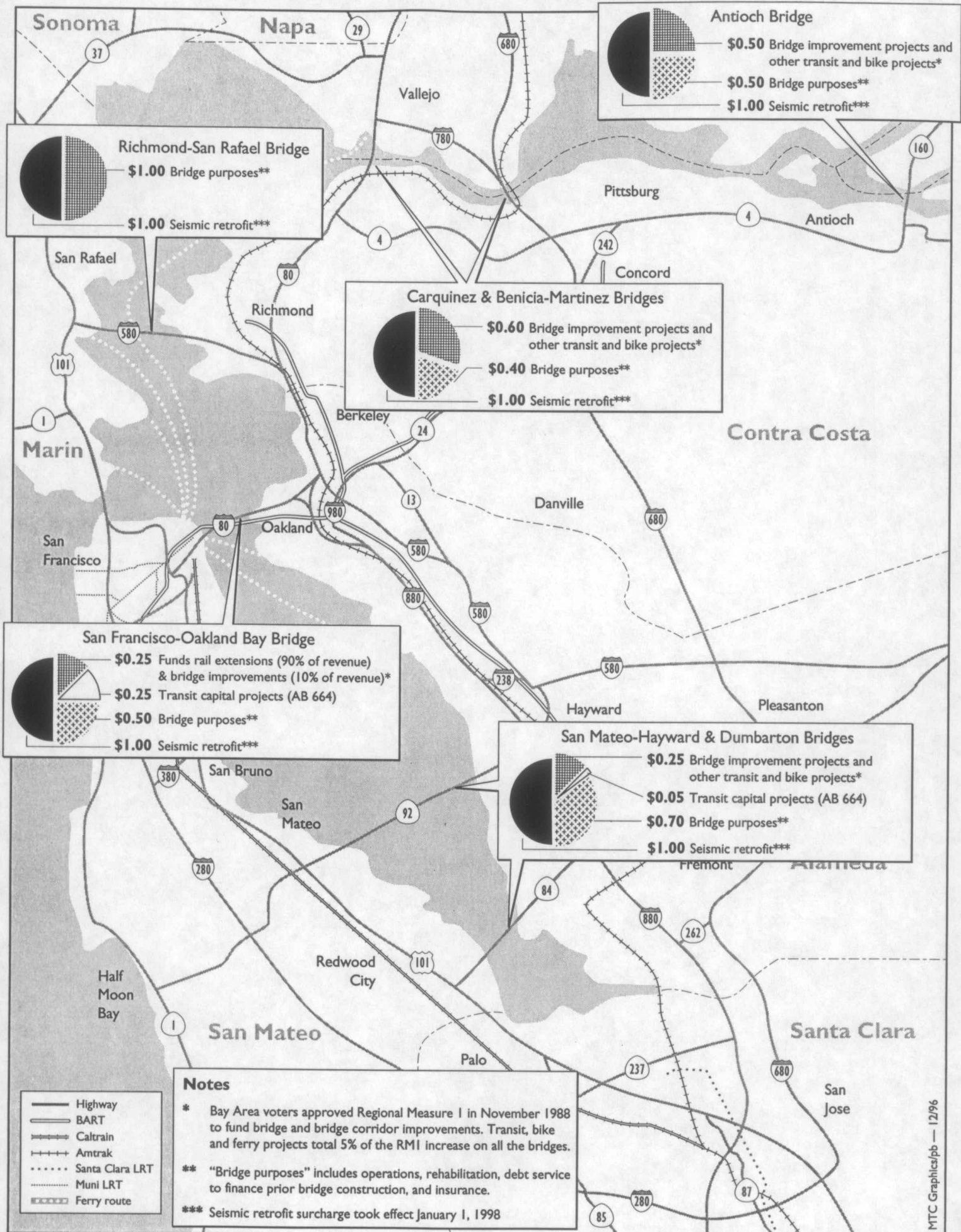
However, in 1977 toll revenues began to be used for transit capital projects in the San Francisco-Oakland, San Mateo-Hayward, and Dumbarton bridge corridors, for a total of about \$12 million annually. These funds were made available through a 25-cent bridge toll increase on the Bay Bridge and a 5-cent increase on the San Mateo and Dumbarton bridges, to bring each up to a uniform 75-cent toll for passenger vehicles. In 1988, the passage of Regional Measure 1 continued the trend of using bridge toll revenues to fund public transit improvements in the bridge corridors.

The map on the following page depicts the use of the current \$2 auto toll for each of the seven state-owned toll bridges. Table 3 below displays FY 1996-97 toll revenue generated by each bridge for the seven state-owned Bay Area toll bridges. During FY 1996-97, the auto toll was only \$1. The new \$1 seismic surcharge on all vehicles is expected to generate an additional \$115 million annually.

TABLE 3: FY 1996-97 Toll Revenue and Toll Paid Vehicles

Southern Bridges	Toll Revenues	Toll Paid Cars/ Trucks/Buses
SF-Oakland Bay Bridge	\$ 48,896,422	44,150,583
San Mateo-Hayward	15,240,040	13,761,087
Dumbarton	<u>9,677,528</u>	<u>9,953,143</u>
<i>SUBTOTAL</i>	\$ 73,813,990	67,864,813
Northern Bridges	Toll Revenues	Toll Paid Cars/ Trucks/Buses
Carquinez	\$ 23,775,160	18,576,776
Benicia-Martinez	19,100,826	16,899,083
Antioch	2,419,083	1,702,543
Richmond-San Rafael	<u>12,152,863</u>	<u>10,587,292</u>
<i>SUBTOTAL</i>	\$ 57,447,932	47,765,694
TOTAL	\$131,450,046	115,630,507

Summary of Auto Toll Expenditures



Regional Measure 1 Funding Program

In November 1988, Bay Area voters approved Regional Measure 1 and authorized a standard bridge auto toll of one dollar (\$1) for the seven state-owned Bay Area toll bridges. Prior to this vote, the bridges had various tolls ranging from 40 cents to \$1. The additional revenues generated by the toll increase were identified for highway and bridge improvements, public transit rail extensions, and other projects that reduce traffic congestion on the Bay bridges.

The Highway and Bridge Program

Table 4 on page 16 summarizes the currently anticipated construction schedule and costs for the group of projects funded by Regional Measure 1 affecting six Bay Area bridges: the Benicia-Martinez, Carquinez, Richmond-San Rafael, Dumbarton, San Mateo-Hayward, and San Francisco-Oakland Bay bridges. Issues related to the current status of the bridges are summarized below.

Benicia-Martinez Bridge

The existing Benicia-Martinez Bridge is located on Interstate 680 spanning the Carquinez Strait between Contra Costa and Solano counties. I-680 is a primary route linking the San Francisco Bay Area to the Sacramento area via Interstate 80. The existing Benicia-Martinez Bridge is a single structure that provides two lanes of mixed-flow traffic in each direction. In addition, autos are allowed to drive on the shoulder lanes of the bridge, providing an additional lane of traffic in each direction.

The construction of a second parallel Benicia-Martinez Bridge will expand capacity to four mixed-flow lanes in each direction, with a bike/pedestrian lane on the southbound bridge and an additional slow vehicle (truck) climbing lane in the northbound direction. The new bridge will serve the northbound direction and the existing bridge will serve southbound travelers. The new bridge will be built east of the existing Union Pacific rail bridge.

A supplemental Draft Environmental Impact Statement (DEIS) was released for public comment in April 1995. The record of decision was approved on October 31, 1997 by the Federal Highway Administration.

As a result of negotiations between Caltrans, MTC, Solano County and Contra Costa County representatives, the supplemental DEIS evaluated several alternatives, one of which will accommodate future rail on the new bridge. These negotiations resulted in a recommendation to strengthen the bridge structure to allow for a future single rail line on

the new bridge at a cost of \$5.8 million. Not strengthening the bridge would preclude this option. MTC supported this additional programming of RM 1 funds, which was adopted by the CTC in 1997.

Carquinez Bridge

Interstate 80 crosses the Carquinez Strait with two separate bridges: the 1927 bridge carries westbound traffic, and the 1958 structure serves the eastbound direction. RM 1 authorizes the replacement of the 1927 western span — the first structure built to replace ferryboat crossings on the Carquinez Strait.

Since the passage of RM 1, the 1927 structure also has been identified as seismically deficient, so Caltrans is expediting the construction schedule for the replacement bridge. The 1958 bridge will be retrofitted in place.

A Draft Environmental Impact Statement (DEIS) was released for public comment in January 1997. A 45-day comment period followed, with public hearings in March 1997. A final EIS approval (record of decision) from the Federal Highway Administration is expected in February of 1998.

Richmond-San Rafael Bridge

The RM 1 improvements for the Richmond-San Rafael Bridge included building a new major southern highway approach to the bridge and rehabilitation of the bridge. The Richmond Parkway Bypass project consists of a 7.5-mile, 4- to 6-lane limited access urban arterial connecting Interstate 80 in Pinole to Interstate 580 at the Richmond-San Rafael Bridge toll plaza. The Richmond Parkway was largely completed and opened to traffic in the fall of 1996. The final segment of the project is under construction.

Dumbarton Bridge

RM 1 specifies improvements to the western approaches to the Dumbarton bridge corridor. Caltrans has identified a project to widen the Bayfront Expressway from 4 to 6 lanes from Marsh Road at Highway 101 in Menlo Park to the bridge. The project also includes the construction of left turn lanes at various intersections. During the circulation of the environmental document, the cities of Atherton, Redwood City and Menlo Park questioned the project stating traffic concerns. Additional traffic studies are currently under way to address these concerns. Completion of the studies is expected by the end of February 1998. Improvements to an additional western approach — University Avenue at Highway 101 — are being financed with federal funds.

San Mateo-Hayward Bridge

RM 1 funds will widen the bridge to 3 lanes of mixed-flow traffic in each direction along the entire length of the span, including the approaches. The project includes additions to the toll plaza, environmental mitigation and landscaping.

New bridge construction and improvements to the approaches are comprised of three separate projects scheduled to be completed by July 2005.

- Widening of the West approach from two lanes in each direction to three lanes in each direction. This project was completed in winter 1996.
- Widening of the East approach and the trestle (low rise) portion of the bridge from the Hayward shore to the high rise portion of the bridge is the subject of a Draft Environmental Impact Statement (DEIS) that was released for public comment in March 1997. Final environmental approval is anticipated in early summer 1998.
- The final project involves reconstructing the Highway 92/Interstate 880 interchange. This project will modify the existing clover-leaf interchange in the City of Hayward to increase capacity, relieve congestion, and improve safety and traffic operations. The DEIS was released for public comments in March 1997 and public hearings were held on April 8 and 9, 1997. Due to considerable local controversy over the proposed build alternative evaluated in the DEIS, Caltrans is presently considering other construction alternatives. The final environmental approval is anticipated in early summer 1998.

San Francisco-Oakland Bay Bridge

Regional Measure 1 funds were authorized to construct a connector from Interstate 880 to West Grand Avenue, including a separate structure linking it to the Bay Bridge toll plaza. Due to the 1989 Loma Prieta earthquake, and resultant collapse of the adjacent I-880 Cypress viaduct, Caltrans has coordinated this project with the construction of the replacement Cypress viaduct — a \$900 million project — which is nearing completion.

TABLE 4: Regional Measure 1 Bridge Projects

Project Description	Begin Construction	End Construction	Estimated Costs (Inflated \$) ^(a)
Benicia-Martinez			
• Construct I-680/780 interchange and north approach	10/99	07/01	\$ 68,879,000
• Construct Marina Vista interchange and south approach	11/99	10/01	49,645,000
• Construct Toll Plaza and Administration Building	02/00	07/00	13,125,000
• Construct new bridge, including bike lane	09/99	10/01	189,088,000
• Project mitigation	12/98	7/99	7,340,000
• South approach	05/98	10/99	13,303,000
TOTAL			\$ 341,380,000
Carquinez			
• Replacement of existing western span	01/99	12/01	\$ 191,880,000
• Replace westbound approach	01/00	12/02	128,160,000
TOTAL			\$ 320,040,000
Richmond-San Rafael			
• Richmond Bypass	11/96	12/98	\$ 56,510,000
• Richmond-San Rafael bridge deck replacement	5/98	6/01	36,000,000
TOTAL			\$ 92,510,000
Dumbarton			
• Construct west connection approach	05/00	05/02	\$ 29,000,000
San Mateo-Hayward			
• Widen west bridge approach	8/94	11/95	\$ 8,380,000
• Reconstruct Route 92/880 interchange	02/03	07/05	108,000,000
• Widen trestle	12/98	11/02	144,800,000
• East approach and Toll Plaza	12/99	03/02	5,190,000
• Widen roadway	05/99	11/02	32,410,000
• Landscape and environmental mitigation	07/99	09/03	6,620,000
TOTAL			\$ 305,400,000
San Francisco-Oakland Bay			
• Construct West Grand Avenue Connector	4/95	5/97	\$ 59,000,000
TOTAL			\$1,147,330,000

^(a) All costs are Caltrans' estimates. Source: California Department of Transportation, District 04

Transit and Traffic Relief Program

One of the major goals of RM 1 was to provide funding for transit improvements in the bridge corridors. Improvements include rail extensions and upgrades and other projects designed to reduce congestion on the bridges. Funds are transferred from Caltrans' toll bridge accounts to MTC, and MTC then programs the funds to project sponsors. Transit improvements are funded from two sources created by RM 1 in 1988, and a third source subsequently established by SB 226 in 1997.

1. *Rail Extension Reserve Funds:* At least 90 percent of the 25-cent toll increase on the Bay Bridge authorized by Regional Measure 1 is to be used for rail transit improvements. The Rail Extension Reserve funds are spent in accordance with a formula whereby 70 percent of the funds are allocated for East Bay rail improvements and the remaining 30 percent for West Bay rail improvements. These funds are referred to as the "rail extension reserve funds."
2. *The 3 Percent Funds:* Up to 3 percent of the toll increase on both the Southern Bridge Group and the Northern Bridge Group is designated for projects and services that reduce bridge congestion.
3. *The 2 Percent Funds:* Up to 2 percent of the toll increase on both the Southern Bridge Group and the Northern Bridge Group is designated for ferry boat services.

As shown in detail in Appendix B, the rail extension reserve has provided funding to the San Francisco Bay Area Rapid Transit District's (BART's) now completed East Bay extensions to Dublin/Pleasanton and Pittsburg/Bay Point. West Bay rail reserve funds have funded improvements for San Francisco Muni's light-rail transit system and the BART extension to San Francisco International Airport.

FY 1997-1998 is the first year that MTC will program the 2 percent funds for ferry boat services. This program is the result of legislation that passed in 1997. In recent years, and largely as an outgrowth of the 1989 Loma Prieta earthquake, ferryboats received substantial operating funding from the 3 percent funds to relieve bridge congestion on both the northern and southern bridges. The ferry operations were put into place immediately after the earthquake and have enjoyed loyal patronage since that time. This new source of funds will further augment Bay Area ferry boat operations.

MTC 1997-98 Proposed Funding Program

As noted previously, MTC directly allocates the following toll revenue fund sources:

- A - Net Revenues
- B - Regional Measure 1 - Rail Extension Reserve
- C - Regional Measure 1 - 3 Percent Reserve
- D - Regional Measure 1 - 2 Percent Reserve

A. Net Revenue Allocations (AB 664 Funds) Total — \$13,730,382

Alameda-Contra Costa Transit District (AC Transit) — \$3,160,169

In FY 1997-98, AC Transit will be replacing 52 of its 40-foot coaches that have reached the end of their useful lives. MTC proposes to provide \$3.2 million of toll funds to match \$13.1 million of federal funds AC Transit will receive to complete this procurement. This project is part of MTC's continuing effort to maintain the region's bus fleet.

Bay Area Rapid Transit District (BART) — \$4,000,000

In continuing the Commission's efforts to address BART's capital rehabilitation needs, MTC proposes to provide toll funds to match federal funds to rehabilitate BART's rail cars. MTC's commitment to this endeavor is included in the BART Capital Rehabilitation Program Financial Plan, adopted as part of MTC Resolution No. 2672.

Central Contra Costa Transit Authority (CCCTA) — \$925,748

These funds represent the local match for \$5.5 million of federal funds to replace 21 30-foot coaches and two paratransit vehicles.

San Francisco Municipal Railway (Muni) — \$5,044,465

These funds provide the local match for federal and state grants for the following purposes: the continuation of Muni's diesel coach replacement program, the rail replacement program, the replacement of deteriorated sections of trolley overhead catenary wire, and the acquisition and development of additional property near the Woods facility to provide for the servicing and maintenance of articulated vehicles and alternative-fueled motor coaches.

San Mateo County Transit District (SamTrans) — \$600,000

These funds will purchase two additional coaches for bus service across the Dumbarton Bridge. Ridership on this route has been growing; the Dumbarton Consortium is planning a new leg of the route to provide service to Menlo Park employers, beginning in spring 1998.

B. Rail Extension Revenue Allocations — Total \$11,050,000

In accordance with MTC Resolution No. 2004, MTC allocates rail extension reserves to rail transit capital extension and improvement projects. The first priority for these funds is MTC's Resolution No. 1876 New Rail Starts Program.

i) West Bay rail extension reserves:

BART: San Francisco International Airport Extension — \$3,375,000

SF Muni: F-Embarcadero Streetcar Line Extension — \$175,000

ii) East Bay rail extension reserves:

BART: Up to \$7.5 million may be allocated to repay BART for advancing funds for the construction of the two East Bay extensions — Dublin/Pleasanton and Pittsburg/Bay Point — depending on toll fund availability.

C. Three Percent Reserve Allocations — Total \$1,420,870

City of Alameda: Oakland /Alameda Ferry Operations — \$425,200

Ridership on this ferry service has increased each year the service has been in operation. Overall ridership for FY 1996-97 year increased 23 percent as compared to FY 1995-96 figures. The farebox recovery ratio of this service for the contract period ending March 28, 1997 was 68% compared to a FY 1995-96 recovery ratio of 52%. The City of Alameda and the Port of Oakland also will contribute a total of \$106,300 in local funds to fund ferry operations.

City of Alameda: Ferry Vessel Lease/Purchase — \$116,570

Bridge tolls will provide for partial funding of the leasing and purchase costs of a 26 knot, 350 passenger ferry vessel. Due to patronage gains, the lease/purchase of the larger vessel is necessary in order to accommodate ridership growth. The total purchase price of the larger vessel is \$2.2 million. The allocation of \$116,570 for the lease/purchase of the ferry vessel will be available to the city subsequent to MTC receiving a plan for securing the remaining \$183,430 for the first year lease cost of \$300,000; and b) a satisfactory financial plan for the purchase of the \$2.2 million vessel.

City of Vallejo: BARTLink Bus Service Operations — \$659,000

The 3 percent reserves will provide partial funding to support the continued operation of the city of Vallejo's BARTLink Route 80 bus service between Vallejo (Solano County) and the El Cerrito del Norte BART station in Contra Costa County. Route 80 service is provided on 8-10 minute headways during the morning and evening peaks, and on 30-minute headways midday and on Saturdays. Approximately 2,200 to 2,400 person-trips per day are provided between the two counties by BARTLink service. Vallejo staff estimates that between 1,200 to 1,400 automobile trips are removed from the Carquinez Bridge as a result of the BARTLink service. The FY 1997-98 farebox recovery ratio for this service is 65%.

City of Benicia: Benicia Transit Operations — \$71,100

The city of Benicia's request is for partial funding of its operating budget for Benicia Transit, given that 42 percent of all trips are from Benicia and other locations in southern Solano County to the Pleasant Hill BART station in Contra Costa County. The city estimates that 500 vehicle trips are removed daily from the Benicia Bridge as a result of this service. Allocation of the toll funds is subject to an annual funding claim to MTC by the city.

Association of Bay Area Governments (ABAG): Regional Bicycle Trail Planning — \$140,000

This project seeks to provide trail access across all seven toll bridges. The San Francisco Bay Trail Project is administered by ABAG and works to facilitate the planning and implementation of the San Francisco Bay Trail, a planned 400-mile bicycle and pedestrian pathway along the San Francisco and San Pablo bay shoreline.

The FY 1997-98 goals for the project are as follows:

- develop segments funded through the 1996 Regional Development Program (RDP) and seek expansion of the RDP;
- provide technical assistance to help implement complex, high-priority projects (e.g. San Francisco Airport, Oakland Estuary, and North Bay corridor); and
- reduce barriers to developing difficult trail segments via the Wildlife and Public Access Study and assist local jurisdictions with grant-writing for trail construction and signing.

AC Transit: Dumbarton Express Capital Lease — \$9,000

This project will provide a bus for a new service to Menlo Park. Currently, the Dumbarton Express operates in a limited area of Menlo Park along Willow Road. The proposed service would serve a large employee population adjacent to the Bayfront Expressway, and in the Bohannon Industrial and Bohannon Business Parks in Menlo Park. The service is proposed to be operated on weekdays only. The targeted population for this new service is approximately 8,000 employees that commute from the East Bay over the Dumbarton Bridge to Menlo Park. Service is expected to begin in spring 1998.

D. Two Percent Reserve Allocations — Total \$ 473,000

Since the law creating this reserve fund did not take effect until January 1, 1998, these funds represent six months of revenue for FY 1997-98. MTC expects to propose to use these funds to sustain existing ferryboat operations and to fund an update of MTC's Regional Ferry Plan to determine future 2 percent fund allocations.

Electronic Toll Collection

Summary

Caltrans' implementation of electronic toll collection technology on the Bay Area's state-owned toll bridges passed a critical milestone in the past year, but its overall implementation schedule continues to slip and is now roughly three years behind schedule. A limited system opened to the general public at the Carquinez Bridge in August and demand for toll tags is high, despite limited marketing. Continued problems in delivering a complete software system have pushed back the implementation schedule for the remaining bridges, and Caltrans now expects that public operations at the last of its seven Bay Area toll bridges will not begin until mid 1999.

How the System Works

The FasTrak™ electronic toll collection system includes several components. A driver wishing to participate in the program establishes a toll account with Caltrans, either by linking the account to a credit card or by making periodic payments by cash or check. In each lane at a toll plaza, a radio-frequency reader checks the identification numbers of tags passing by. Sensors classify the vehicle's type, which determines the appropriate toll. The reader then communicates the ID number back to the central computer, which debits the driver's account. If the car does not carry a tag, a video camera records the license plate so a ticket can be mailed to the driver.

As of December, more than 2,000 vehicles per day use the FasTrak™ system at the Carquinez toll plaza, out of roughly 55,000 total daily transactions. The number of tags issued is expected to climb significantly once electronic toll collection is in place throughout the Bay Area and marketing efforts begin in earnest. Caltrans expects a minimum of 200,000 vehicles to carry tags six months after FasTrak™ is operational throughout the Bay Area. A service center to handle requests for tags opened in Concord in November 1997, and a second center will open in either Oakland or San Francisco once the system comes on line at the Bay Bridge.

Project Schedule

Though the schedule is currently being renegotiated, the anticipated timing for the commencement of additional FasTrak™ operations is as follows:

Phase I: Carquinez Bridge (full system acceptance)
Completion date – *Early 1998*

Phase II: Benicia-Martinez Bridge, Antioch Bridge, Richmond-San Rafael Bridge, and San Francisco-Oakland Bay Bridge
Completion date – *Early 1999*

Phase III: San Mateo-Hayward Bridge, Dumbarton Bridge
Completion date – *Mid 1999*

Caltrans is also installing the electronic toll collection system at its Vincent Thomas Bridge in Long Beach, and the Coronado Bridge in San Diego as part of Phase III. The Golden Gate Bridge, Highway and Transportation District is developing a compatible system that will also use FasTrak™ tags. It is expected to open to the public in late 1999.

Benefits

The FasTrak™ system's primary benefit to bridge users will be that stopping at the toll gates will become unnecessary. Buying and keeping toll ticket books, or scrambling for toll money will become a memory. Time savings as a result of this added convenience will be significant at off-peak times, though the bridges' limited throughput capacity will limit time savings for the average user during peak times. Other benefits include reduced congestion and reduced auto emissions. Caltrans expects to achieve operating cost savings through a reduction of the number of toll collectors needed, a cut in cash-handling costs, and a simplification of accounting procedures. MTC will be reviewing Caltrans' progress in implementing electronic toll collection as part of its responsibilities under SB 226.

Appendix A
Proposed Allocations for FY 1996–97

**Final Proposed Allocation of Toll Bridge Net Revenues
For FY 1997-98 Transit Capital Projects**

Applicant	Project	Net Revenues
AC Transit	52 Replacement Buses	3,160,169
AC Transit Total		3,160,169
BART	A & B Car Rehabilitation	4,000,000
BART Total		4,000,000
MUNI	Diesel Bus Replacement	2,479,465
	Trolley Overhead Reconstruction	1,118,000
	Woods Annex / Redevelopment	400,000
	Rail Replacement	1,047,000
MUNI Total		5,044,465
CCCTA	2-standard replacement paratransit vans	22,582
	21 Replacement Buses	903,166
CCCTA Total		925,748
SamTrans	2 Coaches for the Dumbarton Service	600,000
SamTrans Total		600,000
FY 1997-98 East Bay Total		8,685,917
FY 1997-98 West Bay Total		5,044,465
FY 1997-98 Total Net Bridge Toll Programming		13,730,382

**Toll Bridge 3% Reserve Allocation
For FY 1997-98**

Applicant	Project	3% Reserve
Northern Bridge Group		
City of Vallejo	BARTLink Bus Operations	\$659,000
City of Benicia ¹	Benicia Transit Operations	\$71,100
ABAG	Bay Trails (North)	\$70,000
Northern Bridge Group Total		\$800,100
Southern Bridge Group		
City of Alameda	Alameda/Oakland Ferry Ops.	\$425,200
City of Alameda ²	Ferry Vessel Lease/Purchase	\$116,570
ABAG	Bay Trails (South)	\$70,000
AC Transit	Capital Lease for Dumbarton Express	\$9,000
Southern Bridge Group Total		\$620,770
FY 1997-98 Regional Total ³		\$1,420,870

**Toll Bridge Rail Extension Reserve Allocation
For FY 1997-98**

Applicant	Project	Rail Extension Reserve
BART	BART East Bay Extensions	\$7,500,000
BART ⁴	BART SFO Extension Construction	\$3,375,000
SF MUNI	F-Embarcadero Extension	\$175,000
FY 1997-98 Regional Total		\$11,050,000

Notes:

1. Allocation will be withheld until the City of Benicia FY 1997-98 Annual Claim is completed.
2. Allocation will be withheld until the City of Alameda submits the following to MTC:
 - a) a plan for securing the remaining \$183,430 for the first year lease cost of \$300,000, and
 - b) a satisfactory financial plan for the purchase of the \$2.2 million vessel.
3. Programming of 3% Bridge Reserves was adopted in July 1997 as part of MTC Resn No. 3008.
4. Programming includes \$375,000 carried forward from FY 1996-97.

Appendix B
Historic Allocations and Fund Balances

MTC 3% TOLL REVENUE RESERVE

MTC 3% TOLL REVENUE RESERVE	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Estimate * FY 1997-98	TOTAL FY92 - FY97
Receipts	1,287,452	1,300,910	1,354,643	1,370,899	1,419,380	9,224,550
North Bridge Group	716,630	726,564	767,117	773,411	809,138	5,172,455
South Bridge Group	570,822	574,346	587,526	597,488	610,242	4,052,095
Interest	23,547	43,622	69,450	40,828	51,300	338,663
North Bridge Group	7,003	23,678	44,243	23,296	30,406	188,899
South Bridge Group	16,545	19,944	25,207	17,532	20,894	149,763
Prior Year Carryover	14,278	(43,744)	(55,458)	(113,968)	1,735	
North Bridge Group	(129,975)	(55,736)	(65,864)	(74,901)	(13,093)	
South Bridge Group	144,253	11,992	10,406	(39,067)	14,828	
Admin. Costs	3,414	12,859	3,698	15,701	10,753	77,693
North Bridge Group	1,619	6,884	1,651	7,818	5,451	39,086
South Bridge Group	1,795	5,975	2,047	7,883	5,302	38,607
Total Avail. for Allocation	1,321,864	1,287,929	1,364,937	1,282,058	1,461,663	10,327,816
North Bridge Group	592,039	687,622	743,845	713,988	821,000	5,601,907
South Bridge Group	729,825	600,307	621,092	568,070	640,663	4,725,909

ALLOCATIONS North Bridge Group	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Estimate ** FY 1997-98	TOTAL FY92 - FY97
ABAG	56,000	50,000	9,234	19,178	70,000	252,412
Contra Costa County						0
Solano Trans. Auth.						22,000
City of Benicia		166,058	145,000	60,000	71,100	662,710
City of Napa	70,000					145,000
City of Vallejo	521,775	537,428	664,512	647,903	659,000	4,618,027

ALLOCATIONS South Bridge Group	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Estimate ** FY 1997-98	TOTAL FY92 - FY97
ABAG	84,000	90,000	130,766	120,822	70,000	617,588
AC Transit					9,000	165,523
Contra Costa County	24,873					24,873
City of Hayward						0
Port of San Francisco						0
City of Alameda	608,960	429,901	459,920	432,420	541,770	3,295,431
City of Emeryville		50,000				50,000
City of Martinez		20,000				20,000
City of Oakland			69,473			69,473
MTC (Rides)						0
MTC (Studies)						0

Total Allocation	1,365,608	1,343,387	1,478,905	1,280,323	1,420,870	9,968,037
North Bridge Group	647,775	753,486	818,746	727,081	800,100	5,700,149
South Bridge Group	717,833	589,901	660,159	553,242	620,770	4,267,888

Ending Balance						
North Bridge Group	(55,736)	(65,864)	(74,901)	(13,093)	20,900	
South Bridge Group	11,992	10,406	(39,067)	14,828	19,893	

Notes:

* FY 1997-98 interest and administrative cost estimates are calculated based on the average of past three years' interest receipts and administrative costs.

** FY 1997-98 funds have been programmed and allocated per MTC Resn. # 3008.

MTC TOLL BRIDGES NET REVENUES

TOLL BRIDGE NET REVENUES (AB 664)	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Estimate * FY 1997-98	TOTAL FY92 - FY97
Receipts	11,921,297	14,349,485	12,215,523	12,206,292	12,476,078	86,547,722
Interest	982,708	1,779,422	2,228,008	2,500,479	2,169,303	11,781,529
Prior Year Carryover	9,894,755	12,561,884	10,899,928	9,443,926	9,136,301	
Total Available for Allocation	22,798,760	28,690,791	25,343,459	24,150,697	23,781,682	98,329,251

ACTUAL/PROPOSED ALLOCATIONS	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Estimate ** FY 1997-98	TOTAL FY92 - FY97
AC Transit	0	11,472,430	10,295,307		4,389,629	29,479,022
BART (Capital) (Rail Ext.)	2,016,327	691,956		12,000,000	4,000,000	18,708,283 3,467,332
CalTrain						0
CCCTA	2,075,887	77,892	652,903	644,068	1,497,388	5,401,638
LAVTA			408,258			408,258
MUNI	6,128,118	4,447,100	4,537,807	2,142,457	6,975,727	32,959,528
WestCat		26,946		135,558		162,504
Vallejo Transit		1,014,809				1,014,809
Ferry Operations						0
SamTrans					600,000	2,250,000
Other/Admin.	16,544	59,730	5,258	92,313	52,434	273,863
Total Allocation	10,236,876	17,790,863	15,899,533	15,014,396	17,515,178	94,125,237

ENDING BALANCE	12,561,884	10,899,928	9,443,926	9,136,301	6,266,505	
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Notes:

* Interest estimates in FY 1997-98 are based on a calculated average of interest receipts from the prior three years.

** Estimated allocations in FY 1997-98 include allocations to projects programmed in FY 1997-98 and in prior years.

REGIONAL MEASURE I - MTC RAIL EXTENSION RESERVES: RECEIPTS AND ALLOCATION

Line No.	MTC RAIL EXTENSION RESERVES (90%)	Actual FY 1993-94	Actual FY 1994-95	Actual FY 1995-96	Actual FY 1996-97	Estimate ^{1, 2} FY 1997-98	Total FY89 - FY98
1)	Receipts (+)	9,462,972	9,540,812	9,673,460	9,604,029	9,867,896	88,329,656
2)	Interest (+)	1,402,312	1,891,210	2,010,723	1,537,424	295,507	11,746,001
3)	Admin. Costs (-)	(27,165)	(32,289)	(21,250)	(5,100)	(33,150)	(211,961)
4)	Total Available for Alloc.	10,838,119	11,399,733	11,662,933	11,136,353	10,130,253	99,863,696

East Bay Rail Extension Reserves		FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98	Total FY89 - FY98
<u>Reserves:</u>							
5)	East Bay Share (70% of line #4)	7,586,683	7,979,813	8,164,053	7,795,447	7,091,177	69,904,587
6)	East Bay Prior Year Carryover	10,088,081	10,174,764	10,654,577	11,318,630	1,166,142	
7)	Avail. for Allocation (line5+line6)	17,674,764	18,154,577	18,818,630	19,114,077	8,257,319	
<u>Allocations:</u>							
8)	BART East Bay Extensions	7,500,000	7,500,000	7,500,000	17,947,935	7,500,000	69,147,268
9)	Total Allocated	7,500,000	7,500,000	7,500,000	17,947,935	7,500,000	69,147,268
10)	ENDING BALANCE (line7-line 9)	10,174,764	10,654,577	11,318,630	1,166,142	757,319	

West Bay Rail Extension Reserves		FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98	Total FY89 - FY98
<u>Reserves:</u>							
11)	West Bay Share (30% of line #4)	3,251,436	3,419,920	3,498,880	3,340,906	3,039,076	29,959,109
12)	West Bay Prior Year Carryover	1,717,138	1,602,605	757,525	3,256,405	786,250	
13)	Avail. for Alloc. (line11+line12)	4,968,573	5,022,525	4,256,405	6,597,311	3,825,326	
<u>Allocations:</u>							
14)	LRV Purchase	0	0	0	0	0	3,792,854
15)	MUNI Metro Turnback	0	0	0	0	0	7,898,900
16)	F-Embarcadero Extension	3,365,968	4,015,000	0	5,811,061	175,000	13,367,029
17)	Caltrain Downtown Extension PE	0	250,000	0	0	0	250,000
18)	BART SFO Extension PE ³	0	0	1,000,000	0	0	1,000,000
19)	BART SFO Extension Construction ³	0	0	0	0	3,375,000	3,375,000
20)	Total Allocated	3,365,968	4,265,000	1,000,000	5,811,061	3,550,000	29,683,783
21)	Ending Balance (line13-line20)	1,602,605	757,525	3,256,405	786,250	275,326	

22)	Total Annual Rail Extension Reserves Allocation (line9+line20)	10,865,968	11,765,000	8,500,000	23,758,996	11,050,000	
23)	Total Annual Ending Balance (line 10 + line 21)	11,777,369	11,412,102	14,575,035	1,952,392	1,032,645	

Notes:

- Administrative costs in FY 1997-98 are calculated at 0.3% of estimated annual rail extension reserves allocation.
- Interest receipts in FY 1997-98 are estimated at 5% of the average reserve balance between previous year's ending balance and the current year anticipated receipts. (Assumes that funds are expended (drawn down) within the year allocations are made.)
- The financial plan accompanying the FEIR for the SFO BART Extension includes a \$10 million contribution of W. Bay Rail Ext Reserves. \$10 million is programmed for

Appendix C
MTC Allocation Policy

Date: April 26, 1989
W.I.: 1001.40.01
W.A.: 0573r
Referred By: WPPRC
Revised: 07/31/91-C
07/24/96-C

ABSTRACT

Resolution No. 2004, Revised

Adoption of MTC Bridge Toll Revenue Allocation Policy.

This resolution was revised on July 31, 1991 to make assumptions and policies governing East Bay Rail Extension Reserve funds consistent with MTC Resolution No. 1876, Revised.

This resolution was revised on July 24, 1996 to include eligible federally funded transit projects selected for programming outside the transit capital priorities process and to delete language referring to events which have already occurred.

Further discussions of these allocations are contained in the MTC "Staff Evaluation" dated April 6, 1989 and MTC Executive Director Memoranda dated July 11, 1991 and July 12, 1996.

Date: April 26, 1989
W.I.: 1001.40.01
Referred By: WPPRC

Re: Bridge Toll Revenue Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 2004

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, since 1977, MTC has allocated net toll revenues, pursuant to Government Code §§ 30892 and 30893, for eligible transit capital improvements and ferry operations; and

WHEREAS, with the toll increase authorized by Regional Measure I, approved by the voters on November 8, 1989 (hereinafter "Regional Measure I"), not less than ninety percent of the revenues from the toll increase on Class I vehicles on the San Francisco/Oakland Bay Bridge shall be allocated by MTC pursuant to Government Code § 30919 for rail transit extension and improvement projects which reduce vehicular traffic congestion on that bridge; and

WHEREAS, 3% of the revenues from the Regional Measure I toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Government Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, MTC wants to establish a bridge toll revenue allocation policy to guide its review of applications for the allocation of bridge toll revenues; now, therefore, be it

RESOLVED, that MTC adopts the bridge toll revenue allocation policy as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Rod Diridon, Chairperson

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Santa Rosa, California on April 26, 1989.

Date: April 26, 1989
W.I.: 1001.40.01
W.A.: 0573r
Referred By: WPPRC
Revised: 07/31/91-C
07/24/96-C

Attachment A
Resolution No. 2004
Page 1 of 4

BRIDGE TOLL REVENUE ALLOCATION POLICY STATEMENT

Definitions

1. "Net Toll Revenues" refers to those revenues collected from the July 1, 1977 toll increase imposed on the Bay, Dumbarton, and San Mateo Bridges by Assembly Bill 664, codified at Streets and Highways Code §§ 30880 et seq. These revenues must be allocated by MTC to capital projects which further the development of public transportation systems in the vicinity of toll bridges. In practice, revenues are collected from a 20 cent commute ticket toll on all three bridges, a 25 cent Class I toll on the Bay Bridge, and a 5 cent Class I toll on the Dumbarton and San Mateo Bridges.
2. "MTC Rail Extension Reserve" is composed of not less than 90% of the revenues from the Class I toll increase on the Bay Bridge, as authorized by Regional Measure I and Streets and Highways Code § 30910 et seq. Pursuant to Streets and Highways Code § 30919, MTC must allocate these funds exclusively for rail transit capital extension and improvement projects designed to reduce vehicular traffic congestion on the Bay Bridge.
3. "East Bay Rail Extension Reserve" consists of 70% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in Alameda and Contra Costa Counties. These projects include, but are not limited to, the BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors.
4. "West Bay Rail Extension Reserve" consists of 30% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in San Francisco, San Mateo, and Santa Clara Counties. No specific projects are mentioned in the legislation.
5. "Northern Bridge Group 3% Reserve" is funded by 3% of the SB 45 toll increase revenues raised on the Antioch, Benicia/Martinez, Carquinez, and Richmond-San Rafael Bridges. These revenues must be allocated by MTC for projects, other than those included elsewhere in SB 45, which reduce vehicular traffic congestion on any bridges in this group.
6. "Southern Bridge Group 3% Reserve" is funded by 3% of the SB 45 toll increase revenues raised on the Bay, Dumbarton, and San Mateo Bridges. These revenues must be allocated by MTC for projects, other than those included elsewhere in SB 45, which reduce vehicular traffic congestion on any of the bridges in this group.
7. "Resolution No. 1876" refers to the region's adopted New Rail Transit Starts and Extensions Program. This program includes:

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- Projects underway or with approved grants such as the Guadalupe LRT, MUNI Metro J-Line, MUNI Metro Turnaround, the F-Embarcadero Extension, and the CalTrain San Jose Terminal.
- Financial plans for six rail extension projects in the region, which include Caltrain Downtown Extension, BART Extension to Colma and the San Francisco Airport, BART to West Pittsburg, BART to Dublin, BART to Warm Springs, and Tasman LRT Extension.
- Acquisition of Right-of-Way including the existing Southern Pacific R-O-W for CalTrain.
- Support for planning and project development of a specified list of rail extension projects.
- A detailed understanding regarding the San Mateo Buy-in, CalTrain and BART extension projects.
- Such amendments as may be adopted by the Commission from time to time.

Assumptions

1. Net Toll Revenues raise roughly \$12 million annually. Eligible projects include those transit capital projects which are sponsored by operators providing either transbay service or feeder functions to transbay service. Also eligible are BART extension projects for which Net Toll Revenues are programmed in Resolution No. 1876.
2. The 70/30 ratio which MTC has employed to apportion Net Toll Revenues between East and West Bay transit operators is based on the home origin of transbay commute trips. When Caltrans updates its study of trip origins, the results will be incorporated into a new apportionment ratio.
3. Since local match needs are tied to the receipts of federal and state capital grants, they will continue to arise in a discontinuous manner. In some years matching needs may fall short of the annual apportionment of Net Toll Revenues, while in other years needs may exceed it.
4. The East Bay Rail Extension Reserve will collect roughly \$7 million annually.
5. The West Bay Rail Extension Reserve will collect roughly \$3 million annually.

Objectives

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1. Maintain MTC's flexibility in allocations by avoiding rigid apportionment formulas.
2. Maximize the use of Net Toll Revenues for meeting the local match required for transit capital projects programmed in the Transportation Improvement Program (TIP).
3. Sustain commitments made regarding allocations of new revenues.
4. Secure the financial integrity of the Resolution No. 1876 New Rail Transit Starts and Extensions Program.

Policies

1. Continue the existing 70/30 apportionment ratio for Net Toll Revenues, with the modification that the ratio be maintained as a five year rolling average.
2. The first priority for Net Toll Revenues is to match federal and/or state funds for transit capital projects programmed in the TIP.
3. Net Toll Revenue Account fund balances remaining after funding capital matching needs may be used for funding transit capital projects not supported by existing federal and state programs, any shortfall to MTC's commitment of regional toll revenues to the Resolution 1876 Agreement, and any other projects consistent with the Net Toll Revenues' enabling legislation.
4. To the extent feasible and required, maintain MTC's commitment to Resolution No. 1876 projects from the East Bay Rail Extension Reserve. Funds may be allocated on either a pay-as-you-go basis or towards debt service from revenue bonds.
5. The first priority for the West Bay Rail Extension Reserve is for Resolution 1876 projects, if additional funds are available they will be used to meet the capital needs associated with rail extensions and improvements included in MTC's transit capital program.
6. Commit the 3% revenues from the Northern and Southern Bridge Groups to projects including, but not limited to, ferry and bicycle projects which will relieve congestion on the bridges. MTC will establish a process which evaluates the cost-effectiveness of projects eligible for allocation of these revenues.

Box 2, Folder 8

Item 7

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