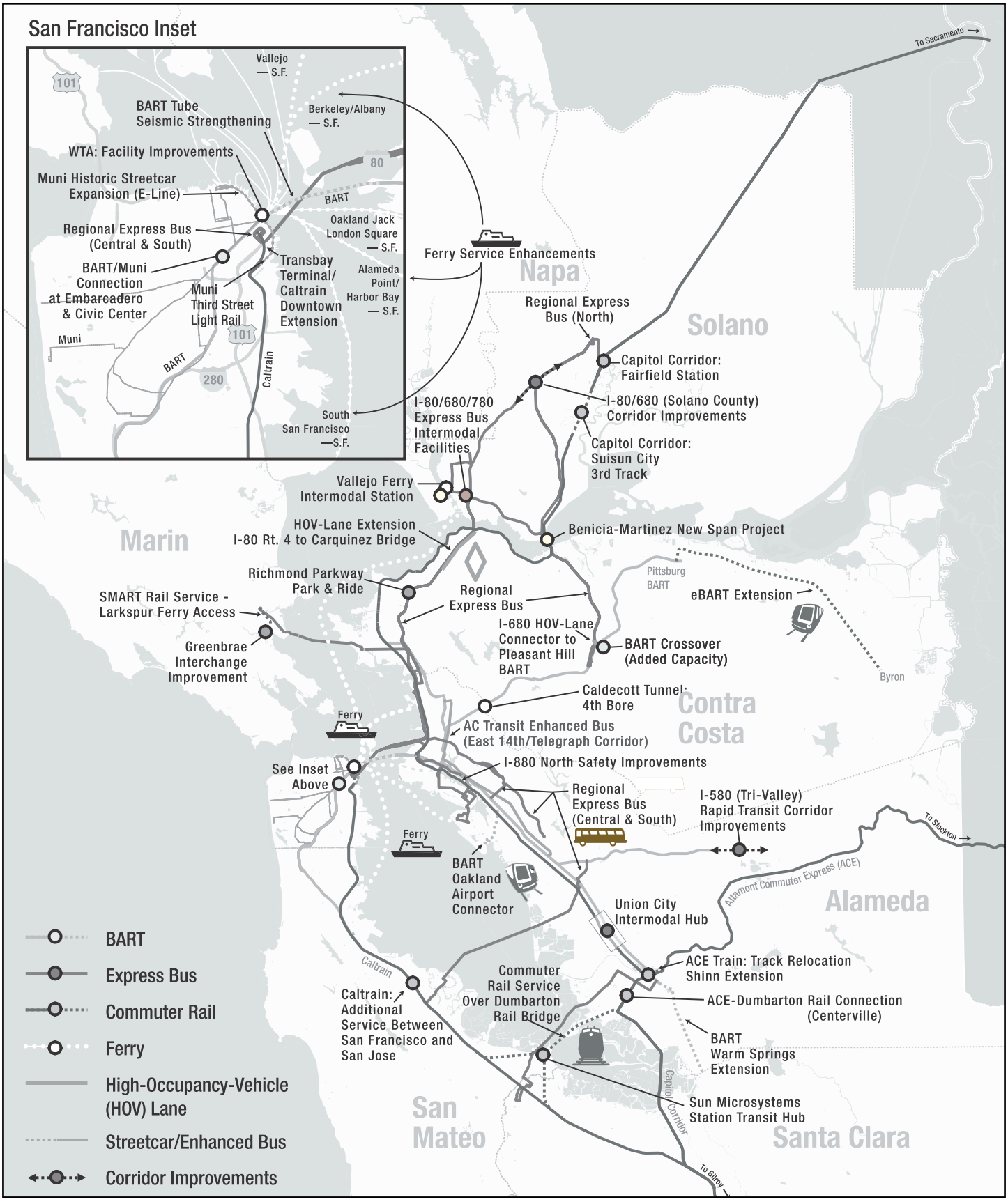
Regional Measure 2
Regional Traffic Relief Plan

Subject to approval on March 2, 2004, by the voters of Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano counties and the city and county of San Francisco

Prepared by the Metropolitan Transportation Commission pursuant to Chapter 715, Statutes 2003 (SB 916, Perata)

Regional Traffic Relief Plan



Selected Highlights of the Plan

	Amount (in 2002 $)
New Mass Transit Options	
BART extension to Warm Springs and to the Oakland International Airport	$125 million
BART connection to East Contra Costa County	$96 million
Dumbarton bridge rail service connecting Union City and Millbrae BART stations	$135 million
Sonoma-Marin commuter rail extension to Larkspur/San Quentin	$35 million
Comprehensive regional express bus network, including expanded service, new buses, and new park-and-ride facilities	$171 million
Ferry service direct to San Francisco from multiple East Bay, North Bay and Peninsula locations	$84 million
Traffic Bottleneck Relief	
Improvements to the Interstate 80/Interstate 680 (Cordelia) interchange in Solano County	$100 million
A new fourth bore to relieve congestion at the Caldecott Tunnel	$51 million
Eastbound Interstate 80 carpool-lane gap closure at Carquinez Bridge	$50 million
U.S. 101 interchange improvements at Greenbrae	$65 million
Seamless and Safe Transit Connections	
BART transbay tube seismic strengthening	$143 million
New Transbay Terminal in San Francisco, linking regional bus service with BART, Muni and future Caltrain and high-speed rail	$150 million
Implement a universal transit fare payment card (TransLink®)	$42 million
Real-time transit information	$20 million
Better access to mass transit for pedestrians and bicyclists	$22 million
Vallejo intermodal terminal, linking express bus and high-speed ferry service	$28 million

RM 2 invests in mass transit options that have a demonstrated ability to attract new riders

RM 2 addresses some of the region's most critical highway bottlenecks

RM 2 makes mass transit more convenient

Executive Summary

Person trips across Bay Area toll bridge corridors are projected to rise 49 percent by 2025

The Bay Area's population is expected to grow by approximately 1.5 million residents between now and 2025. To help meet the mobility needs of this burgeoning population, Regional Measure 2 (RM 2) invests in new travel options and increased capacity in the Bay Area's seven state-owned bridge corridors, where trips are projected to rise by almost 50 percent.

If approved on March 2, 2004, by the voters of Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano counties and the city and county of San Francisco, RM 2 will implement the Regional Traffic Relief Plan (the Plan) — a balanced set of transportation projects in the bridge corridors that include new mass transit choices and critical highway improvements at key regional bottlenecks. The Plan is designed to meld the region's bus, rail and ferry systems into one seamless regional mass transit network.

The Regional Traffic Relief Plan

RM 2 has three primary goals:

– New transit options

– Traffic bottleneck relief

– Seamless and safe transit connections

- Invests substantially in commuter rail, including new BART service in Contra Costa and Alameda counties and BART seismic improvements, as well as new rail service over a rehabilitated Dumbarton rail bridge — connecting the BART, Caltrain, Capitol Corridor (Amtrak) and Altamont Commuter Express (ACE) rail networks — and new commuter rail in Sonoma and Marin counties.
- Funds several important highway projects, including improvements to the Interstate 80/Interstate 680 interchange —also known as the Cordelia junction — and a fourth bore for the Caldecott Tunnel, allowing for four lanes of traffic in each direction at all times of the day.
- Funds new express bus and ferry service. This includes new and more frequent bus service across the bridges, new park-and-ride lots, and carpool-lane gap closures. The ferry system envisioned by the Plan includes new service to San Francisco from several East Bay locations, more frequent service from Vallejo, as well as service connecting downtown San Francisco to South San Francisco.
- Makes mass transit more convenient by underwriting a "universal" fare card called TransLink®, which allows riders to use a single "smart" card to pay their fare on all Bay Area transit systems. The Plan improves access to transit by expanding parking at key transit stations and investing in real-time information technology at select transit hubs to tell riders when the next bus or train will arrive. It also will build safe bicycle and pedestrian routes to regional transit facilities.
- Provides an infusion of funds to operate commuter rail and express bus and ferry services, recognizing that operating moneys are critical to improving and sustaining transit service. Up to 38 percent of annual revenues produced by RM 2 are dedicated to operating funds.
- Is financed by a $1 increase in tolls on all Bay Area bridges except the Golden Gate Bridge. The new toll funds will only be spent on transportation improvements in the bridge corridors and may not be used for any other purpose. Annual audits and oversight by the Metropolitan Transportation Commission (MTC) — the nine-county region's transportation planning, financing and coordinating agency — will ensure efficient use and timely expenditure of bridge toll funds.

RM 2 will generate over $125 million a year for new Bay Area transportation improvements. This investment will leverage additional local, state and federal funds to complete several of the larger capital projects.

Table of Contents

Introduction

History of Bridge Tolls

Because of the San Francisco Bay Area's unique topography, bridges serve as essential links in the region's transportation network. They sustain the flow of people and goods and the overall economic health of the region. The tolls charged on the seven state-owned toll bridges — the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Mateo-Hayward and San Francisco-Oakland Bay bridges — are used not only to help keep the bridges in working order but also to make sure that transportation facilities and services in the vicinity of the bridges can accommodate future traffic and population growth.

Of course, bridge tolls have been used to build the bridges themselves — the construction of the San Mateo-Hayward Bridge in 1967 and the Dumbarton Bridge in 1984, for example, was paid for out of tolls collected on the Bay Bridge. Tolls also fund transportation improvements that help reduce congestion in the bridge corridors. Thus, toll revenues helped build the original Bay Area Rapid Transit (BART) transbay tube, and funded BART extensions in the bridge corridors.

Bay Area voters raised bridge tolls in 1988 to fund a variety of transportation improvements to both highways and transit

Regional Measure 1: First Dollar

In 1988, Bay Area residents voted by a margin of almost 70 percent to standardize all tolls on the region's state-owned bridges at $1, and to use the new revenues to fund a list of bridge and public transit improvements. (Previously, tolls were set at different rates on each bridge.) The projects listed in the ballot measure — Regional Measure 1 — included a replacement span for the Carquinez Bridge and widening of the San Mateo-Hayward Bridge (both now completed) and construction of the new Benicia-Martinez Bridge and rehabilitation of the Richmond-San Rafael Bridge (both under way). Regional Measure 1 (RM 1) funds are administered by the Bay Area Toll Authority and the Metropolitan Transportation Commission.

RM 1 also provided substantial funding for mass transit expansion, including BART extensions to Pittsburg/Bay Point, Dublin/Pleasanton, and San Francisco International Airport, as well as improvements to Caltrain and the San Francisco Municipal Railway (Muni). All of these transit extensions are now in revenue service.

Bridge tolls also are used to fund seismic retrofit improvements to the toll bridges

Seismic Safety: Second Dollar

Bridge tolls also are vital in ensuring the safety of Bay Area bridges in the event of earthquakes. In 1997, the California Legislature added the second dollar to the region's bridge tolls to fund needed seismic retrofit work on five of the Bay Area's seven state-owned toll bridges — the Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland Bay, and San Mateo-Hayward bridges — with revenues from the second dollar administered by Caltrans. Three of these projects have already been completed, and work is ongoing on the remaining two. The total cost of the toll bridge seismic retrofit program is estimated to be $5 billion, about half of which is paid for by federal and state funds, with the remainder out of the second dollar of the bridge tolls.

(The Golden Gate Bridge — not owned by the state but operated by a separate entity — has a $5 toll and is not part of the March 2004 Regional Measure 2 ballot measure. See appendix for a map showing the use of toll funds for each state-owned bridge.)

Current Travel Patterns and Forecast Growth

The Bay Area's roughly 7 million residents crisscross the region in an intricate pattern of more than 20 million trips a day that includes driving alone, carpooling, walking, bicycling, and riding buses, trains, ferries and cable cars. By the year 2025, the population of the nine Bay Area counties is expected to increase to 8.5 million, with the number of daily trips surging by 30 percent to about 26 million. The growing number of daily trips and the magnitude of regional population and job growth will generate a need for additional transportation capacity across bridge corridors, best served by expanding the regional transit system.

One useful way to assess future travel patterns is to look at the number of trips made in either direction past a particular geographic location, such as a bridge. As part of the *2001 Regional Transportation Plan*, MTC projected dramatic growth in person trips across such boundaries, as shown in the chart below.

Bridge/Approach	Daily Trips 1998	Daily Trips 2025	Percent Increase
Bay Bridge Corridor (includes bridge traffic, BART and ferries)	540,000	769,000	+42.5%
Benicia-Martinez Bridge	92,000	152,000	+64.6%
Caldecott Tunnel (between Alameda and Contra Costa counties)	303,000	433,000	+42.7%
Carquinez Bridge	115,000	182,000	+57.5%
Richmond-San Rafael Bridge	48,000	86,000	+79.1%
San Mateo-Hayward and Dumbarton bridges	177,000	262,000	+47.8%

Between now and 2025 the number of daily trips will grow by 30 percent in the Bay Area as a whole and 49 percent across toll bridge corridors

Today 37 percent of people commuting across the San Francisco-Oakland Bay Bridge corridor do so by transit

In 2002, MTC conducted the *Bay Crossings Study* with a focus on the San Francisco-Oakland Bay, San Mateo-Hayward and Dumbarton bridge corridors. The study found that 75 percent of transbay person trips across the Bay will be in the San Francisco-Oakland corridor. This corridor exhibits the largest growth in terms of sheer number of daily trips.

New transit options and highway expansion projects are needed to reduce the projected time during which the various bridges will be congested beyond current levels. Analysis done for the toll plaza delay on the three bridges in the *Bay Crossings Study* found that the hours of a.m. peak congestion for the three bridges will increase by 19 percent for the Bay Bridge, 35 percent for the Dumbarton Bridge and 50 percent for the San Mateo-Hayward Bridge absent new infrastructure improvements.

Toll Plaza Hours of Congestion A.M. Peak

Toll Plaza	1998 Base	2025 Base	Percent Change
Bay Bridge	4 hours	4 hours 45 minutes	+19%
Dumbarton Bridge	2 hours 50 minutes	3 hours 50 minutes	+35%
San Mateo-Hayward Bridge	2 hours 40 minutes	4 hours	+50%

New transit options are needed in the bridge corridors to minimize the increase in congestion that will result from population growth

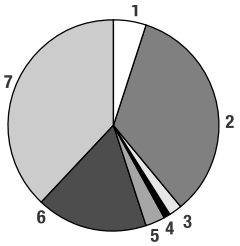
Delay at the San Francisco-Oakland Bay Bridge toll plaza is projected to grow by 19 percent by 2025

Delay at the San Mateo-Hayward Bridge toll plaza is projected to grow by 50 percent by 2025

Future travel patterns can be determined by examining the origin of trips across transbay bridges or other regional boundaries. Because they are concentrated within a relatively short period of time, work trips exert the greatest pressure on regional transportation facilities and services. Looking at the origin of trips across the Bay Area's seven state-owned toll bridges during a typical peak morning commute period, we find that Alameda, Contra Costa and Solano county residents are the most frequent bridge users.

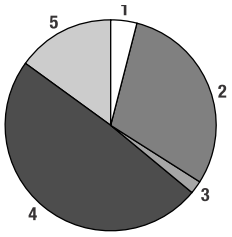
The RM 2 expenditure plan was developed with all of these trends in mind, to ensure that the funds generated by the additional dollar go toward improvements in the seven bridge corridors that will benefit the greatest number of travelers. If RM 2 is approved by the voters, revenues from the additional dollar will be administered by the Bay Area Toll Authority and the Metropolitan Transportation Commission.

Bridge Users by County of Origin (morning commute in both directions)



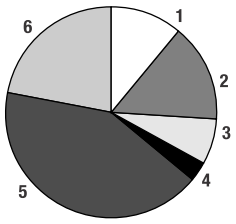
Antioch Bridge

1	Alameda	5%
2	Contra Costa	34%
3	San Francisco	2%
4	San Mateo	1%
5	Santa Clara	3%
6	Solano	17%
7	Other Counties*/ Out of Region	38%



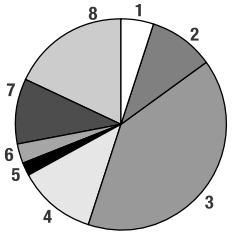
Benicia-Martinez Bridge

1	Alameda	4%
2	Contra Costa	30%
3	Santa Clara	2%
4	Solano	49%
5	Other Counties*/ Out of Region	15%



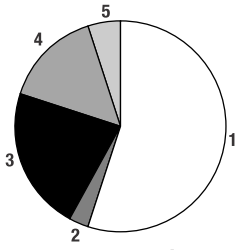
Carquinez Bridge

1	Alameda	11%
2	Contra Costa	15%
3	San Francisco	7%
4	San Mateo	3%
5	Solano	42%
6	Other Counties*/ Out of Region	22%



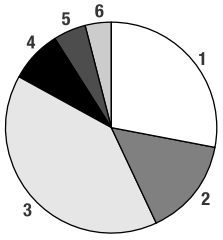
Richmond-San Rafael Bridge

1	Alameda	5%
2	Contra Costa	10%
3	Marin	40%
4	San Francisco	12%
5	San Mateo	3%
6	Santa Clara	2%
7	Solano	10%
8	Other Counties*/ Out of Region	18%



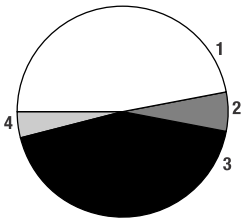
Dumbarton Bridge

1	Alameda	55%
2	Contra Costa	3%
3	San Mateo	22%
4	Santa Clara	15%
5	Other Counties*/ Out of Region	5%



Bay Bridge

1	Alameda	28%
2	Contra Costa	15%
3	San Francisco	40%
4	San Mateo	8%
5	Solano	5%
6	Other Counties*/ Out of Region	4%



San Mateo-Hayward Bridge

1	Alameda	47%
2	Contra Costa	6%
3	San Mateo	43%
4	Other Counties*/ Out of Region	4%

Source: 1998 estimates prepared by the Metropolitan Transportation Commission

* Other counties includes Napa and Sonoma counties and counties who constitute less than 1 percent of the total.

Development and Oversight of the Regional Traffic Relief Plan/ Regional Measure 2

In 2002, the California Legislature initiated hearings on the subject of Bay Area traffic congestion. The Senate Select Committee on Bay Area Transportation reviewed traffic forecasts, and determined that new investment in the bridge corridors, particularly new mass transit options, was needed, along with a new revenue source. The Committee concluded that a toll increase was the most appropriate funding mechanism and formed a public advisory committee to develop an expenditure plan.

The RM 2 expenditure plan was developed in an open, public process

The advisory committee consisted of representatives of transportation agencies from throughout the Bay Area as well as business, environmental and social equity organizations. The committee thoroughly investigated the issue and met on 15 occasions to hear project sponsors present ideas for providing new transit options and congestion relief in the bridge corridors. Individual projects were discussed and evaluated by the group based on performance measures, including:

- Proximity to bridge corridor
- Impact on congestion
- Number of new transit riders
- Cost effectiveness
- Transit connectivity
- Project readiness
- Sustainability
- Environmental impacts
- Land-use opportunities
- Safety and social equity

An initial plan was developed, based on the above criteria, and led to the expenditure plan that is before you as Regional Measure 2. The set of projects included in the Plan was adopted by the Legislature in September 2003 and signed by the governor as Senate Bill 916 (Perata).

Fiscal Management: Ongoing Review and Oversight

The implementation of the Regional Traffic Relief Plan — Regional Measure 2 — will be overseen by MTC, in its role as the Bay Area Toll Authority (BATA), which currently administers, programs and allocates revenues from the base toll levied on the seven state-owned toll bridges.

RM 2 ensures that funds are spent wisely by requiring annual audits and adherence to strict performance measures

Performance Measures and Annual Audits

The Plan requires that projects meet performance measures related to transit ridership and cost-effectiveness prior to receiving funds for transit operations. When applying for operating funds, a project sponsor must submit a plan that conforms to the adopted performance measures, including an independent audit verifying that the project is in compliance. This will ensure that only well performing, cost-effective transit will be funded by the measure.

Process for Amending the Plan

While the Plan lays out the specific uses for the new toll revenues over the next 35 years, it does allow for changes if a project encounters serious problems. Specifically, the law provides that MTC may amend the level of funding for a project or reassign the funds to another regional transit project within the same corridor, but only after the project sponsor is consulted and a public hearing is held.

RM 2 will not fund poorly performing projects

Regional Traffic Relief Plan Projects

Details on the projects included in the Plan are organized into four sections: regionwide improvements, and improvements in three major bridge groupings: Central Bay (the San Francisco-Oakland Bay Bridge), North Bay (the Antioch, Benicia-Martinez, Carquinez and Richmond-San Rafael bridges), and South Bay (the Dumbarton and San Mateo-Hayward bridges). The majority of funds in the Plan are dedicated to new transit options in the bridge corridors.

1. Regionwide Improvements

RM 2 provides substantial funding for seismic improvements to the BART transbay tube

New Transbay Terminal/Downtown Caltrain Extension in San Francisco: $150 million

- A new Transbay Terminal in San Francisco, connecting AC Transit transbay buses and a Caltrain downtown San Francisco extension with BART, Muni, SamTrans, Greyhound, paratransit and Golden Gate Transit buses, as well as future high-speed rail

BART Transbay Tube Seismic Strengthening: $143 million

- Provides a substantial down payment on a comprehensive seismic retrofit program for the BART transbay tube, based on recommendations made by a panel of expert seismic engineers in 2002

RM 2 makes transit more convenient by investing in new technology, like real-time transit information at transit stops, and TransLink®, the universal transit fare payment card

TransLink® Smart Card Integration: $42 million

- Update the region's fare collection systems with TransLink® technology, to enable customers to carry one transit fare card instead of exact change or operator-specific tickets or passes
- $22 million of the total to assist transit operators in integrating TransLink® technology with existing fare collection equipment and in expanding TransLink® to new transit services
- $20 million of the total for TransLink® customer service and technology improvements

Regional Transit Connectivity Plan: $0.5 million

- RM 2 requires that MTC develop a regional transit connectivity plan in consultation with transit operators by December 1, 2005.
- The plan shall identify (1) a network of key transit hubs to operate as a timed transfer network; (2) infrastructure improvements to improve system reliability and connections; and (3) regional standards and procedures to minimize transfer times between transit lines at key transit hubs.

Integrated Fare Program: $1.5 million

- Funds to develop a plan for a zonal monthly transit pass covering all regional rapid transit trips
- Encourage greater use of the public transit network by making it easier and less costly for transit riders to use multiple transit systems

Safe Routes to Transit (Pedestrian and Bicycle Access): $22.5 million

- Improvements in bicycle and pedestrian access to regional transit stations, including sidewalks, bike paths, traffic signal improvements, clearer signage, and secure bicycle parking
- Up to $2.5 million of the total for City Carshare, a car-sharing organization, to reduce car trips across bridges by providing "shared" cars at convenient transit hubs

Regional Rail Master Plan: $6.5 million

- A plan to integrate passenger rail systems, improve connections at intermodal hubs, expand the regional rapid transit network and coordinate investments with transit-supportive land uses
- Up to $2.5 million of the total may be used to study Bay Area access to a high-speed rail system.
- Up to $500,000 of the total may be used by the Metropolitan Transportation Commission to develop the regional transit connectivity plan by December 1, 2005, as described on prior page.
- Up to $500,000 of the total may be used to study the feasibility of creating an intermodal transfer hub at Niles Junction in Fremont.

Real-Time Transit Information: $20 million

- A competitive grant program to assist transit operators with implementation of high-technology systems to provide real-time transit information to riders at transit stops or via telephone, wireless or Internet communication
- Priority shall be given to projects identified in the Metropolitan Transportation Commission's 2005 transit connectivity plan.

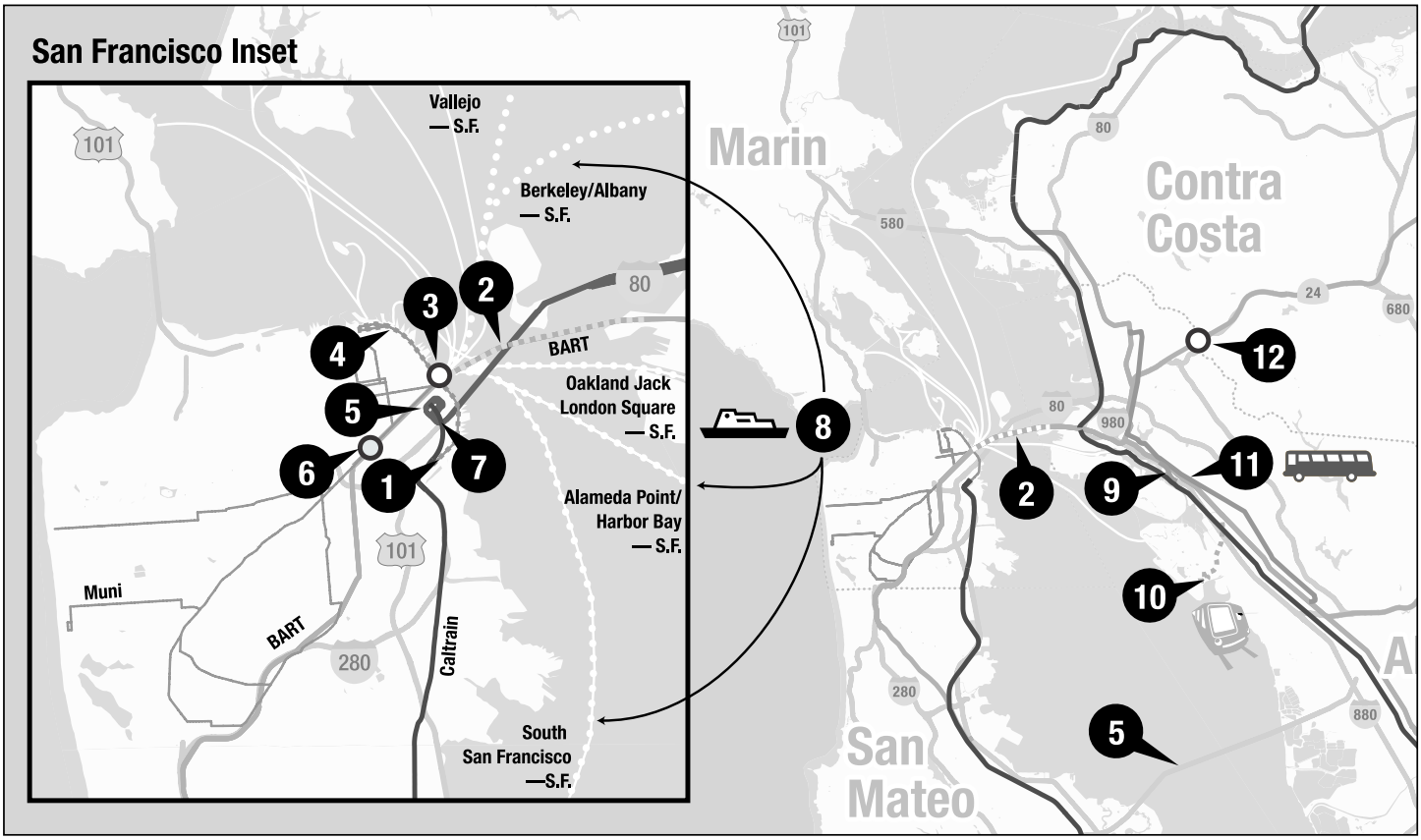
Promotion of Tax Benefits for Transit Users: $5 million

- A marketing program to promote tax-saving opportunities for employers and employees, such as Commuter Check™, as specified in Section 132(f)(3) of the Internal Revenue Code
- Educate the public about the benefits of these existing tax-saving opportunities to attract more commuters to mass transit

RM 2 will help reduce the cost of riding transit by encouraging employers to offer their employees substantial tax savings for riding transit

RM 2 invests in better bicycle and pedestrian access to regional transit

Central Bay Projects



1. Muni Third Street Light Rail *($30 million)*
2. BART Tube Seismic Retrofit *($143 million)*
3. Water Transit Facility Improvements, Spare Vessels and Environmental Review *($84 million)*
4. Muni Historic Streetcar Expansion (E-Line) *($10 million)*
5. Regional Express Bus for San Mateo, Dumbarton and Bay Bridge Corridors *($22 million)*
6. BART/Muni Connection at Embarcadero and Civic Center *($3 million)*
7. Transbay Terminal/Downtown Extension *($150 million)*
8. Commute Ferry Service for Alameda/Oakland/Harbor Bay; Berkeley/Albany; and South San Francisco *($12.6 million annually)*
9. I-880 North Safety Improvements *($10 million)*
10. BART Oakland Airport Connector *($30 million)*
11. AC Transit Enhanced Bus — Phase 1 (International Blvd./Telegraph Ave. Corridor) *($65 million)*
12. Caldecott Tunnel Fourth Bore *($50.5 million)*

2. Central Bay — San Francisco-Oakland Bay Bridge Corridor

A. New Mass Transit Options

BART Oakland Airport Connector: $30 million

- Provide the final portion of funds needed for direct BART service between the Oakland Coliseum BART/Amtrak station to terminals at the Oakland International Airport

Alameda-Contra Costa Transit District (AC Transit) Rapid Bus: $65 million capital, plus $3 million annually to operate the service

- New "rapid bus" service along Telegraph Avenue and International Boulevard corridors, improving access to BART stations
- Includes new buses and other service enhancements

Regional Ferry System Expansion: $84 million capital, $15.6 million annually to operate the service

- Provides funds to purchase new environmentally friendly ferries and $12.6 million annually to operate new routes for South San Francisco and Albany/Berkeley, as well as more frequent service on the existing Alameda/Oakland and Vallejo routes
- Up to $48 million of the total capital funds for spare vessels and improvements to San Francisco's downtown Ferry Terminal
- Up to $1 million of the total capital funds available to study ways to increase ferry ridership at the city of Richmond ferry terminal
- $3 million of the annual total for overall regional ferry operating needs

RM 2 will create a regional ferry network providing new and more frequent service from Vallejo and the East Bay to San Francisco

Owl Bus Service in BART Corridors: $1.8 million annually

- Provide express bus service along BART's routes to ensure late-night service along certain BART corridors

RM 2 funds new late-night bus service along BART corridors

San Francisco Municipal Railway (Muni) Metro East Third Street Light-Rail Line: $30 million, plus $2.5 million annually to operate the service

- Provide funding for the light-rail transit and maintenance facility to support Muni Metro Third Street light-rail service connecting to Caltrain stations and the E-Line waterfront route

Muni Waterfront Historic Streetcar Expansion: $10 million

- Rehabilitate historic streetcars and construct track and terminal facilities to support service from the Caltrain terminal, the Transbay Terminal and the Ferry Building, and to connect the Fisherman's Wharf and northern waterfront

B. Traffic Bottleneck Relief

RM 2 makes critical investments in relieving highway bottlenecks along bridge corridors

Caldecott Tunnel: $50.5 million

- Plan and construct a fourth bore for the Caldecott Tunnel between Contra Costa and Alameda counties to facilitate traffic flow on the Interstate 680/Route 24 Bay Bridge corridor. The fourth bore will be located north of the existing three bores and will consist of two lanes and shoulders.
- County Connection (Central Contra Costa Transit Authority) will study ways to increase transit service in the westbound Route 24 corridor from I-680 to the Caldecott Tunnel, including use of an express lane, a high-occupancy-vehicle (carpool) lane and an auxiliary lane.

RM 2 funds a fourth bore for the Caldecott Tunnel

Interstate 80 Eastbound Carpool Lane Extension: $50 million

- Extension of the existing bus/carpool lane on eastbound I-80 to the approach of the Carquinez Bridge. Completion of this carpool lane extension will result in over 18 miles of continuous bus/carpool lane on eastbound I-80 from the Bay Bridge to the Carquinez Bridge in Crockett.

RM 2 creates a continuous carpool lane on eastbound Interstate 80 to the Carquinez Bridge

Interstate 880 North Safety Improvements: $10 million

- Modernize selected on- and off-ramps along I-880 to improve safety between 29th Avenue and 16th Avenue in Oakland and add noise barriers in selected locations

C. Seamless and Safe Transit Connections

New Transbay Terminal/Downtown Caltrain Extension in San Francisco: $150 million

- A new Transbay Terminal in San Francisco, connecting AC Transit transbay buses and a Caltrain downtown San Francisco extension with BART, Muni, Samtrans, Greyhound, paratransit and Golden Gate Transit buses, as well as future high-speed rail

BART Transbay Tube Seismic Strengthening: $143 million

- Provides a substantial down payment on a comprehensive seismic retrofit program for the BART transbay tube, based on recommendations made by a panel of expert seismic engineers in 2002

San Francisco Downtown Ferry Terminal and Spare Vessels: $48 million

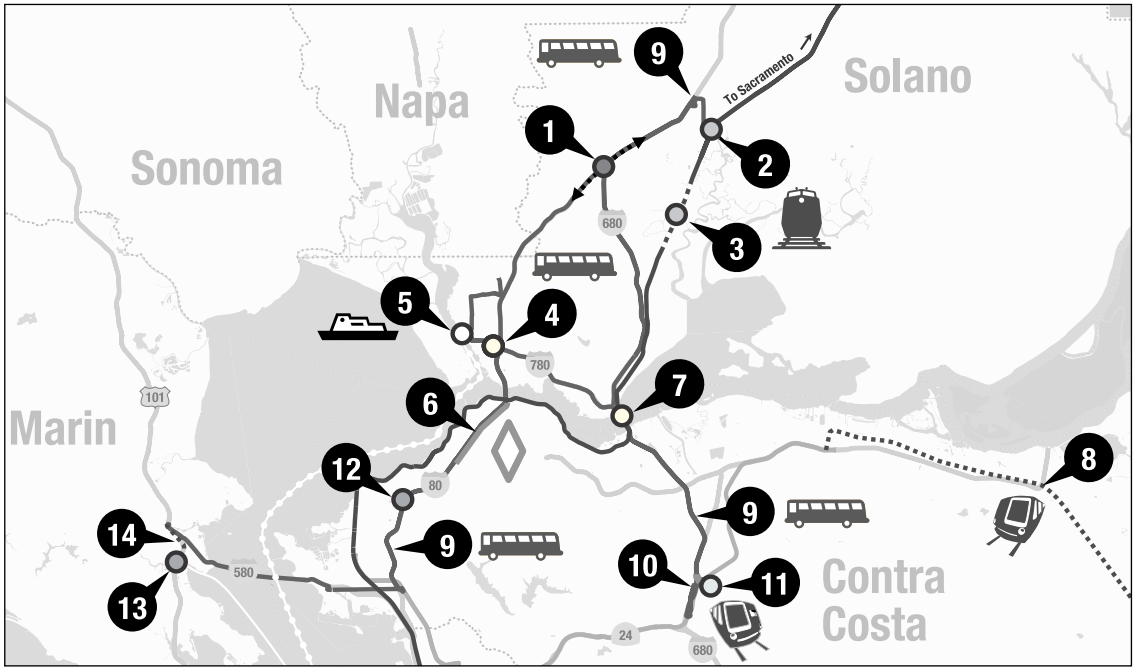
- Two backup vessels for more frequent and reliable ferry service
- Expansion of berthing capacity at the Port of San Francisco, and environmental review and design for other eligible terminal locations

BART/Muni Connection at Embarcadero: $3 million

- Funds a project to allow BART and Muni Metro patrons to move directly between BART and Muni platform levels by removing existing barriers and installing new faregates. The project will reduce transfer time and distance, and improve safety by reducing queuing at faregates, escalators and stairways

RM 2 funds the new San Francisco Transbay Terminal, a landmark transit hub

North Bay Projects



1. Interstate 80/Interstate 680 Interchange Improvements *($100 million)*
2. , 3. Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor *($25 million)*
4. Solano County Express Bus Intermodal Facilities *($20 million)*
5. Vallejo Station *($28 million)*
6. Interstate 80: Eastbound High-Occupancy-Vehicle (HOV) Lane Extension From Route 4 to Carquinez Bridge *($50 million)*
7. Benicia-Martinez Bridge: New Span *($50 million)*
8. Rail Extension to East Contra Costa (e-BART) *($96 million)*
9. Regional Express Bus North *($20 million)*
10. Direct High-Occupancy-Vehicle (HOV) lane connector From Interstate 680 to the Pleasant Hill BART Station *($15 million)*
11. Central Contra Costa BART Crossover *($25 million)*
12. Richmond Parkway Park-and-Ride *($16 million)*
13. U.S. 101 Greenbrae Interchange Improvement *($65 million)*
14. Sonoma-Marin Area Rail Transit District (SMART) Extension to Larkspur *($35 million)*

3. North Bay — Antioch, Carquinez, Richmond-San Rafael and Benicia-Martinez Bridge Corridors

A. New Mass Transit Options

Commuter Rail Extension to East Contra Costa (e-BART): $96 million

- Extend BART rail service from the Pittsburg/Bay Point BART station eastward to the cities of Antioch, Oakley, Brentwood and the community of Byron. The service will utilize diesel light-rail vehicles instead of conventional BART trains and operate on existing freight rail tracks rather than in the median of Route 4.
- Allows BART to develop the project in half the time and at less than half the cost it would normally require to build a freeway median BART extension to Hillcrest Avenue. Timed transfers will allow e-BART vehicles to meet waiting BART trains immediately east of the Pittsburg/Bay Point station.

Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor: $25 million

- Track and station improvements, including the Suisun City third main track and a new Fairfield station

Sonoma-Marin Area Rail Transit District (SMART) Extension to Ferry Service at Larkspur Landing or San Quentin: $35 million

- SMART North Bay commuter rail service will operate along the publicly owned Northwestern Pacific corridor from Cloverdale in Sonoma County to a ferry terminal in Marin County. Funds would help finance extending the rail line from a downtown San Rafael rail station to a ferry terminal at Larkspur Landing or San Quentin.
- Up to $5 million of the total may be used to study the potential use of San Quentin property as an intermodal water transit terminal.

Regional Express Bus North: $20 million capital, plus $5.9 million annually to operate the service

- Develop and improve the express bus network in the I-680 corridor between the Benicia-Martinez Bridge and BART stations in Concord, Walnut Creek, Pleasant Hill and Dublin/Pleasanton. Funds may be used for park-and-ride lots, infrastructure improvements and bus purchases.
- New bus lines will connect commuters in eastern and western Contra Costa County to major transit hubs in Martinez and Concord. Express service will operate every half hour during commute peaks, and every hour throughout the rest of the day.
- At least $1.6 million of the $20 million total would go for Golden Gate Transit capital improvements and $2.1 million of the total annual operating funds to provide bus service over the Richmond-San Rafael Bridge, connecting the San Rafael Transit Center to BART destinations in the East Bay. At least $2.4 million of the $20 million total would be dedicated to capital improvements for Napa VINE bus service, while $390,000 of the total annual funds would be dedicated to VINE's operating costs.

RM 2 funds new park-and-ride lots and carpool lanes to ensure a fast, congestion-free commute for express bus riders

B. Traffic Bottleneck Relief

Interstate 80/Interstate 680 Interchange Improvements: $100 million

- Improvements will be made to the corridor based on the recommendations of a study to be conducted jointly by Caltrans and the Solano Transportation Authority.
- Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority.

Interstate 80 Eastbound Carpool-lane Extension: $50 million

- Extension of the existing bus/carpool lane on eastbound I-80 to the approach of the Carquinez Bridge. Completion of this carpool lane extension will result in over 18 miles of continuous bus/carpool lane on eastbound I-80 from the Bay Bridge to the Carquinez Bridge in Crockett.

Interstate 680 High-Occupancy-Vehicle (Carpool) Lane Improvement: $15 million

- Provide better express bus service along the I-680 corridor. Study to be conducted by County Connection will select the better option between (1) a direct carpool-lane connection to the Pleasant Hill or Walnut Creek BART station or (2) extension of the southbound carpool lane on southbound I-680 from North Main to Livorna Road.
- The Contra Costa Transportation Authority shall adopt a preferred alternative following the study.

RM 2 funds improvements to Highway 101 in Marin County and closes a key gap in the carpool lane network on I-80

Benicia-Martinez Bridge: $50 million

- Completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor

U.S. 101 Greenbrae Interchange/Larkspur Ferry Access Improvements: $65 million

- Funds improvements around the Greenbrae interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur ferry terminal. Specific improvements include:

  (1) constructing a new full service diamond interchange at Wornum Drive

  (2) extending a multi-use pathway from the new interchange at Wornum Drive to East Sir Francis Drake Boulevard and the Cal Park Hill rail right of way

  (3) adding a new lane to East Sir Francis Drake Boulevard

  (4) rehabilitating the Cal Park Hill rail tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur ferry terminal.

C. Seamless and Safe Transit Connections

Central Contra Costa BART Crossover: $25 million

- Build a "crossover" BART track connection in central Contra Costa County, allowing BART trains the flexibility to turn around and return to San Francisco in the morning commute. Crossover tracks would permit BART to provide more frequent service to congested stations on the Pittsburg/Bay Point line, and give passengers a better chance to get a seat.

Solano County Express Bus Intermodal Facilities: $20 million

- A competitive grant program for new transit intermodal facilities, such as park-and-ride lots or train stations in Solano County. Priority projects eligible for funding include: Curtola park-and-ride, Benicia intermodal facility, Fairfield transportation center, and Vacaville intermodal station.
- Priority will be given to projects that have a full funding plan, are ready for construction and will serve transit routes operating primarily on carpool lanes.

Richmond Parkway: $16 million

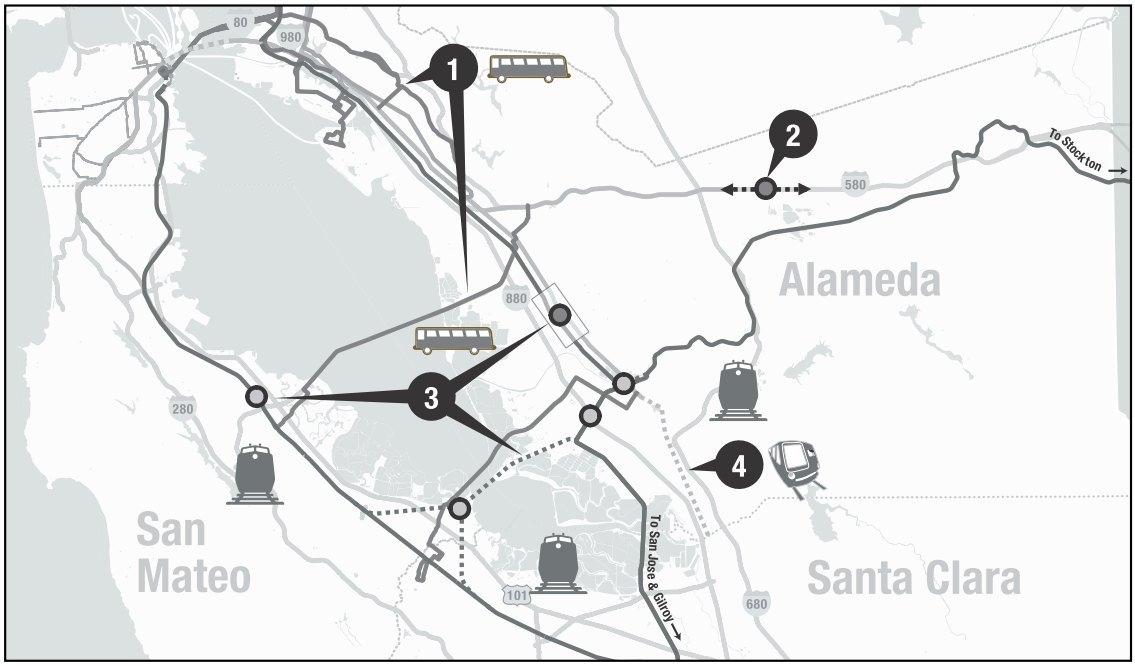
- Design and construction of park-and-ride facility at Interstate 80 and Richmond Parkway, serving Richmond, El Sobrante and Pinole. The facility would have between 750 and 1,000 parking spaces in a secure structure to provide parking for express bus service to downtown San Francisco. Buses currently operate every 10 minutes in the peak period.

Vallejo Intermodal Terminal: $28 million

- Construction of an intermodal bus and ferry transportation hub, including a 1,200-space parking structure at the current Vallejo ferry terminal
- Reunites Vallejo's waterfront and downtown, incorporating residential, commercial, office and retail development, while protecting open space

RM 2 funds new bus improvements in Solano County, including the Vallejo intermodal terminal

South Bay Projects



1. Regional Express Bus for San Mateo, Dumbarton and Bay Bridge Corridors *($22 million)*
2. I-580 (Tri Valley) Rapid Transit Corridor Improvements *($65 million)*
3. East to West Bay Commuter Rail Service Over Dumbarton Rail Bridge *($135 million)*
4. BART Warm Springs Extension *($95 million)*

4. South Bay — San Mateo-Hayward and Dumbarton Bridge Corridors

A. New Mass Transit Options

BART Extension to Warm Springs: $95 million

- Provide the final portion of funds needed to construct a 5.4-mile extension south from the existing Fremont station to Warm Springs in southern Alameda County. The project would accommodate future growth in employment and population in the region, and is the first leg of the future BART extension to Silicon Valley.

Dumbarton Rail: $135 million, plus $5.5 million annually to operate the new service

- New trains and track and station improvements for Caltrain to operate commuter rail service linking the East Bay with jobs on the Peninsula. Extends service from Union City, Fremont and Newark to the Peninsula and Silicon Valley across a renovated Dumbarton rail bridge. Funds also eligible to construct a new station at Sun Microsystems in Menlo Park/East Palo Alto
- Connects BART, ACE, Amtrak and Caltrain

Interstate 580 Rapid Transit Corridor Improvements: $65 million

- Corridor improvements on I-580 in Alameda County. Funds available for new rail service or express bus improvements, such as a carpool-lane direct connector to Dublin BART

Regional Express Bus South: $22 million capital, plus $6.5 million annually to operate the service

- Funds carpool-lane and freeway ramp improvements for express buses and park-and-ride lot expansion to serve East Bay commuters using the Bay Bridge, San Mateo-Hayward and Dumbarton bridges.
- The $6.5 million annual operating funds would provide for new bus service on the San Mateo-Hayward Bridge to San Mateo/Foster City, Millbrae/SFO, and Redwood Shores/Belmont, making connections to Caltrain via the San Mateo-Hayward Bridge, and additional Dumbarton Bridge bus service to Palo Alto and Caltrain.

B. Traffic Bottleneck Relief

Interstate 580 Rapid Transit Corridor Improvements

- As noted in the "Mass Transit Options" above, these improvements may include a new carpool lane along I-580, providing direct traffic relief to the corridor.

C. Seamless and Safe Transit Connections

New Transbay Terminal/Downtown Caltrain Extension in San Francisco: $150 million

- A new Transbay Terminal in San Francisco, connecting AC Transit transbay buses and a Caltrain downtown San Francisco extension with BART, Muni, SamTrans, Greyhound, paratransit and Golden Gate Transit buses, as well as future high-speed rail

RM 2 makes the largest local investment in rail that the region has seen in over 10 years

RM 2 funds new transit in the I-580 corridor

APPENDIX:

Use of Current $2 Toll