

**Bay Area Toll Authority
Oversight Committee**

November 9, 2022

Agenda Item 4b

**BATA Resolution No. 143, Revised - Program of Projects for BATA's Formula Share of
the Local Partnership Program - Cycle 3****Subject:**

A request for Authority approval of BATA Resolution No. 143, Revised authorizing the Cycle 3 program of projects for BATA's formula share of the Local Partnership Program.

Background:

Senate Bill 1 (SB 1) directed \$200 million in new revenues per year to the Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. The California Transportation Commission (CTC) adopted LPP Guidelines, which provides 60% of the annual amount to a formula program to be distributed among agencies with voter-approved taxes, tolls, or fees, and the remaining 40% to a competitive program. BATA is eligible to receive LPP formula funds due to Regional Measures 1, 2 and 3.

On December 15, 2021, BATA adopted the current list of projects for programming the \$18,563,000 from Cycle 3 LPP formula funds. Staff recommends revising the project list to include Yerba Buena Island West Side Bridges Seismic Retrofit Project (which is ready to award for construction in FY 23) and removing the Bay Bridge Forward Projects: Alameda I-80 Westbound Bus Lane Construction and Alameda I-80/Powell Construction Projects (which will receive the equivalent amount of funding from bridge tolls). Project details are as follows:

Yerba Buena Island West Side Bridges Seismic Retrofit Project

The primary access to Treasure Island is by Treasure Island Road via the eight bridges comprising the Yerba Buena Island (YBI) West Side Bridges Seismic Retrofit Project. These bridges were constructed starting in 1937 and are now seismically deficient. The YBI West Side Bridges Seismic Retrofit Project will bolster safety and mobility for residents and visitors by replacing seven of the eight seismically deficient bridges and retrofitting one existing bridge structure while facilitating expanded multimodal service on the islands. The project is a key component in managing corridor congestion by facilitating transit, bicycling and pedestrian access that will provide great benefits for the Bay Area community. The project will include new

pedestrian and bicycle linkages with improved safety that will connect to the planned San Francisco–Oakland Bay Bridge West Span Skyway Project currently being developed by the Bay Area Toll Authority. The San Francisco County Transportation Authority (SFCTA) is the implementing agency for the project.

The proposed projects meet the requirements set forth in CTC’s approved LPP Guidelines. Table 1 shows the programming amounts and years for all the Cycle 3 projects with the recommended addition of the West Side Bridges Seismic Retrofit Project and removal of the Bay Bridge Forward Projects.

Table 1: BATA LPP Formula Programming Summary Cycle 3

SB1 Local Partnership Program (LPP) Formula Program	County	Sponsor	Match Source	Other Funds Amount (in millions)	BATA LPP Cycle 3 Amount (in millions)	Total Amount (in millions)
San Mateo - Hayward Bridge Structural Steel Painting (Towers)	Alameda/San Mateo	CalTrans	Bridge Tolls	\$10.037	\$3.563	\$13.600
Yerba Buena Island West Side Bridges Seismic Retrofit Project	San Francisco	SFCTA	Local/State/Federal	\$117.089	\$5.000	\$122.089
I-680 Southbound Express Lane	Alameda	Alameda CTC	Local/State	\$215.000	\$10.000	\$225.000

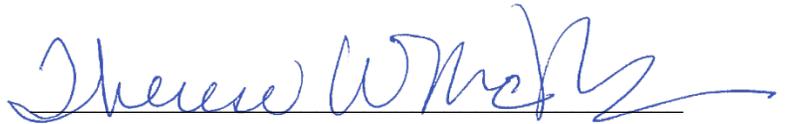
from State Route 84 to Alcosta Boulevard						
Total	Blank	Blank	Blank	\$230.037	\$18.563	\$248.600

Recommendations:

Staff recommends that this Committee refer BATA Resolution No. 143, Revised, the BATA program of projects for BATA’s formula share of the Local Partnership Program (LPP), to the Authority for approval.

Attachments:

- Attachment A: BATA Resolution No. 143, Revised, the BATA program of projects for BATA’s formula share of the Local Partnership Program (LPP).



Therese W. McMillan

Date: April 28, 2021
W.I.: 1251
Referred by: BATA Oversight
Revised: 09/22/21-BATA
12/15/21-BATA
11/16/22-BATA

ABSTRACT

BATA Resolution No. 143, Revised

This resolution adopts the program of projects for BATA's formula share of the Local Partnership Program (LPP), for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

Attachment A – Formula Distribution for FY 20-21, FY 21-22, and FY 22-23

Attachment B – Program of Projects for BATA Formula Share of SB 1 LPP

This resolution was revised on September 22, 2021 to update Attachment B which included the Program of Projects for BATA Formula Share of SB 1 LPP.

This resolution was revised on December 15, 2021 to update Attachments A and B which included the Funding Distribution and the Program of Projects for BATA Formula Share of SB 1 LPP.

This resolution was revised on November 16, 2022 to update Attachment B which included the Program of Projects for BATA Formula Share of SB 1 LPP.

Further discussion of this action is contained in the BATA Oversight Committee's Summary Sheets dated April 14, 2021, September 8, 2021, December 8, 2021 and November 9, 2022.

Date: April 28, 2021
W.I.: 1251
Referred by: BATA Oversight

RE: Adoption of Program of Projects for BATA's Formula Share of SB 1
Local Partnership Program (LPP)

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 143

WHEREAS, Streets and Highways Code Sections § 30950 et seq. created the Bay Area Toll Authority (“BATA”); and

WHEREAS, Streets and Highways Code § 30950 et seq. transfers to BATA certain duties and responsibilities of the California Transportation Commission (“CTC”) and California Department of Transportation (“Caltrans”) for the toll bridges owned and operated by Caltrans in the San Francisco Bay Area; and

WHEREAS, on November 8, 1988, voters approved Regional Measure 1, increasing the toll for passenger vehicles on the seven state-owned toll bridges in the San Francisco Bay Area to a uniform \$1.00, with proceeds contributing towards a revenue bond program for construction and improvement of bridges and mass transit extensions designed to reduce bridge traffic, as authorized by Senate Bill 45 (Chapter 406, Statutes of 1988), commonly referred to as Regional Measure 1 (“RM1”); and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred to as Regional Measure 2 (“RM2”); and

WHEREAS, pursuant to Section 30923 of the Streets and Highways Code a special election was held on June 5, 2018, in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1,

2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“RM3”); and

WHEREAS, on September 26, 2018, the Authority adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 at such special election voted affirmatively for Regional Measure 3; and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$200 million per year to the Local Partnership Program to reward agencies that have voter-approved taxes, tolls, or fees dedicated solely to transportation purposes; and

WHEREAS, on April 29, 2020, the California Transportation Commission (CTC) approved the Guidelines for the Local Partnership Program, which specifies 60% of annual revenues be directed towards a Formula Program for those agencies with voter-approved taxes, tolls, and fees; and

WHEREAS, BATA submitted documentation demonstrating RM1, RM2, and RM3 as voter-approved tolls, meeting CTC’s requirements to receive a formula share for the Local Partnership Program; and

WHEREAS, CTC adopted the formula share funding distribution for the Local Partnership Program on March 25, 2020; and

WHEREAS, BATA nominates projects for the formula share funding distribution for the Local Partnership Program; now, therefore, be it

RESOLVED, that BATA adopts BATA’s Formula Program Funding Distribution (Attachment A) of the Local Partnership Program and the Formula Program of Projects (Attachment B) both attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that BATA's adoption of the Program of Projects for BATA's Formula Share of the Local Partnership Program is for planning purposes only, with each project still subject to environmental review; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

BAY AREA TOLL AUTHORITY

Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California and at other remote locations, On April 28, 2021.

Attachment B
SB1 Local Partnership Program (LPP)
Formula Program - Project List
FY 2021-23
November, 2022

BATA Resolution No. 143

Attachment B

Date: April 28, 2021

Referred by: BATA Oversight Committee

Revised: 9/22/21-BATA

Revised: 12/15/21-BATA

Revised: 11/16/22-BATA

Project List

SB1 Local Partnership Program (LPP) Formula Program	County	Sponsor	Match Source	Other Funds Amount	BATA LPP Cycle 3 Amount	Total Amount
San Mateo - Hayward Bridge Structural Steel Painting (Towers)	Alameda/San Mateo	CalTrans	Bridge Tolls	\$10,037,000	\$3,563,000	\$13,600,000
Yerba Buena Island West Side Bridges Seismic Retrofit Project	San Francisco	SFCTA	Local/State/ Federal	\$117,089,000	\$5,000,000	\$122,089,000
I-680 Southbound Express Lane from State Route 84 to Alcosta Boulevard	Alameda	Alameda CTC	Local/State	\$215,000,000	\$10,000,000	\$225,000,000
Total					\$18,563,000	\$360,689,000

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