

**Bay Area Toll Authority
Oversight Committee**

February 8, 2023

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 provide 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 November 16, 2022, 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 Richmond – San Rafael Bridge (RSRB): Electrical Substations & Armored Power Cable Upgrades Project (which is anticipated to be ready to list for construction on March 6, 2023) and to remove the San Mateo - Hayward Bridge Structural Steel Painting (Towers) Project that received lower than anticipated bids for construction and will be funded for construction capital and support funding from bridge tolls instead. Project details are as follows:

RSRB: Electrical Substations & Armored Power Cable Upgrades Project

This project proposes to make electrical and communications upgrades along RSRB (Bridge No. 28 0100) on Interstate 580 in Contra Costa County and Marin County. The existing electrical equipment on the RSRB includes the original substation built in 1956, when the RSR bridge was built, and currently shows signs of wear and tear. In addition, new communications systems, electronic security, monitoring systems and upgraded lighting require more power. This project is a much-needed rehabilitation project to maintain toll bridge functionality and safety. The

RSRB corridor supports the communities of Marin and Contra Costa counties as well as neighboring Bay Area communities. Caltrans 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 RSRB: Electrical Substations & Armored Power Cable Upgrades Project and removal of the San Mateo - Hayward Bridge Structural Steel Painting (Towers).

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)
RSRB: Electrical Substations & Armored Power Cable Upgrades	Marin/ Contra Costa	CalTrans	Bridge Tolls	\$15.452	\$3.563	\$19.015
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 from State Route 84 to Alcosta Boulevard	Alameda	Alameda CTC	Local/State	\$215.000	\$10.000	\$225.000
Total				\$347.54	\$18.56	\$366.10

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).



Andrew B. Fremier

Date: April 28, 2021
W.I.: 1251
Referred by: BATA Oversight
Revised: 09/22/21-BATA
12/15/21-BATA
11/16/22-BATA
02/22/23-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.

This resolution was revised on February 22, 2023 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, November 9, 2022 and February 8, 2023.

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
February, 2023

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

Revised: 2/22/23-BATA

Project List

SB1 Local Partnership Program (LPP) Formula Program	County	Sponsor	Match Source	Other Funds Amount	BATA LPP Cycle 3 Amount	Total Amount
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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				\$347,541,000	\$18,563,000	\$366,104,000

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