

**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

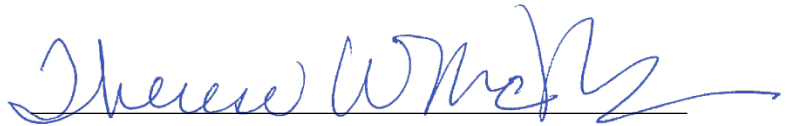
from State Route 84 to Alcosta Boulevard						
Total	Blank	Blank	Blank	\$230.037	\$18.563	\$248.600

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).



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