



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Bay Area Toll Authority Oversight Committee

Committee Members:

Amy R. Worth, Chair Warren Slocum, Vice Chair

*Jeannie Bruins, Carol Dutra-Vernaci, Federal D. Glover,
Nick Josefowitz, Jane Kim, Alfredo Pedroza, Libby Schaaf
Non-Voting Member: Bijan Sartipi*

Wednesday, September 13, 2017

9:30 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:30 a.m.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

2. Pledge of Allegiance

3. Compensation Announcement (Committee Secretary)

4. Consent Calendar

- 4a. [17-2754](#) Minutes of the July 12, 2017 meeting

Action: Committee Approval

Attachments: [4a_07-12-2017_BATA_O_Draft_Minutes.pdf](#)

- 4b. [17-2755](#) BATA Financial Statements Unaudited for June 2017

Action: Information

Presenter: Eva Sun

Attachments: [4b_June'2017_Financial_Statements.pdf](#)

- 4c. [17-2756](#) Contract - On-Call Consultant Services - Technical Assistance for FasTrak® Customer Service Center: HNTB Corporation (\$570,000)

Action: Committee Approval

Presenter: Beth Zelinski

Attachments: [4c_FasTrakSupportContract.pdf](#)

- 4d. [17-2794](#) Contract Amendment - Advanced Toll Collection and Accounting System (ATCAS II): TransCore, LP (\$1,237,031)

Action: Committee Approval

Presenter: Noah Tunick

Attachments: [4d ATCASII Amendment Transcore.pdf](#)

5. Approval

- 5a. [17-2828](#) BATA Resolution No. 122, Revised - Toll Bridge Seismic Retrofit Capital Program Budget Revision.

A request for approval to budget and allocate Toll Bridge Seismic Retrofit Capital Funds to Caltrans for capital outlay support on the San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project (BATA Resolution No. 122, Revised).

Action: Authority Approval

Presenter: Peter Lee

Attachments: [5a Reso-122 Budget Revision.pdf](#)

6. Information

- 6a. [17-2758](#) Bridge Toll Violation Payment Trends

An update on violations generated on the seven state-owned toll bridges and how they are processed and resolved by the Bay Area Toll Authority (BATA).

Action: Information

Presenter: Jeff Gerbracht

Attachments: [6a Bridge Toll Violation Payment Trends.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on October 11, 2017 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2754 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 7/25/2017 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 9/13/2017 **Final action:**

Title: Minutes of the July 12, 2017 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a_07-12-2017_BATA_O_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Minutes of the July 12, 2017 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Bay Area Toll Authority Oversight Committee

Committee Members:

Amy R. Worth, Chair Warren Slocum, Vice Chair

*Jeannie Bruins, Carol Dutra-Vernaci, Federal D. Glover,
Nick Josefowitz, Jane Kim, Alfredo Pedroza, Libby Schaaf
Non-Voting Member: Bijan Sartipi*

Wednesday, July 12, 2017

9:30 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Glover, Commissioner Josefowitz, Commissioner Kim,
Commissioner Pedroza, Commissioner Slocum, and Commissioner Worth
Absent: 3 - Commissioner Bruins, Commissioner Dutra-Vernaci, and Commissioner Schaaf

Non-Voting Member Present: Commissioner Sartipi

Ex Officio Voting Members Present: Commission Chair Mackenzie and Commission Vice Chair
Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Aguirre, Commissioner Halsted, and
Commissioner Pierce

2. Pledge of Allegiance

3. Compensation Announcement (Committee Secretary)

4. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Pedroza and the second by Commissioner
Slocumi, the Consent Calendar was unanimously approved by the following vote:**

Aye: 5 - Commissioner Josefowitz, Commissioner Kim, Commissioner Pedroza,
Commissioner Slocum and Commissioner Worth

Absent: 4 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover and
Commissioner Schaaf

4a. [17-2705](#) Minutes of the June 14, 2017 meeting

Action: Committee Approval

4b. [17-2706](#) BATA Financial Statements for May 2017

Action: Information

Presenter: Eva Sun

4c. [17-2715](#) Contract Amendment - On-Call Construction Management Services: Toll Bridge Rehabilitation Program: Mott MacDonald, LLC (\$200,000)

Action: Committee Approval

Presenter: Peter Lee

5. Approval

5a. [17-2707](#) Contract - Toll Facilities Maintenance Services: Aegis ITS, Inc. (\$9,000,000)

A request to enter into a contract with Aegis ITS, Inc. to maintain existing toll facilities and equipment and provide as-needed maintenance and repair services at the seven state-owned Bay Area toll facilities.

Action: Committee Approval

Presenter: Angela Louie

Upon the motion by Commissioner Pedroza and the second by Commissioner Slocum, the Committee unanimously approved the contract with Aegis ITS, Inc.
The motion carried by the following vote:

Aye: 6 - Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

Absent: 3 - Commissioner Bruins, Commissioner Dutra-Vernaci and Commissioner Schaaf

6. Public Comment / Other Business

Arleta Dupree was called to speak.

7. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on September 13, 2017 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2755 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 7/25/2017 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 9/13/2017 **Final action:**

Title: BATA Financial Statements Unaudited for June 2017

Sponsors:

Indexes:

Code sections:

Attachments: [4b_June'2017_Financial_Statements.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
BATA Financial Statements Unaudited for June 2017

Presenter:
Eva Sun

Recommended Action:
Information



BAY AREA TOLL AUTHORITY
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: September 6, 2017

FR: Deputy Executive Director, Operations

W. I. 1254

RE: BATA Financial Statements Unaudited for June 2017

Attached are the BATA Financial Statements for the fiscal year ending on June 30, 2017. The June 2017 financials are preliminary, unaudited and subject to change upon completion of the annual audit process.

Overall, BATA had a good operating year with increases in revenue and reductions in both operating and debt service costs. Highlights include:

Revenue:

Toll Revenue – Total revenue for FY 2016-17 was \$845 million, with toll revenue of \$720 million, or 1.4% over the adopted budget. During the year, total paid traffic increased by 1.5 million vehicles of which 1 million were 2-axle vehicles.

Rebate for BABs – BATA also received \$71 million in subsidy payments from the U.S. government to offset the interest expense for the \$3.3 billion Build America Bonds (BABs) portfolio.

Violation Revenue – Total violation revenue for FY 2016-17 was \$25 million. The last page of this report includes a graph showing violation revenue from 2010-11 through FY 2016-17.

Other Revenue – Other revenue consisted of the collection of unreturned tag deposit fees for closed FasTrak[®] accounts, proceeds from a State property sale and reimbursement for prior second floor construction costs at 101 8th Street in Oakland.

Expense:

Caltrans Operations and Maintenance – Overall the total Caltrans Operations and Maintenance expense was \$31.7 million, about 4% under budget. Toll collection administrative and support staff was down \$1.1 million mainly due to staff turnover and unfilled vacancies.

FasTrak® Operations and Maintenance – Electronic toll collection costs were \$43.1 million, \$1.6 million below the adopted budget. Net costs were \$34 million after reimbursement from our FasTrak® partners.

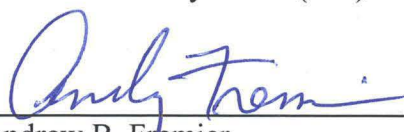
Bridge Toll Administration – BATA's expenses for bridge toll administration ended FY 2016-17 at \$12.5 million, \$4.7 million under the adopted budget.

Transfers – A total of \$62 million in transfers were made to various programs. RM 2 transit operating transfers of \$38.5 million were 62% of all transfers and nearly \$7 million below the budgeted amount of \$45 million.

Debt Service – Debt service costs, including fees, were \$518 million for FY 2016-17, \$2 million under budget. Interest costs were down \$12.2 million, mainly the result of continuing low variable rate debt and some restructuring that had an immediate impact in cash flow.

Unrealized Gain on Hedge Termination – BATA also recorded an unrealized interest rate swap gain of \$156 million from the change in the market valuation from the prior fiscal year. The interest rate swaps were not terminated and the change is a paper gain only. No funds actually changed hands. This is an accounting entry to record the difference in market value every fiscal year.

If you have any questions about this report, please contact Brian Mayhew at (415) 778-6730.



Andrew B. Fremier

AF:BM

BATA Operating Budget
As of June 2017 (Unaudited)

	FY 2016-17 Budget	Actual YTD	Over (Under) Balance	% of Budget (col 2/1)	Year Expired
REVENUE:					
1. RM 1 Toll Revenues	583,001,487	591,175,470	8,173,983	101.4%	100.0%
2. RM 2 Toll Revenues	126,351,051	128,877,133	2,526,082	102.0%	100.0%
3. Other revenue	-	3,435,551	3,435,551	100.0%	100.0%
4. Violation Revenue	10,000,000	25,388,389	15,388,389	253.9%	100.0%
5. Interest Income	10,400,000	16,158,551	5,758,551	155.4%	100.0%
6. GGB&HTD Fastrak Reimbursement	6,733,000	6,465,204	(267,796)	96.0%	100.0%
7. SFO Fastrak Reimbursement	463,000	392,538	(70,462)	84.8%	100.0%
8. Alameda CMA Reimbursement	1,150,000	2,072,844	922,844	180.2%	100.0%
9. VTA 237 Express Lane Reimb.	135,000	139,123	4,123	103.1%	100.0%
10. Rebate for Build America Bonds	71,355,353	71,297,932	(57,421)	99.9%	100.0%
Total Revenue	809,588,891	845,402,735	35,813,844	104.4%	100.0%
EXPENSE:					
Caltrans Operations and Maintenance:					
1. Toll Collection & Operations Services	22,700,000	21,630,622	(1,069,378)	95.3%	100.0%
2. Toll & Bridge Facility Maint	10,000,000	9,990,501	(9,499)	99.9%	100.0%
3. Caltrans Coordination	321,000	116,599	(204,401)	36.3%	100.0%
Caltrans O & M Subtotal	33,021,000	31,737,722	(1,283,278)	96.1%	100.0%
Fastrak Operations and Maintenance:					
4. RCSC Operations	23,400,000	23,222,035	(177,965)	99.2%	100.0%
5. ATCAS Maintenance, IT equip	4,985,306	3,918,747	(1,066,559)	78.6%	100.0%
6. Banking Costs	13,900,000	13,376,620	(523,380)	96.2%	100.0%
7. Collection Exp./DMV Exp.	2,400,000	2,572,151	172,151	107.2%	100.0%
BATA O & M Subtotal	44,685,306	43,089,553	(1,595,753)	96.4%	100.0%
BATA Toll Bridge Administration:					
8. Staff Costs - Salaries, Benefits & Temps	9,661,598	9,141,725	(519,873)	94.6%	100.0%
9. Travel, Printing, Memberships & Other	507,459	286,606	(220,853)	56.5%	100.0%
10. RM 1/RM2 Audit/Accounting/Other	3,269,514	1,280,361	(1,989,153)	39.2%	100.0%
11. Misc. Toll Admin Operating Expenses	1,100,000	549,438	(550,562)	49.9%	100.0%
12. Professional Fees	1,682,500	1,152,255	(530,245)	68.5%	100.0%
13. Other	1,000,000	112,253	(887,747)	11.2%	100.0%
Toll Bridge Admin Subtotal	17,221,071	12,522,638	(4,698,433)	72.7%	100.0%
Other/Transfers:					
14. Transfers to MTC 1% Admin	7,297,525	7,614,780	317,255	104.3%	100.0%
15. Transfers to MTC - Other	273,550	171,821	(101,729)	62.8%	100.0%
16. Transfers to SAFE	300,000	300,000	-	100.0%	100.0%
17. Transfer from Legal Reserve	2,387,215	849,343	(1,537,872)	35.6%	100.0%
18. Transbay Transit Terminal Maint	4,691,868	4,691,507	(361)	100.0%	100.0%
19. Beale St Assessment	1,750,000	1,182,905	(567,095)	67.6%	100.0%
20. Depreciation and Amortization	5,150,000	5,803,130	653,130	112.7%	100.0%
21. RM2/Clipper Marketing	3,750,000	2,731,188	(1,018,812)	72.8%	100.0%
22. RM2 Operating	45,000,000	38,465,146	(6,534,854)	85.5%	100.0%
Transfers	70,600,158	61,809,820	(8,790,338)	87.5%	100.0%
Debt Service:					
23. Interest and principal payments	516,410,069	504,244,290	(12,165,779)	97.6%	100.0%
24. Financing Costs	3,631,600	13,657,449	10,025,849	376.1%	100.0%
Total Debt Service	520,041,669	517,901,739	(2,139,930)	99.6%	100.0%
Total Expense & Transfers	685,569,204	667,061,472	(18,507,732)	97.3%	100.0%
Net before Other and Capital transfers	124,019,687	178,341,263	54,321,576	143.8%	100.0%
Other					
25. Unrealized (gain)/loss on Hedge Termination	-	(155,538,930)	(155,538,930)	-100.0%	100.0%
26. Amortization of financing/bond costs	-	2,983,807	2,983,807	-100.0%	100.0%
27. Amortization of funds transfer to MTC	-	18,298,230	18,298,230	-100.0%	100.0%
Total Debt Service	-	(134,256,893)	(134,256,893)		100.0%
Transfer to Capital Fund In (Out):					
28. Transfer to Capital Fund	123,969,687	312,598,156	188,628,469	252.2%	100.0%
29. Furniture/Equip./Vehicle	50,000	-	(50,000)	0.0%	100.0%
Total Capital Reserve In (Out)	124,019,687	312,598,156	188,578,469	252.1%	100.0%
Total Expense & Transfers	809,588,891	845,402,735	35,813,844		
Net	-	-	-		

PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR
\$2,500-\$200,000

June '17

Dakota Press	<i>Printing services</i>	\$6,623
DLR Solutions LLC	<i>Software maintenance</i>	\$9,210
Xerox Corporation	<i>Printing services</i>	\$18,179

CONTRACTS REQUIRED UNDER BOND ISSUANCE DOCUMENTS

June '17

Citigroup

Remarketing Fees

\$2,500

**Regional Measure 2 Operating Budget
As of June 2017 (Unaudited) (\$000)**

	Project Title	Total Budget	Allocation	Actual
1	Richmond Bridge Express Bus	2,474	2,474	2,321
2	Napa Vine Service	426	426	426
3	Express Bus North - serving SFOBB, Dumbarton, San Mateo bridges	3,751	3,751	3,751
4	Express Bus South - serving Carquinez and Benicia Bridges	7,074	7,074	7,060
5	Dumbarton Bus	3,017	2,817	2,817
6	WETA Ferry Operations	16,500	16,500	12,113
7	Owl Service - BART Corridor	2,004	2,004	2,004
8	MUNI Metro 3rd St	2,500	2,500	2,500
9	AC Enhanced Bus Service	3,000	3,000	3,000
11	Water Emergency Transportation Authority Regional Planning	3,000	3,000	2,473
	Subtotal for Operating Assistance Program	43,746	43,545	38,465
N/A	Clipper Marketing	2,950	-	2,201
N/A	511 Real Time Transit	150	-	130
N/A	Seamless Transit Map	150	-	30
N/A	Regional Resource Center	100	-	100
N/A	New SMART Service	100	-	100
N/A	Late Night Service	150	-	150
N/A	Route 29 Promotion	20	-	20
N/A	New or Expended Transit Service	130	-	-
	Total for Clipper and RM2 Marketing	3,750	-	2,731
	Total	\$47,496	\$43,545	\$41,196

As of June 2017 (Unaudited) (\$000) - Life to Date

Program	Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
1	BART/MUNI Direct Connection at Embarcadero & Civic Center Stations	\$3,000	-	-	-	\$3,000
2	SF MUNI Metro 3rd Street LRT Extension	30,000	30,000	30,000	-	-
3	MUNI Historic Streetcar Expansion (E-Line)	10,000	10,000	10,000	-	-
4	Dumbarton Commuter Rail Service ^{i,iv,xii}	9,157	8,965	8,932	33	192
5	Vallejo Ferry Intermodal Station ^v	26,000	24,827	24,409	418	1,173
6	Solano County Express Bus Intermodal Facilities ^{vi}	12,251	12,251	12,222	29	-
7	Solano County Corridor Improvements near I-80 / I-680 Interchange	100,000	100,000	94,040	5,960	-
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	37,175	37,175	37,175	-	-
9	Richmond Parkway Park & Ride ^{vii}	3,850	1,573	866	707	2,277
10	SMART Extension to Larkspur ^{ii,vii}	56,500	56,500	39,030	17,470	-
11	Greenbrae Interchange Improvement ^{ii,viii}	43,500	28,559	26,154	2,406	14,941
12	Direct HOV lane connector from I-680 to the Pleasant Hill BART ^{ix}	20,425	15,742	12,256	3,486	4,683
13	Rail Extension to East Contra Costa/E-BART	96,000	96,000	90,752	5,248	-
14	Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor ^{vi,x}	35,950	35,950	30,212	5,738	-
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	25,000	25,000	25,000	-	-
16	Benicia-Martinez Bridge: New Span	50,000	50,000	50,000	-	-
17	Remaining Regional Express Bus North - Competitive Program Projects ^{v,x}	18,799	18,799	18,771	28	-
18	Clipper	22,000	21,980	20,736	1,244	20
19	Real-time transit information	20,000	20,000	19,288	712	-
20	Safe Routes to Transit	22,500	22,314	17,687	4,627	186
21	BART Tube Seismic Retrofit	33,801	33,801	33,801	-	-
22	Transbay Terminal/Downtown Extension	150,000	150,000	148,140	1,860	-
23	Oakland Airport Connector	115,199	115,199	115,199	-	-
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor) ^{vii}	77,760	77,760	36,179	41,581	-
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	12,000	12,000	10,150	1,850	-
26	Commute Ferry Service for Berkeley/Albany	12,000	12,000	2,227	9,773	-
27	Commute Ferry Service for South San Francisco	12,000	12,000	11,998	2	-
28	Water Transit Facility Imps., Spare Vessels and Environmental Review	48,000	48,000	28,993	19,007	-
29	Regional Express Bus South - Remaining Projects ^{iv,vii,xi}	33,933	33,124	27,924	5,200	809
30	I-880 North Safety Improvements ^{xi}	12,300	12,300	11,407	893	-
31	BART Warm Springs Extension ⁱ	186,000	186,000	166,476	19,524	-
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	65,000	53,005	50,806	2,199	11,995
33	Regional Rail Master Plan	6,500	6,456	6,062	395	44
34	Integrated Fare Structure Program	1,500	1,500	900	600	-
35	Transit Commute Benefits Promotion	5,000	5,000	3,366	1,634	-
36	Caldecott Tunnel Improvements ^{ix}	45,075	45,075	45,074	1	-
37	BART's Fixed Guideway Rehab	24,000	24,000	23,613	387	-
38	Regional Express Lane Network ⁱⁱⁱ	4,825	4,825	-	4,826	-
39	Modifications in I-80 and San Pablo ⁱⁱⁱ	8,000	8,000	7,437	563	-
40	Caltrain Electrification ^{viii,xii}	20,000	20,000	12,676	7,324	-
Total		\$1,515,000	\$1,475,680	\$1,309,959	\$165,724	\$39,320

ⁱ Allocated \$91 million from the Dumbarton Commuter Rail Service to the BART to Warm Springsⁱⁱ Allocated \$1.5 million from the SMART Project to Greenbrae Interchange Improvement Project, per Resolution #3801 dated 9/28/11.ⁱⁱⁱ Allocated \$4.5 million to Regional Express Lane and \$7.4 million to the Modifications in I-80 from the I-80 EB HOV Lane Extension, per Resolution #3801 dated 4/24/13.

Res#3801 - Date 5/28/14		
Amount (\$000)	From	To
^{iv} \$14,843	Program 4: Dumbarton Commuter Rail Service program	Program 29: Regional Express Bus South program
^v \$2,000	Program 5: Vallejo Ferry Intermodal Station	Program 17: Regional Express Bus North program
^{vi} \$7,749	Program 6: Solano County Express Bus program	Program 14: I-80/I-680 Capital Corridor Improvements program
^{vii} \$12,760	Program 9: Richmond Parkway Park & Ride \$12.15 million & Program 29: Regional Express Bus North program \$610 thousands.	Program 24: AC Transit Enhanced Bus program
^{viii} \$20,000	Program 11: Greenbrae Interchange Improvement	Program 10: SMART Extension to Larkspur
^{ix} \$5,425	Program 36: Caldecott Tunnel Improvements program	Program 12: I-680 Direct HOV Lane Connector to Pleasant Hill BART program
^x \$3,202	Program 17: Regional Express Bus North program	Program 14: I-80/I-680 Capital Corridor Improvements program
^{xi} \$2,300	Program 29: Regional Express Bus South program	Program 30: I-880 North Safety Improvements program
^{xii} \$20,000	Program 4: Dumbarton Commuter Rail Service program	Program 40: Caltrain Electrification program

Shaded projects are completed

Seismic Capital Project Budget

As of Jun 2017 (Unaudited) (\$000) - Life to Date

Program	Base Budget	Current Budget****	Total Expenses*	Encumbrance	Remaining Balance
8103 San Francisco-Oakland Bay Bridge East Span Repl	\$ 5,486,600	\$ 6,504,700	\$ 6,303,620	\$ 201,080	\$ -
8109 San Francisco-Oakland Bay Bridge West Span Retrofit	307,900	305,316	305,316	-	-
8106 San Francisco-Oakland Bay Bridge West Approach Repl	429,000	459,500	450,383	9,117	-
8100 Antioch Bridge Retrofit	-	71,100	71,093	7	-
8122 Dumbarton Bridge Retrofit	-	112,400	112,311	89	-
8112 Richmond-San Rafael Bridge Retrofit ***	808,100	795,200	794,870	*** 330	-
8115 Benicia-Martinez Bridge Retrofit	177,800	177,830	177,817	13	-
8118 Carquinez Bridge Retrofit	114,200	114,206	114,206	-	-
8121 San Mateo-Hayward Bridge Retrofit	163,500	163,412	163,412	-	-
Subtotal for Bay Area Bridges	7,487,100	8,703,664	8,493,028	210,636	-
8128 Misc Program Costs	30,000	30,000	26,024	3,976	-
8729 Program Contingency**	989,000	39,406	-	39,406	-
8124 Vincent Thomas Bridge Retrofit (non-BATA, for information	58,500	58,510	58,411	99	-
8127 San Diego-Coronado Bridge Retrofit (non BATA, for	103,500	103,520	103,235	285	-
Subtotal for Other Bridges	162,000	162,030	161,646	384	-
Total for Toll Bridge Seismic Retrofit Program	\$ 8,668,100	\$ 8,935,100	\$ 8,680,698	\$ 254,402	\$ -

*Includes pre AB144 LTD expenses from Caltrans to April 2006	3,709,068
Bata expenses from May 2006 to current	4,971,630
	<u>8,680,698</u>

** Contingency Allocation	
Contingency per Budget	989,000
Allocation to SFO BB East Span Repl 7/07	(179,220)
Allocation to Benicia-Martinez 7/07	(30)
Allocation to San Mateo-Hayward 7/07	(10)
Allocation to Vincent Thomas 7/07	(10)
Allocation to San Diego-Coronado 7/07	(20)
Unallocate from Carquinez 7/07	70
Allocation to SFO BB West Approach 3/26/08	(24,700)
Allocation to SFO BB East Span Repl 7/08	(36,290)
Unallocate from Richmond SR 7/08	8,500
Allocations to SFOBB West Approach 12/17/08	(17,000)
Allocation to SFOBB East Span Replacement 12/09	(50,600)
Allocation for Antioch Contingency 1/10	72,000
Allocation for Dumbarton Contingency 1/10	118,000
Allocation to SFOBB East Span Replacement 7/10	(138,390)
Unallocate from SFOBB West Approach 7/10	3,000
Unallocate from Antioch Contingency 7/10	(43,000)
Allocate to SFOBB East Span 9/10	(293,080)
Allocate to SFOBB East Span 3/23/11	(106,200)
Allocate to SFOBB East Span 6/27/12	(14,450)
Allocate to SFOBB West Approach 6/27/12	(1,000)
Allocate to Carquinez 6/27/12	(70)
Unallocate from SFOBB East Span 11/28/12	17,230
Unallocate from SFOBB West Span 11/28/12	2,584
Allocate to SFOBB West Approach 11/28/12	(1,000)
Allocate to Carquinez 11/28/12	(6)
Unallocate from San Mateo-Hayward 11/28/12	98
Unallocate Antioch Bridge 11/28/12	19,000
Unallocate Dumbarton Bridge 11/28/12	300
Allocate to SFOBB East Span 2/27/13	(5,569)
Allocate to Transit Core Capacity Challenge Grant 12/18/13	(130,000)
Allocate to SFOBB East Span 7/1/14	(103,800)
Unallocate Antioch Bridge 7/1/15	10,900
Unallocate Dumbarton Bridge 7/1/15	34,500
Allocate to SFOBB East Span 3/23/16	(58,131)
Allocate to SFOBB East Span 7/1/16	(6,000)
Allocate to SFOBB East Span 10/26/16	(25,700)
Allocate to SFOBB East Span 5/24/16	(1,500)
Remaining Balance	<u>39,406</u>

Shaded projects are completed

***Moved \$16.9 million from Richmond-San Rafael Bridge Retrofit Budget to RM 1.

****February financial reflects budget update approved on 3/23/16

Rehab Project Budget

As of June 2017 (Unaudited) (\$000) - Life to Date

Program #	Program	Total Budget	Total Expenses	Encumbrance	Balance Remaining
6812	Benicia-Martinez Bridge Rehab	2,927	1,952	-	975
6813	Carquinez Bridge Rehab	35,080	34,458	-	622
6814	Richmond-San Rafael Bridge Rehab	66,610	53,253	-	13,357
6825	San Francisco-Oakland Bay Bridge Rehab	184,279	158,930	-	25,349
6826	San Mateo-Hayward Bridge Rehab	109,697	82,892	1	26,805
6827	Dumbarton Bridge Rehab	4,792	4,792	-	-
6828	All Bridges Rehab	64,834	60,907	-	3,927
6829	Caltrans Reserve	318	4	-	314
8030	Completed/Defunded/Transferred Projects	117,302	116,625	-	677
8033	Minor Toll Plaza Rehab Projects	935	935	-	-
8210	New Benicia Bridge *	1,715	503	-	1,212
8315	Site Mitigation & Landscaping	154	83	-	71
8615	I-880/SR-92 Landscaping**	6,640	5,475	-	1,165
8629	Minor Bridge Rehab Projects	159	45	-	114
8637	Bay Trail Improvements	115	-	-	115
TOTAL CALTRANS REHAB BUDGET		595,557	520,854	1	74,703
8012	All Electronic Tolling Study	703	690	10	3
8528	Bay Lights Maintenance	320	145	15	160
8530	Drainage Studies for the Bridge	500	260	40	200
8531	Benicia New Toll Plaza ORT	4,153	4,153	-	-
8539	SFOBB Eyebar Repair Review	2,914	2,660	254	-
8540	Regional Transportation Sea Level Rise Asset	2,000	22	-	1,978
8594	SFOBB West Span Pathway PSR	12,300	10,415	1,136	749
8602	Hybrid/ETC Lane Modifications	874	874	-	-
8631	Procure New Callboxes	2,344	2,344	-	-
8900	2003 CSC Procurement	14,358	11,046	2,941	371
8901	ETC Transponder Procurement	70,931	68,772	147	2,012
8902	2012 CSC Procurement	19,450	17,288	2,152	10
8903	ATCAS Lane Host Upgrades	33,605	31,691	352	1,562
8904	Fastrak Sign & Sign Structure Improvements	29,510	29,336	174	-
8905	Misc. Bridge Improvements	10,399	5,528	513	4,358
8907	Toll Plaza Capital Improvements	18,448	14,144	2,759	1,545
8908	Enterprise Computing HW/SW	4,035	2,736	2	1,297
8909	Gateway Park Planning	30,113	15,160	751	14,202
8912	ETC Transponder Tag Swap	2,137	1,929	208	-
8913	SFOBB Administration Building	25,619	25,220	-	399
8914	Violation Enforcement System Upgrade	7,842	7,841	-	-
8916	Bay Crossing Study	540	540	-	-
8917	IT Security Procedures & Policies	750	133	-	617
8918	Maintenance Complex	531	446	38	47
8920	Plaza and Canopy Improvements	9,263	8,544	25	694
8921	SFOBB Lane 17 & 18 Lane Reconfiguration	3,575	1,663	43	1,869
8922	Metering Lights Replacement	8,930	900	2,183	5,847
8923	Bridge Records Recordation and Storage	500	55	-	445
8924	Antioch Bridge Approach	50,000	49,069	840	91
8926	Bridge Modeling & Investigations	5,801	582	368	4,851
8927	CCTV Installation	6,000	-	-	6,000
8928	BATA Program Contingency	3,259	300	-	2,959
8930	Richmond-San Rafael Bridge Rehab	65,790	17,290	29,305	19,195
8933	Plan Bay Area TMS	9,000	2,174	4,216	2,610
8934	Temp License Plate System Implementation	500	-	-	500
8935	Communications in Bridge Corridors	2,500	-	-	2,500
8936	Backhaul Connection Infrastructure	1,000	706	123	171
8937	Future CSC Procurement	1,500	-	-	1,500
8938	Misc. East Span Project Improvements	12,084	-	-	12,084
8000-05	Capital Program Audit	8,300	6,299	294	1,707
8000-16	SRA/RMI Program Monitoring	46,045	44,501	133	1,411
Total BATA REHAB BUDGET		528,423	385,456	49,022	93,944
TOTAL REHAB BUDGET		1,123,980	906,310	49,023	168,647

Shaded projects are completed

* Moved \$5 million from RM 1 New Benicia Bridge to Caltrans Rehab.

** Moved \$5.958 million from RM 1 I-880/SR-92 Interchange Landscaping to Caltrans Rehab.

Other Capital Projects

As of June 2017 (Unaudited) (\$000) - Life to Date

Project Title		Total Budget	Actual	Encumbrance	Balance Remaining
6840	Program Costs: Planning, Coordination & Management	28,437	15,647	1,532	11,258
6841	Centralized Toll System	33,574	14,169	14,312	5,092
6842	CC-680 Southern Segment Conversion	55,649	42,243	10,804	2,602
6843	Capitalized Start-up O&M	16,000	1,309	13,650	1,041
6844	ALA-880 Conversion	77,779	34,835	32,573	10,372
6845	CC-680 Northern Segment - Southbound Conversion	32,288	3,168	2,873	26,247
6846	SOL-80 West Conversion	2,852	308	798	1,746
6847	Program Contingency	59,801	-	-	59,801
6848	CC-680 Northern Segment - Southbound HOV Completion	19,000	-	-	19,000
6849	SOL-80 East Express Lane Conversion	16,114	6,027	7,603	2,484
6851	84/Dumbarton Bridge	323	323	-	-
6852	92/San Mateo Bridge	369	369	-	-
849	Express Lanes Total	\$342,186	\$118,398	\$84,145	\$139,643
847	Core Capacity Challenge	250,000	-	34,821	215,179
Grand Total		\$592,186	\$118,398	\$118,966	\$354,822

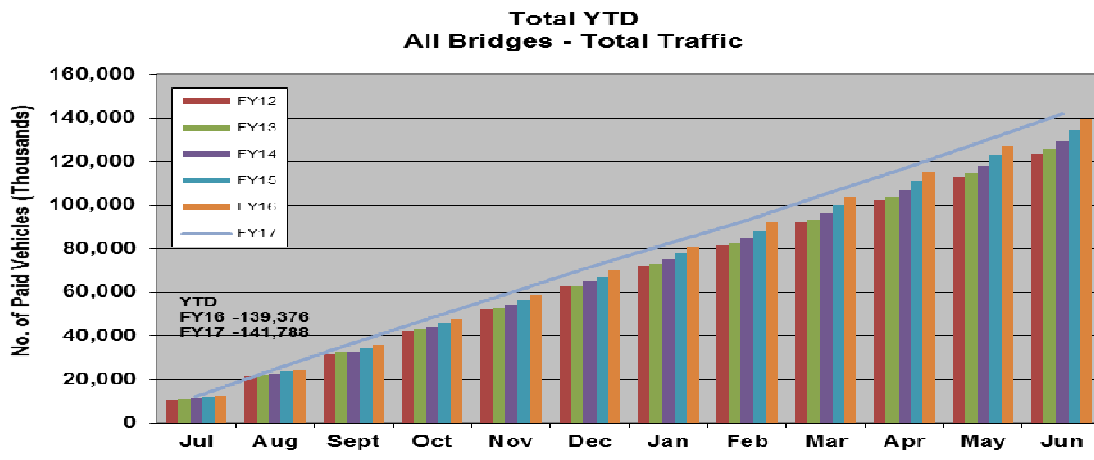
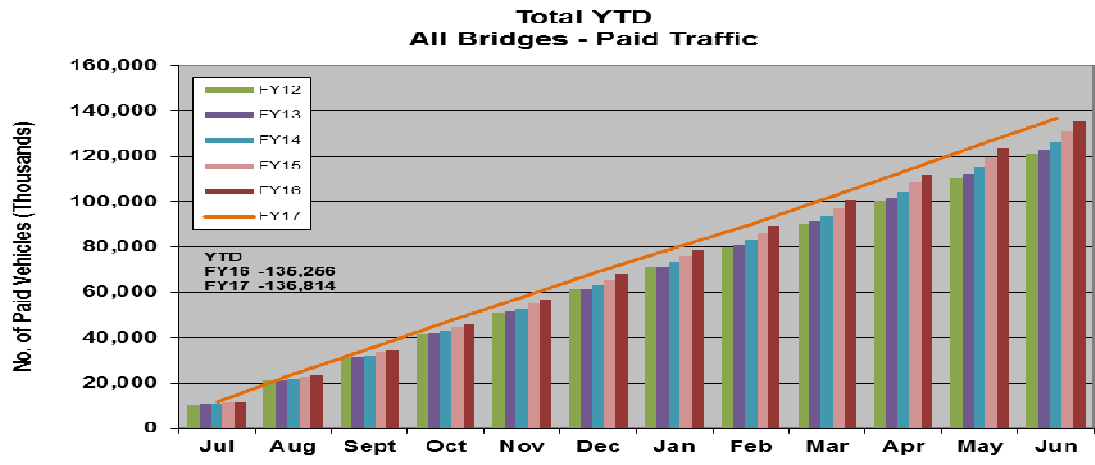
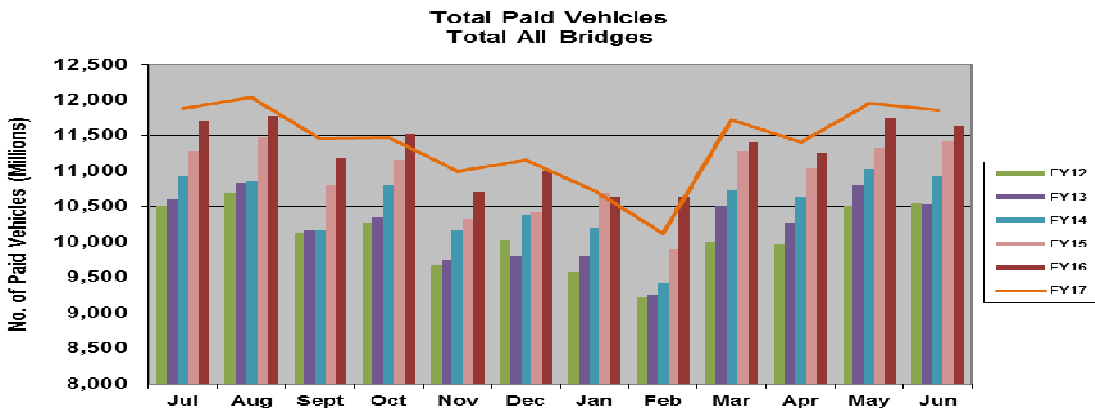
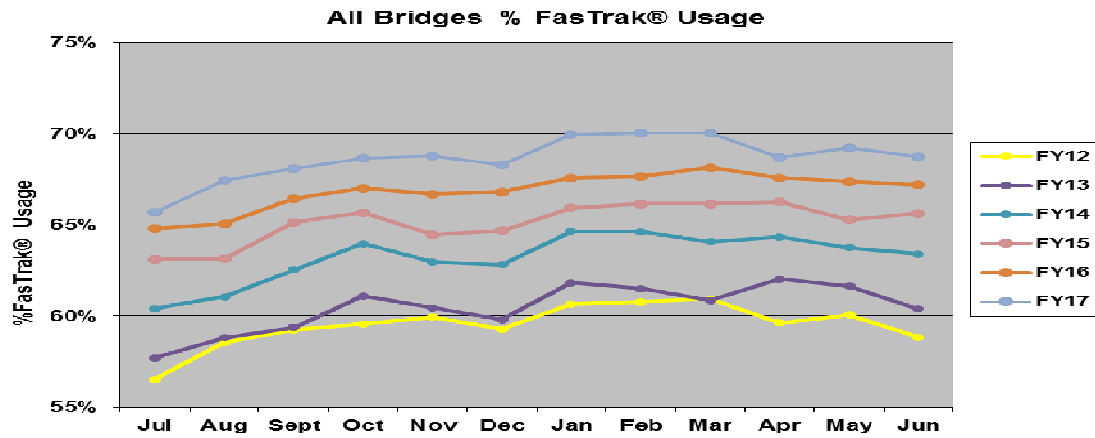
AB 1171 Project Budget

As of June 2017 (Unaudited) (\$000) - Life to Date

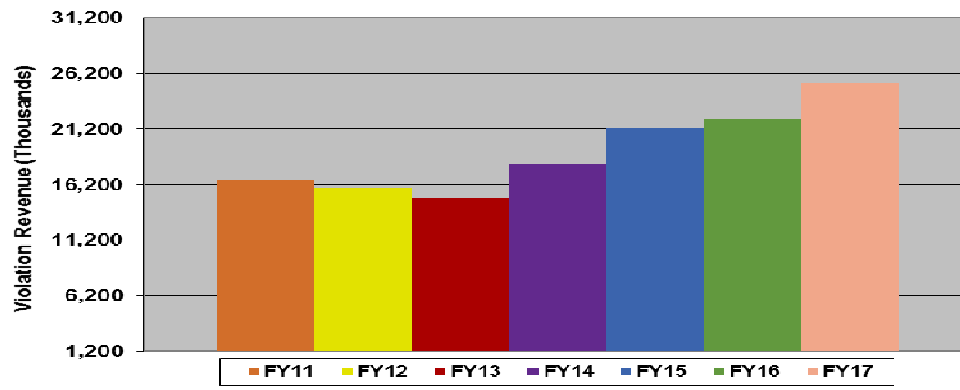
Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
Doyle Drive Replacement	80,000	80,000	78,757	1,243	-
East Contra Costa BART Extension	111,500	111,500	107,084	4,416	-
Transbay Terminal/Downtown Extension:Phase 1	150,000	150,000	147,364	2,636	-
Tri-Valley Transit Access Improve. To BART	95,000	11,732	9,952	1,780	83,268
Regional Express Lane Network	2,800	2,800	2,800	-	-
Fairfield/Vacaville Train Station	9,000	9,000	6,229	2,771	-
I80/680 Interchange	100,000	100,000	97,293	2,707	-
Other Corridor Improvement	10,200	10,150	10,150	-	50
VTA Mission/Warren/Truck Rail Facility	6,500	6,500	193	6,307	-
BART to Warm Spring Extension	5,000	5,000	4,845	155	-
Total	\$570,000	\$486,682	\$464,667	\$22,015	\$83,318

AB 1171 Program Budget:	\$570,000
Approved Projects:	\$486,682
AB 1171 Program Balance:	<u>\$83,318</u>

Shaded projects are completed



Violation Revenue Trend from FY11-FY17





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2756 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 7/25/2017 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 9/13/2017 **Final action:**

Title: Contract - On-Call Consultant Services - Technical Assistance for FasTrak® Customer Service Center: HNTB Corporation (\$570,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4c_FasTrakSupportContract.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Contract - On-Call Consultant Services - Technical Assistance for FasTrak® Customer Service Center: HNTB Corporation (\$570,000)

Presenter:
Beth Zelinski

Recommended Action:
Committee Approval



BAY AREA TOLL AUTHORITY
 Bay Area Metro Center
 375 Beale Street
 San Francisco, CA 94105
 TEL 415.778.6700
 WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: September 6, 2017

FR: Executive Director

W. I. 1253

RE: Contract – On-Call Consultant Services – Technical Assistance for FasTrak® Customer Service Center: HNTB Corporation (\$570,000)

This item would authorize the Executive Director or his designee to negotiate and enter into a contract with HNTB Corporation (HNTB) for on-call consultant services to provide technical assistance to support the FasTrak® Customer Service Center (CSC) in an amount not to exceed \$570,000 over a period ending December 30, 2018. HNTB is recommended based on Statements of Qualifications (SOQs) solicited from pre-qualified on-call consultants.

Background

The FasTrak® CSC is operated by Conduent State & Local Solutions, Inc. (Conduent) through September 2019. Conduent provides both the CSC system and the operating staff. The CSC contract manages customer accounts, provides call answering, web services, payment and transaction processing and violation notice processing. BATA staff is beginning the planning process for a re-procurement of the CSC system and services. The consultant selected through this on-call procurement will assist with procurement planning including recommendations about disaggregating the CSC contract into separate systems and operations contracts. In addition, the consultant will assist with a pilot project of off-the-shelf software that may be incorporated into new models for delivering the CSC system.

The funds for this work are included in the FY 2017-18 BATA Toll Bridge Rehabilitation Program Budget. This first phase of the consultant support would be for \$570,000 and will be paid from the BATA Toll Bridge Rehabilitation Program Budget. Further tasks and fund authorizations would be requested at a later date based on the results of the planning decisions and the pilot outcome. The total estimated cost for the overall CSC re-procurement and implementation support effort is estimated at \$3,000,000 over the expected four year project.

In May 2016, after a competitive procurement, the Operations Committee approved a bench of consultants through the Request for Qualifications (RFQ) for On-Call Consultant Assistance for Electronic Payment Implementation and Operations. The consultants on this

bench are available to support the Clipper® fare card program and the FasTrak® tolling programs through June 30, 2019 with options to extend for up to an additional two year term. The RFQ that governed the selection specified that BATA could directly assign work to a particular firm based on the nature of the work, expertise and availability of the firm(s) and staff of those firm(s) or could conduct informal solicitations among qualified firms to assist in assigning work.

On July 11, 2017, BATA staff solicited SOQs for FasTrak® consultant assistance from eight of the nineteen firms available to assist with electronic payment services under the on-call bench. These eight firms had relevant toll collection back-office experience.

Evaluation Process


BATA received three SOQs on August 9, 2017 from HNTB, Jacobs Engineering Group, Inc. (Jacobs) and Traffic Technology, Inc. (TTI) in response to the RFQ. The SOQs were evaluated by a panel composed of BATA and Golden Gate Bridge, Highway and Transportation District staff based on the following criteria: 1) Demonstrated understanding of the project and approach to completing the work; 2) Qualifications of firm's ability to complete work; 3) Qualifications and availability of key personnel; 4) Cost effectiveness; and 5) Written and oral presentation.

Out of a possible 100 points, HNTB received an overall score of 89 points, TTI received an overall score of 82 points, and Jacobs received an overall score of 71 points.

Attachment A includes a summary of HNTB and its project team's small business and disadvantaged business enterprise status.

Recommendation

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a contract with HNTB to perform on-call consultant technical assistance to support the FasTrak® CSC in an amount not to exceed \$570,000 for a period ending December 30, 2018. Should staff fail to successfully negotiate a contract with HNTB, staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a contract for the aforementioned work with the second ranked firms TTI, also in the amount of \$570,000.



Steve Heminger

SH:bz

Attachment A
Small Business and Disadvantaged Business Enterprise Status

		DBE* Firm			SBE** Firm		
		Yes	DBE #	No	Yes	SBE #	No
Prime Contractor	Firm Name	Role on Project					
	HNTB Corporation	Consultant Services		X			X
	Russell Case	Consultant Services		X			X

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract

Work Item No.:	1253
Vendor:	HNTB Corporation (Oakland, California), or Traffic Technologies, Inc. (San Francisco, California) should staff be unable to negotiate and enter into a contract with HNTB.
Work Project Title:	On-Call Consultant Technical Assistance for the FasTrak® Customer Service Center contract
Purpose of Project:	To provide technical assistance to support the oversight of the FasTrak® CSC contract and procurement planning.
Brief Scope of Work:	Consultant shall provide technical assistance to support the oversight of the FasTrak® CSC contract, procurement planning and pilot assistance over a period ending December 30, 2018.
Project Cost Not to Exceed:	\$570,000
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	Funds are included in the Toll Bridge Rehabilitation Program Budget for FY 2017-18
Motion by Committee:	<p>That the Executive Director or his designee is authorized to negotiate and enter into a contract with HNTB to perform services as described above and in the Executive Director's memorandum dated September 6, 2017; Should staff be unable to negotiate and enter into a contract with HNTB, the Executive Director or his designee is authorized to negotiate and enter into a contract with TTI; and</p> <p>That the Chief Financial Officer is directed to set aside funds in the amount of \$570,000 for such contract.</p>
BATA Oversight Committee:	<hr/> <p>Amy Rein Worth, Chair</p>
Approved:	Date: September 13, 2017



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2794 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 8/8/2017 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 9/13/2017 **Final action:**

Title: Contract Amendment - Advanced Toll Collection and Accounting System (ATCAS II): TransCore, LP (\$1,237,031)

Sponsors:

Indexes:

Code sections:

Attachments: [4d ATCASII Amendment Transcore.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Contract Amendment - Advanced Toll Collection and Accounting System (ATCAS II): TransCore, LP (\$1,237,031)

Presenter:

Noah Tunick

Recommended Action:

Committee Approval

Attachments



BAY AREA TOLL AUTHORITY
 Bay Area Metro Center
 375 Beale Street
 San Francisco, CA 94105
 TEL 415.778.6700
 WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: September 6, 2017

FR: Executive Director

W. I. 1252

RE: Contract Amendment – Advanced Toll Collection and Accounting System (ATCAS II):
TransCore, LP (\$1,237,031)

Staff requests the Committee authorize the Executive Director to enter into a contract amendment with TransCore, LP (TransCore) in an amount not to exceed \$1,237,031 to provide funds for replacement spare parts and a price adjustment to TransCore's operating maintenance budget, which the contract authorizes TransCore to receive annually.

Background

BATA entered into a contract with TransCore in 2009 to replace the original toll collection accounting system. Installation was completed in late 2013 followed by six years of maintenance which ends in September 2020. The proposed amendment adds funds for October 2017 to September 2018 for spare parts (\$700,000) and the annual contract price adjustment (\$537,031).


While maintaining the toll collection system, TransCore periodically replaces broken equipment such as cameras, antennas and printers. TransCore also proactively replaces equipment prior to failure, such as in-ground treadles for counting vehicle axles. The spare parts budget is based on usage from previous years along with forecasts of potential additional needs that may occur in the coming year.

Within the contract, the annual operating maintenance budget, originally set at \$2,446,437, is subject to adjustment on an annual basis during the seven-year maintenance period based on increases and decreases in the Consumer Price Index (CPI) taken from the Urban Wage Earners and Clerical Workers for the San Francisco – Oakland – San Jose area.

Attachment A includes a summary of TransCore and its project team's small business and disadvantaged business enterprise status.

Recommendation

Staff recommends this Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with TransCore in an amount not to exceed \$1,237,031 to continue providing toll system maintenance.


 Steve Heminger

SH:nt

Attachment A
Small Business and Disadvantaged Business Enterprise Status

		DBE* Firm			SBE** Firm		
		Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Firm Name						
	TransCore, LP			X			X
Subcontractor	Role on Project						
	Transport Data Systems			X			X
	Statewide Traffic Control			X			X

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract Amendment

Work Item No.:	1252
Vendor:	TransCore, LP (Nashville, Tennessee)
Work Project Title:	New Advanced Toll Collection and Accounting System (ATCAS II)
Purpose of Project:	Maintaining the Toll Collection and Accounting System operated on the seven state-owned toll bridges.
Brief Scope of Work:	Provide funds for replacement spare parts and a price adjustment to TransCore's operating maintenance budget, which the contract authorizes TransCore to receive annually.
Project Cost Not to Exceed:	This amendment - \$1,237,031 Current contract amount before this amendment - \$39,650,027 Maximum contract amount after the amendment - \$40,887,058
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	Funds are included in the FY 2017-18 Toll Bridge Rehabilitation Program Budget.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with TransCore, LP to provide continuing maintenance services as described above and in the Executive Director's memorandum dated September 6, 2017, and the Chief Financial Officer is authorized to set aside funds in the amount of \$1,237,031 for such contract amendment.
BATA Oversight Committee:	
	<hr/> Amy Worth, Chair
Approved:	September, 13 2017



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2828	Version:	1	Name:	
Type:	Resolution	Status:		Authority Approval	
File created:	8/25/2017	In control:		Bay Area Toll Authority Oversight Committee	
On agenda:	9/13/2017	Final action:			
Title:	BATA Resolution No. 122, Revised - Toll Bridge Seismic Retrofit Capital Program Budget Revision. A request for approval to budget and allocate Toll Bridge Seismic Retrofit Capital Funds to Caltrans for capital outlay support on the San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project (BATA Resolution No. 122, Revised).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5a Reso-122 Budget Revision.pdf				

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

BATA Resolution No. 122, Revised - Toll Bridge Seismic Retrofit Capital Program Budget Revision.

A request for approval to budget and allocate Toll Bridge Seismic Retrofit Capital Funds to Caltrans for capital outlay support on the San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project (BATA Resolution No. 122, Revised).

Presenter:

Peter Lee

Recommended Action:

Authority Approval



BAY AREA TOLL AUTHORITY
 Bay Area Metro Center
 375 Beale Street
 San Francisco, CA 94105
 TEL 415.778.6700
 WEB www.mtc.ca.gov

Memorandum

TO: Bay Area Toll Authority

DATE: September 6, 2017

FR: Executive Director

W. I. 1251/1256

RE: BATA Resolution No. 122, Revised – Toll Bridge Seismic Retrofit Capital Program Budget Revision

Under this item, staff requests that BATA Resolution No. 122, Revised be referred to the full Authority for approval to budget and allocate Toll Bridge Seismic Retrofit Capital Funds to Caltrans for capital outlay support on the San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project.

Toll Bridge Seismic Retrofit Program

In June 2017, the Authority adopted a partial FY 2017-18 capital outlay support (COS) budget and allocated \$4 million for the Toll Bridge Seismic Retrofit Program. The support funds were to be used on the SFOBB East Span Replacement Project to oversee implosion of remaining old bridge piers, completion of remaining work on Yerba Buena Island, and seeking approvals to retain some old bridge piers for future public access. The partial allocation was due to ongoing discussion between the Toll Bridge Program Oversight Committee (TBPOC) and Caltrans over the appropriate level of staffing for the program given the current status of the project and remaining available budget.

On August 29, 2017, the TBPOC approved a total COS budget and allocation of \$17.5 million for the FY 2017-18 budget. This allocation will require a drawdown of \$13.5 million from available program contingency. Future annual support allocations are expected to decrease significantly as demolition activities are scheduled to conclude at the end of this year. Remaining future work would include administrative contract close out activities and work to retain old bridge piers for public access. The revised program budget is as shown below:

Table 3
Toll Bridge Seismic Retrofit Program Budget

Project	Current Budget (millions)	Proposed Revised Budget (millions)
SFOBB East Span Replacement	\$6,515.9	\$6,529.4
Other Seismic Retrofit Projects	\$2,407.9	\$2,407.9
Subtotal	\$8,923.8	\$8,923.8
Program Contingency	\$28.2	\$14.7
Total	\$8,952.0	\$8,952.0

Recommendation

Staff recommends that this Committee refer the BATA Resolution No.122, Revised, to the Authority for approval.



Steve Heminger

SH:bm
Attachments

J:\COMMITTEE\BATA Oversight\2017\09 Sep'2017_BATA Oversight_Committee\5a_BATA-RES-0122_Memo.docx

Date: June 28, 2017
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight
Revised: 09/27/17-BATA

ABSTRACT

BATA Resolution No. 122, Revised

This resolution approves the FY 2017-18 Toll Bridge Program Operating and Capital Budgets.

Attachments E-1 and E-2 to this resolution were revised on September 27, 2017 to update the Toll Bridge Seismic Retrofit Program budget and capital outlay support allocations.

Discussion of these actions are contained in the Deputy Executive Director's Memorandum to the BATA Oversight Committee dated June 7, 2017 and the Executive Director's Memorandum to the BATA Oversight Committee dated September 6, 2017

Date: June 28, 2017
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight

BAY AREA TOLL AUTHORITY
RESOLUTION No. 122

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, in accordance with Streets and Highways Code §§ 30950.2 and 30886, BATA is responsible for the administration of all toll revenues from state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission (“MTC”); and

WHEREAS, Bay Area bridges are defined in Streets and Highways Code § 30910 to include the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges, and

WHEREAS, Streets and Highways Code § 30950.1 requires BATA to adopt an annual operating budget; and

WHEREAS, Streets and Highways Code § 30958 authorizes MTC to retain an amount not to exceed 1 percent of the gross revenues collected from tolls annually on Bay Area bridges to pay for administrative costs, after payments for debt service on outstanding bonds, and BATA’s direct operating costs; and

WHEREAS, BATA staff has prepared a proposed budget for FY 2017-18 that includes anticipated revenues and expenses, as set forth in Attachment A, and reserve designations as set forth in Attachment G to this resolution, attached hereto and incorporated herein by this reference; and

WHEREAS, pursuant to Streets and Highways Code § 30952, the State of California Department of Transportation (“Caltrans”) is responsible for the capital improvements of the state-owned toll bridges in accordance with programming and scheduling requirements as adopted by Authority; and

WHEREAS, Caltrans has requested that the Authority adopt budgets for capital outlay and support costs of the Regional Measure 1 (RM1) Program, Rehabilitation (Rehab) Program and the Toll Bridge Seismic Retrofit Program (SRP) on the state-owned toll bridges, as listed on attachments to this resolution; and

WHEREAS, pursuant to Streets and Highways Code § 30914, the Authority is responsible for the budgeting and disbursing of Regional Measure 2 (RM2) toll revenues for capital projects in the Regional Traffic Relief Program; and

WHEREAS, pursuant to Streets and Highways Code §§ 30913 and 31010(b), the Authority is authorized to budget and fund eligible AB 1171 Capital Program projects from toll bridge seismic retrofit surcharge funds exceeding legal requirements to fund and finance the SRP; and

WHEREAS, in accordance with the BATA Plan of Finance plan (BATA Resolution No. 110), adopted by the Authority on November 20, 2013, and the bond covenants adopted under the Master Indenture and Supplemental Indentures, BATA is required to maintain certain reserves and contingencies including a reserve for operations and maintenance at twice the adopted operating budget and a Self Insurance Reserve of at least \$50 million which are detailed in Attachment G of this resolution; and

WHEREAS, the final draft BATA budget for FY 2017-18 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2017-18 Toll Bridge Program operating budget prepared in accordance to generally accepted accounting principles attached hereto as Attachment A and incorporated herein as though set forth in length; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures as well as capital projects in BATA's budget for FY 2017-18, providing that there shall be no increase in the overall budget without prior approval of the Authority; and be it further

RESOLVED, that the BATA Executive Director or the responsible BATA staff person designated by the Executive Director, shall submit written requests to the BATA Oversight Committee for approval of consultants, professional services, and expenditures authorized in the BATA budget for FY 2017-18; and, be it further

RESOLVED, that the Authority adopt budgets for the FY 2017-18 RM 2, Rehab, SRP, AB 1171, and Express Lanes Capital programs for the state-owned toll bridges, as listed in Attachments B through F; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to close projects and reallocate remaining budgets within the authorized Toll Bridge Rehabilitation Program Budget List and to move funds between designated contingency projects and active projects provided there is no overall increase to the total approved Toll Bridge Rehabilitation Program Budget; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to utilize generally available cash as an advance for project cash flow purposes provided the advanced is repaid from project funds by the close of the fiscal year; and be it further

RESOLVED, that the Authority's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2017-18, and be it further

RESOLVED, that BATA has approved a total budget of \$342 million for the planning, design, construction and operation of the Express Lane Network and designates to BAIFA the authority to administer the budget, contracts, expenses and assets of the Express Lane Network; and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2017, as listed in Attachment G; and be it further

RESOLVED, that the Executive Director or designee shall furnish the BATA Oversight Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Committee.

BAY AREA TOLL AUTHORITY



Jake Mackenzie, 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, on June 28, 2017.

Date: June 28, 2017
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight
Revised: 09/27/17-BATA

Attachments
BATA Resolution No. 122

FY 2017-18 Toll Bridge Program
Operating and Capital Budgets

Attachment A: FY 2017-18 Toll Bridge Program Operating Budget.

Attachment B: Other Capital Project Budget, which shows the adopted capital budgets for the Express Lanes and Core Capacity Challenge projects.

Attachment C: FY 2017-27 Ten-Year Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 detailing the FY 2017-18 budgets and allocations and Attachment C-2, detailing the entire ten-year plan).

Attachment D: RM2 Capital Program Budget, which includes all RM2 capital projects listed as part of the Regional Traffic Relief Plan.

Attachment E: SRP Capital Program Budget, which shows the adopted capital budgets for the SRP projects, (comprised of Attachment E-1 detailing the total project budgets and Attachment E-2 detailing capital outlay support allocations for FY 2017-18).

Attachment F: AB 1171 Capital Program.

Attachment G: Fund Reserve Designations, effective June 30, 2017.



BATA Resolution No. 122

Date: June 28, 2017

W.I.: 1256

Referred by: BATA Oversight Committee

Revised: 09/27/2017 - BATA

Attachment E-1
Bay Area Toll Authority
Toll Bridge Seismic Retrofit Program Budget Summary

Toll Bridge Seismic Retrofit Projects	Current Total Project Budget	Approved Project Budget Changes	Revised Total Project Budget
	a	b	c = a + b
San Francisco-Oakland Bay Bridge East Span Replacement*	\$ 6,515,871,000	\$ 13,500,000	\$ 6,529,371,000
San Francisco-Oakland Bay Bridge West Span Retrofit	\$ 305,316,000		\$ 305,316,000
San Francisco-Oakland Bay Bridge West Approach Replacement	\$ 459,500,000		\$ 459,500,000
Richmond-San Rafael Bridge Retrofit**	\$ 812,100,000		\$ 812,100,000
Benicia-Martinez Bridge Retrofit	\$ 177,830,000		\$ 177,830,000
Carquinez Bridge Retrofit	\$ 114,206,000		\$ 114,206,000
San Mateo-Hayward Bridge Retrofit	\$ 163,412,000		\$ 163,412,000
Antioch Bridge Retrofit	\$ 71,100,000		\$ 71,100,000
Dumbarton Bridge Retrofit	\$ 112,400,000		\$ 112,400,000
Subtotal for Bay Area Bridges	\$ 8,731,735,000	\$ 13,500,000	\$ 8,745,235,000
Vincent Thomas Bridge Retrofit (<i>non-BATA, for information only</i>)	\$ 58,510,000		\$ 58,510,000
San Diego-Coronado Bridge Retrofit (<i>non-BATA, for information only</i>)	\$ 103,520,000		\$ 103,520,000
Program Indirects	\$ 30,000,000		\$ 30,000,000
Subtotal for All Bridges	\$ 8,923,765,000		\$ 8,937,265,000
Program Contingency	\$ 28,235,000	\$ (13,500,000)	\$ 14,735,000
Total for Toll Bridge Seismic Retrofit Program	\$ 8,952,000,000		\$ 8,952,000,000

*Capital Outlay Support details are shown on Attachment E-2



BATA Resolution No. 122

Date: June 28, 2017

W.I.: 1256

Referred by: BATA Oversight Committee

Revised: 09/27/2017 - BATA

Attachment E-2

Bay Area Toll Authority

Toll Bridge Seismic Retrofit Program Capital Outlay Support (COS) Budget for FY 2017-18

Contracts	COS Budget Total \$
San Francisco-Oakland Bay Bridge East Span Replacement	\$ 17,500,000

Total for Toll Bridge Seismic Retrofit Program	\$ 17,500,000
---	----------------------

Notes:

1. Assumptions in this COS Budget include no contingency or risk reserve for scope or schedule changes at this time, as these changes will only be presented as separate future budget requests if unmitigated risks, scope or schedule changes occur.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2758 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 7/25/2017 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 9/13/2017 **Final action:**
Title: Bridge Toll Violation Payment Trends

An update on violations generated on the seven state-owned toll bridges and how they are processed and resolved by the Bay Area Toll Authority (BATA).

Sponsors:

Indexes:

Code sections:

Attachments: [6a Bridge Toll Violation Payment Trends.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Bridge Toll Violation Payment Trends

An update on violations generated on the seven state-owned toll bridges and how they are processed and resolved by the Bay Area Toll Authority (BATA).

Presenter:

Jeff Gerbracht

Recommended Action:

Information



BAY AREA TOLL AUTHORITY
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Bay Area Toll Authority

DATE: September 6, 2017

FR: Deputy Executive Director, Operations

W. I. 1252

RE: Bridge Toll Violation Payment Trends

This memorandum provides information on violations generated on the seven state-owned toll bridges and how they are processed and resolved by the Bay Area Toll Authority (BATA).

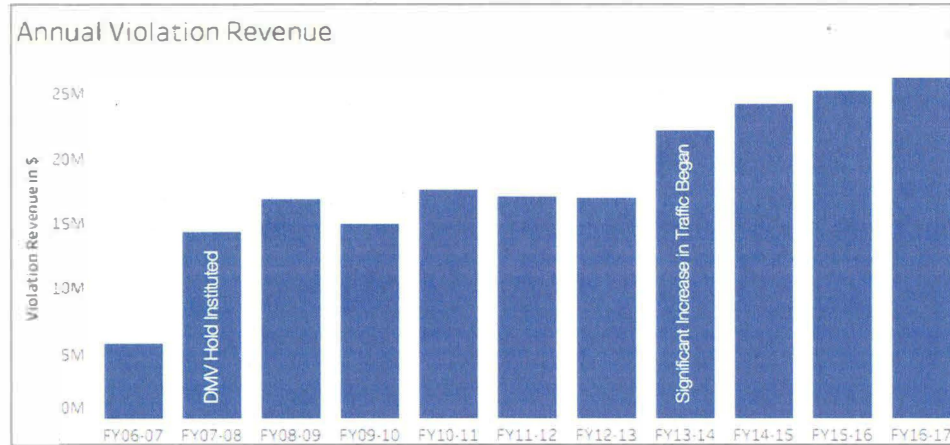
When a vehicle passes through a toll point without paying, a process is initiated to secure payment of the toll along with any associated penalties. Customers whose toll tags are not read by overhead antennae are initially considered violators; however, the system matches the vehicle's license plate with the license plate information in the customer's FasTrak[®] account and the toll is then withdrawn from the customer's account. Vehicle license plates from violations not linked to a customer's FasTrak[®] account are sent to the Department of Motor Vehicles (DMV) to obtain the contact information of the registered owner. A violation notice is then sent to the responsible party, upon which the party has several opportunities to pay the toll, plus a penalty.

BATA invests approximately \$3 million annually to maintain the lane equipment that collects vehicle information for tolling. Cameras are routinely inspected and cleaned to obtain clear license plate information, in-pavement treadles are preventatively replaced to enable the correct counting of vehicle axles, and overhead antennae are regularly tuned so they can read toll tags.

Paid Violations

Toll evaders have multiple opportunities to pay, including: the initial notice (toll plus \$25 penalty), a second notice (toll plus \$25 penalty plus \$45 late fee), at the DMV if their vehicle's registration was put on hold (toll plus penalty and late fee plus \$3 DMV fee), or after being sent to a collection agency. Upon receiving a notice of toll evasion, toll evaders can have their penalties forgiven if they become FasTrak[®] customers.

The amount of violation revenue collected over the past eleven years is shown on the chart below. Two significant increases leading to higher revenue collection occurred during this span. The first was in Fiscal Year 2007-08 when the DMV registration hold process began, and the second occurred in Fiscal Year 2013-14 when total traffic jumped sharply from the previous year. Traffic continued to increase at a similar rate for the next two years (approximately five million more vehicles annually), leading to a corresponding rise in violations.



Uncollectable Violations

Uncollectable violations result in toll revenue not being collected. Although uncollectable violation numbers appear high in absolute terms (see chart below), they account for less than 3% of total transactions, which is considered the industry benchmark when measuring toll system performance. For Fiscal Year 2016-2017 the 4.5 million uncollectable violations is equivalent to approximately \$24 million in lost toll revenue (penalties not included).

The largest percentage of uncollectable violations are from image rejections due to dealer plates. Over the past ten years, BATA has seen a 200% increase in dealer plate image rejections. Dealer plate rejections now represent 48% of all uncollectable violations, totaling \$10 million in lost revenue. With the passage of AB516 (Mullin) ensuring new car owners leave dealerships with temporary license plates, staff expects this source of lost revenue to convert to collected toll revenue starting after the January 2019 implementation.

Categories	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
Dealer Plates or No Plates	912	1,150	1,423	1,733	2,198	2,763
Other Image Rejections	282	355	267	252	311	395
No DMV information	341	367	358	195	137	130
Pending / Written Off	519	524	569	768	1,014	1,253
Total Uncollectable	2,054	2,396	2,617	2,948	3,660	4,541

Note: All figures in thousands

Pending violations are likely in the DMV hold process or at collections. More recent violations could become collected violation revenue, while older violations may ultimately be written off as lost revenue.

In summary, annual violation revenue balances out the toll revenue lost due to uncollectable violations.


Andrew B. Fremier

AF:jg
Attachments