



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: Tony Tavares

Wednesday, September 12, 2018

9:30 AM

MetroCenter
101 Eighth Street, First Floor
Oakland, CA 94607
Lawrence D. Dahms Auditorium

*** Please note the change of location. ***

This meeting will be recorded. Copies of recordings may be requested at the Metropolitan Transportation Commission (MTC) at nominal charge, or recordings may be listened to at MTC offices by appointment.

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. [18-0641](#) Minutes of the July 11, 2018 meeting

Action: Committee Approval

Attachments: [4a_07-11-2018_BATA_O_Draft_Minutes.pdf](#)

4b. [18-0642](#) BATA Financial Statements for June 2018 (Unaudited)

Action: Information

Presenter: Raymond Woo

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

- 4c. [18-0643](#) Contract Amendment - On-Call Design Services - Toll Plaza Signage and Striping Update Project: AECOM Technical Services, Inc. (\$150,000)
- Action: Committee Approval
- Presenter: Angela Louie
- Attachments: [4c Toll Plaza Signage and Striping Update Project.pdf](#)
- 4d. [18-0645](#) Contract Contingency Increase - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - Construction Package "A" Eastbound Third Lane and Point Molate Bicycle/Pedestrian Path: O.C. Jones and Sons, Inc. (\$750,000)
- Action: Committee Approval
- Presenter: Chris Lillie
- Attachments: [4d ContractAmend RSRbridge-OCJones.pdf](#)
- 4e. [18-0648](#) Yerba Buena Island Southgate Road Realignment Project - Funding Agreement Amendment: San Francisco County Transportation Authority (\$3,100,000) and Contract Amendment - On-Call Design Services: HDR Engineering Inc. (\$1,751,182)
- Action: Committee Approval
- Presenter: Peter Lee
- Attachments: [4e Contract and Funding Amendments - Southgate HDR and SFCTA.pdf](#)

5. Approval

- 5a. [18-0682](#) Underwriting Pool - Investment Banking Services
- A recommendation for the Committee to approve a pool of firms to provide investment banking services for future toll revenue financing needs for the next five years comprised of the following: Bank of America Merrill Lynch, JP Morgan, Citibank, Goldman Sachs, Barclays Bank, Cabrera Capital, Jefferies LLC, Morgan Stanley, Siebert Cisneros Shank & Co., LLC, UBS, 280 Securities, Academy Securities, Mischler Financial Group, Robert W. Baird & Co. Inc., and Stern Brothers.
- Action: Committee Approval
- Presenter: Brian Mayhew
- Attachments: [5a Underwriting Pool.pdf](#)

5b. [18-0650](#) BATA Resolution No. 126 - Regional Measure 3 Election Results

A request for approval of BATA Resolution No. 126, accepting certified statements from county election officials that the majority of all voters affirmatively approved Regional Measure 3 on the June 5, 2018 ballot.

Action: Authority Approval

Presenter: Peter Lee

Attachments: [5b_Reso-126_Certification of RM3 Election Results.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on October 10, 2018 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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 #: 18-0641 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 7/30/2018 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 9/12/2018 **Final action:**

Title: Minutes of the July 11, 2018 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a_07-11-2018_BATA_O_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the July 11, 2018 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: James E. Davis*

Wednesday, July 11, 2018

9:30 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Pedroza, Commissioner Slocum, and Commissioner Worth

Absent: 5 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Kim, and Commissioner Schaaf

Commissioner Aguirre was deputized to make a quorum of the Committee.

Non-Voting Member Present: Commissioner Davis

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

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

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 Aguirre, the Consent Calendar was unanimously approved by the following vote:

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

Absent: 5 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Kim and Commissioner Schaaf

- 4a. [18-0485](#) Minutes of the June 13, 2018 meeting
Action: Committee Approval
- 4b. [18-0486](#) BATA Financial Statements for May 2018
Action: Information
Presenter: Raymond Woo
- 4c. [18-0487](#) Contract Change Order - FasTrak® Regional Customer Service Center:
Regional Measure 3 (RM3) Support: Conduent State and Local Solutions,
Inc. (\$174,383)
Action: Committee Approval
Presenter: Beth Zelinski
- 4d. [18-0457](#) Contract Amendment - FasTrak® Customer Information Services:
OneWorld Communications, Inc. (\$950,000)
Action: Committee Approval
Presenter: Sylvia Cox

5. Approval

- 5a. [18-0489](#) BATA Resolution No. 125: Final Environmental Impact Report for Gateway
Park

A request for approval of BATA Resolution No. 125, the Final
Environmental Impact Report for Gateway Park in accordance with the
California Environmental Quality Act

Action: Authority Approval

Presenter: Peter Lee

**Upon the motion by Commissioner Pedroza and the second by Commissioner
Aguirre, the Committee unanimously approved the referral of BATA Resolution
No. 125 to the Authority for approval. The motion carried by the following vote:**

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

Absent: 5 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover,
Commissioner Kim and Commissioner Schaaf

- 5b. [18-0519](#) Contract Amendment - Credit Card Processing and Banking Services for the FasTrak® Electronic Toll Collection Program: Bank of America Merchant Services (\$1,800,000 for FY 2017-18 and \$2,000,000 for FY 2018-19)

A request for approval of a contract amendment with Bank of America Merchant Services for credit card processing and banking services.

Action: Committee Approval

Presenter: Brian Mayhew

Aleta Dupree was called to speak.

Upon the motion by Commissioner Aguirre and the second by Commissioner Slocum, the Committee unanimously approved the Contract Amendment with Bank of America Merchant Services. The motion carried by the following vote:

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

Absent: 5 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Kim and Commissioner Schaaf

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on September 12, 2018 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0642 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 7/30/2018 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 9/12/2018 **Final action:**

Title: BATA Financial Statements for June 2018 (Unaudited)

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
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Subject:
BATA Financial Statements for June 2018 (Unaudited)

Presenter:
Raymond Woo

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 5, 2018

FR: Executive Director

W. I. 1254

RE: BATA Financial Statements for June 2018 (Unaudited)

Attached are the BATA Financial Statements for the fiscal year ending on June 30, 2018. The June 2018 financials are preliminary, unaudited and subject to change upon completion of the annual audit process.

Overall, BATA had a good operating year with revenue over the adopted budget by about 4% while expense was kept within the budget. Highlights include:

Revenue:

Toll Revenue – Total revenue for FY 2017-18 was \$866 million, 4% above the adopted budget. \$727 million or 84% of the total revenue was generated from toll collection that was in line with the adopted budget. The total paid traffic count for the year at 138 million was an increase of 1% compared to FY 2016-17. Two-axle vehicles made up 126 million counts of the total paid traffic for the year.

Rebate for BABs – BATA also received \$71.5 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 2017-18 was \$27 million. Attached to this report is a graph showing violation revenue from 2012-13 through FY 2017-18.

Interest Revenue – \$27 million of interest revenue was \$15 million over the adopted budget, due to higher interest rates.

Expense:

Caltrans Operations and Maintenance – Overall, the total Caltrans Operations and Maintenance expense was \$27 million, about 4% under budget. Toll collection administrative and support staff expense was \$1.1 million below budget mainly due to staff turnover and unfilled vacancies.

FasTrak® Operations and Maintenance – Electronic toll collection costs were \$45 million, \$2 million below the adopted budget. Some of the budgeted IT expenses were postponed to FY 2018-19.

Bridge Toll Administration – BATA's expense for bridge toll administration ended FY 2017-18 at \$13 million, \$4 million under the adopted budget. The savings are mainly the result of budgeted consultant contracts executed at a lower cost or delayed.

Transfers – A total of \$70 million in transfers were made to various programs. The majority of these transfers were for the RM2 transit operating projects. During the year, BATA transferred \$50 million to various transit operators, which represented 70% of all transfers. In addition, the 1% administration fee for MTC at \$8 million was \$388,000 more than the adopted budget. This was the result of higher toll related revenue.

Debt Service – Debt service costs, including fees, were \$522 million for FY 2017-18, \$32.7 million under budget. The savings are mainly the result of restructuring several of the existing bonds at lower interest rates.

Unrealized Gain on Hedge Termination – BATA also recorded an unrealized interest rate swap gain of \$54 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.



Steve Heminger

SH:bm

BATA Operating Budget

As of June 2018 (Unaudited)

	FY 2017-18	Actual	Balance	% of Budget	year
	Budget	YTD	Over/(Under)	(col 2/1)	Expired
REVENUE:					
1. RM 1 Toll Revenues	597,732,225	597,491,245	(240,980)	100.0%	100.0%
2. RM 2 Toll Revenues	129,692,875	129,688,803	(4,072)	100.0%	100.0%
3. Toll Violation Revenues	10,000,000	27,084,476	17,084,476	270.8%	100.0%
4. Other Revenue	-	4,006,592	4,006,592	N/A	100.0%
5. Interest Income	12,000,000	26,594,466	14,594,466	221.6%	100.0%
6. GGB&HTD Fastrak Reimbursement	6,733,000	6,528,950	(204,050)	97.0%	100.0%
7. SFO Fastrak Reimbursement	463,000	391,658	(71,342)	84.6%	100.0%
8. Alameda CMA Reimbursement	2,220,000	1,796,266	(423,734)	80.9%	100.0%
9. VTA 237 Express Lane Reimb.	135,000	126,352	(8,648)	93.6%	100.0%
10. Rebate for Build America Bonds	71,278,791	71,451,055	172,264	100.2%	100.0%
11. BAIFA Reimbursement	-	454,068	454,068	N/A	100.0%
Total Revenue	830,254,891	865,613,931	35,359,040	104.3%	100.0%
EXPENSE:					
Caltrans Operations and Maintenance:					
1. Toll Collection & Operations Services	23,600,000	22,499,500	(1,100,500)	95.3%	100.0%
2. Toll & Bridge Facility Maint	5,300,000	5,251,585	(48,415)	99.1%	100.0%
Caltrans O & M Subtotal	28,900,000	27,751,085	(1,148,915)	96.0%	100.0%
Fastrak Operations and Maintenance:					
3. RCSC Operations	24,700,000	23,805,050	(894,950)	96.4%	100.0%
4. ATCAS Maintenance, IT equip	5,362,576	4,201,278	(1,161,298)	78.3%	100.0%
5. Banking Costs	13,900,000	14,090,864	190,864	101.4%	100.0%
6. Collection Exp./DMV Exp.	3,700,000	3,307,177	(392,823)	89.4%	100.0%
BATA O & M Subtotal	47,662,576	45,404,369	(2,258,207)	95.3%	100.0%
BATA Toll Bridge Administration:					
7. Staff Costs - Salaries, Benefits & Temps	10,404,969	9,817,401	(587,568)	94.4%	100.0%
8. Travel, Printing, Memberships & Other	511,913	316,747	(195,166)	61.9%	100.0%
9. RM 1/RM2 Audit/Accounting/Other	2,897,895	1,332,589	(1,565,306)	46.0%	100.0%
10. Misc. Toll Admin Operating Expenses	1,150,000	663,347	(486,653)	57.7%	100.0%
11. Professional Fees	1,495,000	948,741	(546,259)	63.5%	100.0%
12. Other	750,000	74,630	(675,370)	10.0%	100.0%
Toll Bridge Admin Subtotal	17,209,777	13,153,455	(4,056,322)	76.4%	100.0%
Other/Transfers:					
13. Transfers to MTC 1% Admin	7,494,251	7,882,180	387,929	105.2%	100.0%
14. Transfers to MTC - Other	789,459	183,441	(606,018)	23.2%	100.0%
15. Transfers to SAFE	200,000	200,000	-	100.0%	100.0%
16. Transfer from Legal Reserve	3,264,505	952,403	(2,312,102)	29.2%	100.0%
17. Transbay Transit Terminal Maint	4,856,084	4,855,330	(754)	100.0%	100.0%
18. Beale St Assessment	2,000,000	2,024,691	24,691	101.2%	100.0%
19. Depreciation and Amortization	6,110,000	3,772,338	(2,337,662)	61.7%	100.0%
20. RM2/Clipper Marketing	3,860,000	3,062,677	(797,323)	79.3%	100.0%
21. RM2 Operating	49,283,000	46,476,821	(2,806,179)	94.3%	100.0%
22. ABAG SFEP	1,106,480	1,106,480	-	100.0%	100.0%
Transfers	78,963,779	70,516,361	(8,447,418)	89.3%	100.0%
Debt Service:					
23. Interest and principal payments	540,542,163	507,397,822	(33,144,341)	93.9%	100.0%
24. Financing Costs	14,512,500	14,953,847	441,347	103.0%	100.0%
Total Debt Service	555,054,663	522,351,669	(32,702,994)	94.1%	100.0%
Total Expense w/o Other and Capit Trans	727,790,795	679,176,939	(48,613,856)	93.3%	100.0%
Net before Other and Capital Transfer	102,464,096	186,436,992	83,972,896	182.0%	100.0%
Other					
25. Unrealized (gain)/loss on Hedge Terminati	-	(53,958,866)	(53,958,866)		
26. Amortization of financing/bond costs	-	3,706,537	3,706,537		
27. Amortization of funds transfer to MTC	-	17,580,344	17,580,344		
Total Other	-	(32,671,985)	(32,671,985)		
Transfer to Capital Fund:					
28. Transfer to Capital Fund	102,414,096	219,108,977	116,694,881	213.9%	100.0%
29. Furniture/Equip./Vehicle	50,000	-	(50,000)	0.0%	100.0%
Total Capital Reserve In (Out)	102,464,096	219,108,977	116,644,881	213.8%	100.0%
Total Expense & Transfers	830,254,891	865,613,931	35,359,040	104.3%	100.0%
Net	-	-	-		

CONTRACTS REQUIRED UNDER BOND ISSUANCE DOCUMENTS - Unaudited

		June'18
Fitch Inc.	<i>Financing Fee</i>	\$75,000

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

June'18

Ceridian Employer Services		\$6,000
	<i>Payroll Services</i>	
SHI International Corp		\$4,291
	<i>Software Maintenance Services</i>	

**Regional Measure 2 Operating Budget
As of June 2018 (\$000) - Unaudited**

	Project Title	Total Budget	Allocation	Actual	Balance Over/(Under)
1	Richmond Bridge Express Bus	2,474	2,474	2,474	-
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	(14)
5	Dumbarton Bus	2,966	2,817	2,817	(149)
6	WETA Ferry Operations	16,500	16,500	14,620	(1,880)
7	Owl Service - BART Corridor	2,054	2,004	2,004	(50)
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	2,841	(159)
12	Clipper Operations	2,000	2,000	2,000	-
13	Transbay Transit Center	3,000	3,000	2,983	(17)
	Subtotal for Operating Assistance Program	48,745	48,545	46,477	(2,268)
N/A	Clipper Marketing	2,475	-	2,149	(326)
N/A	511 Real Time Transit	35	-	-	(35)
N/A	Seamless Transit Map	470	-	320	(150)
N/A	Wayfinding	40	-	-	(40)
N/A	Regional Resource Center	100	-	88	(12)
N/A	AC Transit Services	500	-	500	-
N/A	Late Night Map	25	-	6	(19)
N/A	Bike to Work	35	-	-	(35)
N/A	New or Expanded Transit Service	180	-	-	(180)
	Total for Clipper and RM2 Marketing	3,860	-	3,063	(797)
	Total	\$52,605	\$48,545	\$49,540	(\$3,065)

Regional Measure 2 Project Budget
As of June 2018 (\$000) - Life to Date (Unaudited)

Program	Project Title	Total Budget	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	-	-
3	MUNI Historic Streetcar Expansion (E-Line)	10,000	10,000	-	-
4	Dumbarton Commuter Rail Service ^{i,iv,xii}	9,157	8,932	34	192
5	Vallejo Ferry Intermodal Station ^v	26,000	24,101	726	1,173
6	Solano County Express Bus Intermodal Facilities ^{vi}	12,251	12,222	30	-
7	Solano County Corridor Improvements near I-80 / I-680 Interchange	100,000	96,935	3,065	-
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	37,175	37,175	-	-
9	Richmond Parkway Park & Ride ^{vii}	3,850	867	706	2,277
10	SMART Extension to Larkspur ^{ii,vii}	56,500	51,879	4,621	-
11	Greenbrae Interchange Improvement ^{ii,viii}	43,500	26,991	5,869	10,641
12	Direct HOV lane connector from I-680 to the Pleasant Hill BART ^{ix}	20,425	14,623	5,484	318
13	Rail Extension to East Contra Costa/E-BART	96,000	93,572	2,428	-
14	Capital Corridor Improvements in Interstate-80/Interstate 680 Corridor ^{vi,x}	35,950	35,001	949	-
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	25,000	25,000	-	-
16	Benicia-Martinez Bridge: New Span	50,000	50,000	-	-
17	Remaining Regional Express Bus North - Competitive Program Projects ^{v,x}	18,799	18,771	28	-
18	Clipper	35,000	20,749	1,231	13,020
19	Real-time transit information	20,000	19,476	524	-
20	Safe Routes to Transit	22,500	19,030	3,285	186
21	BART Tube Seismic Retrofit	33,801	33,801	-	-
22	Transbay Terminal/Downtown Extension	150,000	149,437	563	-
23	Oakland Airport Connector	115,199	115,199	-	-
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor) ^{vii}	77,760	49,795	27,965	-
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	12,000	12,000	-	-
26	Commute Ferry Service for Berkeley/Albany	12,000	4,762	7,238	-
27	Commute Ferry Service for South San Francisco	12,000	11,998	2	-
28	Water Transit Facility Imps., Spare Vessels and Environmental Review	48,000	42,853	5,147	-
29	Regional Express Bus South - Remaining Projects ^{iv,vii,xi}	54,933	29,302	8,206.82	17,424
30	I-880 North Safety Improvements ^{xi}	12,300	11,858	442	-
31	BART Warm Springs Extension ⁱ	186,000	177,600	8,400	-
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	65,000	50,810	2,195	11,995
33	Regional Rail Master Plan	6,500	6,062	394	44
34	Integrated Fare Structure Program	1,500	900	600	-
35	Transit Commute Benefits Promotion	5,000	3,366	1,634	-
36	Caldecott Tunnel Improvements ^{ix}	45,075	45,074	1	-
37	BART's Fixed Guideway Rehab	64,000	24,000	-	40,000
38	Regional Express Lane Network ⁱⁱⁱ	4,825	-	4,825	-
39	Modifications in I-80 and San Pablo ⁱⁱⁱ	8,000	7,675	325	-
40	Caltrain Electrification ^{viii,xii}	20,000	19,991	9	-
Total		\$1,589,000	\$1,391,807	\$96,926	\$100,270

ⁱ Allocated \$91 million from the Dumbarton Commuter Rail Service to the BART to Warm Springs Extension Project, per Resolution #3801 dated 1/28/09.

ⁱⁱ Allocated \$1.5 million from the SMART Project to Greenbrae Interchange Improvement Project, per Resolution #3801 dated

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, 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	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

^{xiii} Increasing funding by \$13 million to the Clipper Project (18), per Res #3801 dated 12/21/16.

^{xiv} Increasing funding by \$21 million to the Regional Express Bus South Project (29), per Resolution #3801 dated 12/21/16.

^{xv} Increasing funding by \$40 million to the Bart's Fixed Guideway Rehab Project (37), per Resolution #3801 dated 12/21/16.

Shaded projects are completed

Rehab Project Budget

As of June 2018 (\$000) - Life to Date (Unaudited)

Program #	Program	Total Budget	Total Expenses	Encumbrance	Balance Remaining
6812	Benicia-Martinez Bridge Rehab	3,978	2,162	-	1,816
6813	Carquinez Bridge Rehab	35,816	34,467	-	1,349
6814	Richmond-San Rafael Bridge Rehab	67,807	54,264	-	13,543
6825	San Francisco-Oakland Bay Bridge Rehab	212,189	174,120	-	38,069
6826	San Mateo-Hayward Bridge Rehab	111,296	107,310	1	3,986
6827	Dumbarton Bridge Rehab	4,792	4,792	-	-
6828	All Bridges Rehab	79,100	75,272	-	3,828
6829	Caltrans Reserve	28	4	-	24
8030	Completed/Defunded/Transferred Projects	117,302	116,626	-	676
8033	Minor Toll Plaza Rehab Projects	935	935	-	-
8210	New Benicia Bridge *	1,715	502	-	1,213
8315	Site Mitigation & Landscaping	154	83	-	71
8615	I-880/SR-92 Landscaping**	6,640	5,504	-	1,136
8629	Minor Bridge Rehab Projects	159	45	-	114
8637	Bay Trail Improvements	115	-	-	115
TOTAL CALTRANS REHAB BUDGET		642,026	576,086	1	65,940
8012	All Electronic Tolling Study	763	699	2	62
8528	Bay Lights Maintenance	480	252	68	160
8530	Drainage Studies for the Bridge	500	300	-	200
8531	Benicia New Toll Plaza ORT	4,153	4,153	-	-
8539	SFOBB Eyebarr Repair Review	2,914	2,660	254	-
8540	Regional Transportation Sea Level Rise Asset	2,000	157	-	1,843
8594	SFOBB West Span Pathway PSR	12,300	10,950	800	550
8602	Hybrid/ETC Lane Modifications	874	874	-	-
8631	Procure New Callboxes	2,344	2,344	-	-
8900	2003 CSC Procurement	12,358	11,047	3	1,308
8901	ETC Transponder Procurement	81,370	75,864	5,199	307
8902	2012 CSC Procurement	20,050	18,679	1,250	121
8903	ATCAS Lane Host Upgrades	33,545	31,785	257	1,503
8904	Fastrak Sign & Sign Structure Improvements	29,510	29,336	79	95
8905	Misc. Bridge Improvements	8,499	6,078	838	1,583
8907	Toll Plaza Capital Improvements	21,948	17,767	2,368	1,813
8908	Enterprise Computing HW/SW	4,035	3,198	31	806
8909	Gateway Park Planning	27,975	16,149	2,312	9,514
8912	ETC Transponder Tag Swap	1,937	1,929	-	8
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	290	336	124
8918	Maintenance Complex	531	482	45	4
8920	Plaza and Canopy Improvements	9,263	8,545	25	693
8921	SFOBB Lane 17 & 18 Lane Reconfiguration	3,575	1,664	43	1,868
8922	Metering Lights Replacement	8,930	1,400	2,694	4,836
8923	Bridge Records Recordation and Storage	500	55	-	445
8924	Antioch Bridge Approach	50,000	49,070	840	90
8926	Bridge Modeling & Investigations	5,801	623	327	4,851
8928	BATA Program Contingency	3,259	300	-	2,959
8930	Richmond-San Rafael Bridge Rehab	78,928	45,087	27,797	6,044
8933	Plan Bay Area TMS	9,000	4,419	4,021	560
8936	Backhaul Connection Infrastructure	1,000	757	95	148
8937	Future CSC Procurement	3,000	431	407	2,162
8938	Misc. East Span Project Improvements	12,084	-	-	12,084
8939	Asset Management	2,000	-	-	2,000
8000-05	Capital Program Audit	8,300	6,714	239	1,347
8000-16	SRA/RM1 Program Monitoring	46,045	44,775	234	1,036
Total BATA REHAB BUDGET		544,522	432,434	50,564	61,523
TOTAL REHAB BUDGET		1,186,548	1,008,520	50,565	127,463

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.

Seismic Capital Project Budget

As of June 2018 (\$000) - Life to Date (Unaudited)

	Program	Base Budget	Current Budget***	Total Expenses*	Encumbrance	Remaining Balance
8103	San Francisco-Oakland Bay Bridge East Span Repl	\$ 5,486,600	\$ 6,529,371	\$ 6,441,177	\$ 88,194	\$ -
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	450,385	9,115	-
8100	Antioch Bridge Retrofit	-	71,100	71,093	7	-
8122	Dumbarton Bridge Retrofit	-	112,400	112,318	82	-
8112	Richmond-San Rafael Bridge Retrofit	808,100	812,100	794,870	17,230	-
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	8,745,235	8,630,594	114,641	-
8128	Misc Program Costs	30,000	30,000	26,024	3,976	-
8729	Program Contingency**	989,000	14,735	-	14,735	-
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	\$ 8,952,000	\$ 8,818,264	\$ 133,736	\$ -

*Includes pre AB144 LTD expenses from Caltrans to April 2006	3,709,068
Bata expenses from May 2006 to current	5,109,196
	<u>8,818,264</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)
Allocate to SFOBB East Span 7/1/17	(11,171)
Allocate to SFOBB East Span 9/27/17	(13,500)
Remaining Balance	<u>14,735</u>

Shaded projects are completed

***Financial reflects budget update approved on 9/27/2017

AB 1171 Project Budget

As of June 2018 (\$000) - Life to Date (Unaudited)

Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
Doyle Drive Replacement	80,000	80,000	80,000	-	-
East Contra Costa BART Extension	111,500	111,500	109,819	1,681	-
Transbay Terminal/Downtown Extension:Phase 1	150,000	150,000	148,761	1,239	-
Tri-Valley Transit Access Improve. To BART	95,000	11,732	11,433	299	83,268
Regional Express Lane Network	2,800	2,800	2,800	-	-
Fairfield/Vacaville Train Station	9,000	9,000	8,402	598	-
I80/680 Interchange	100,000	100,000	98,445	1,555	-
Other Corridor Improvement	10,200	10,150	10,150	-	50
VTA Mission/Warren/Truck Rail Facility	6,500	6,500	5,811	689	-
BART to Warm Spring Extension	5,000	5,000	5,000	-	-
Total	\$570,000	\$486,682	\$480,621	\$6,061	\$83,318

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

Shaded projects are completed

BATA Capital Project with SB1 Funding

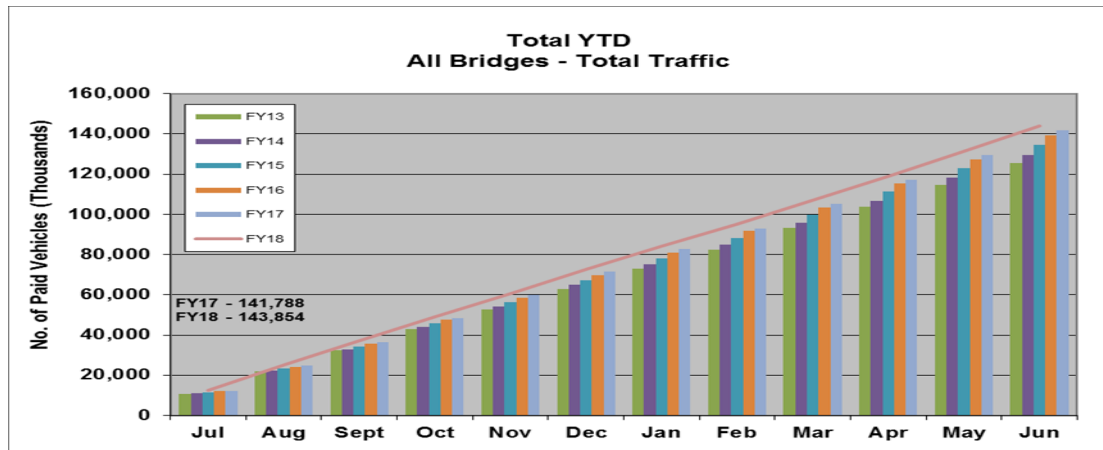
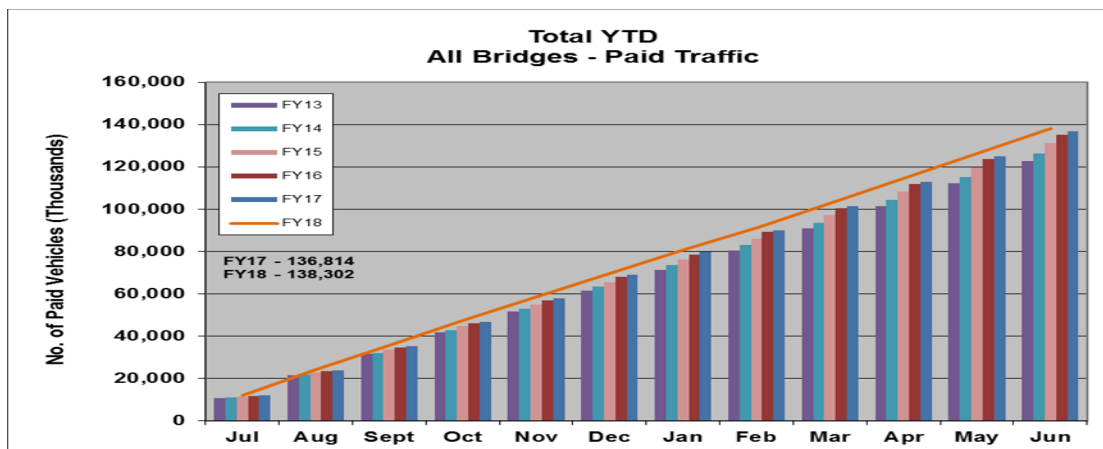
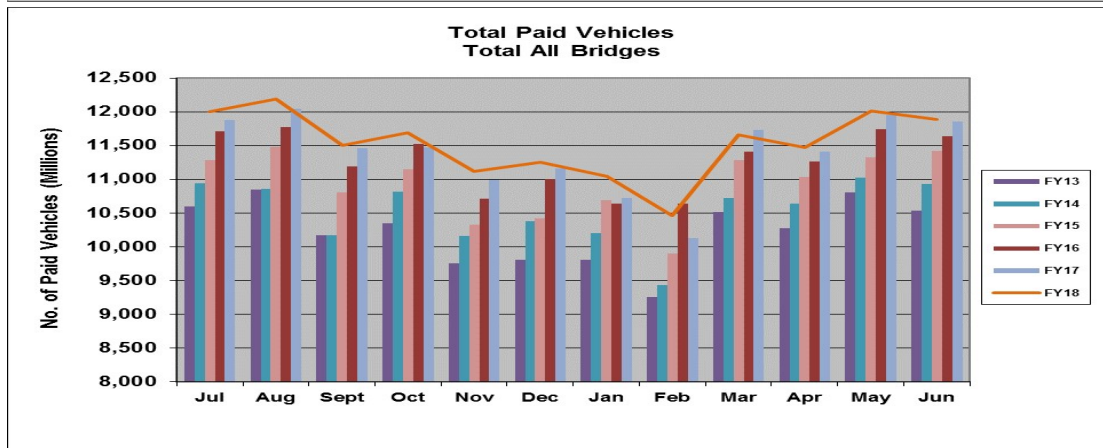
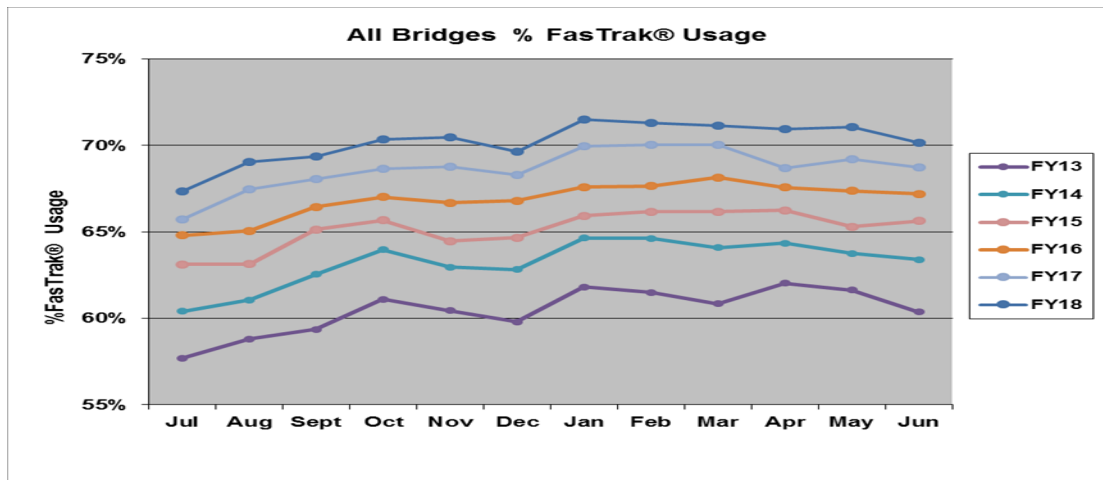
As of June 2018 (\$000) - Life to Date (Unaudited)

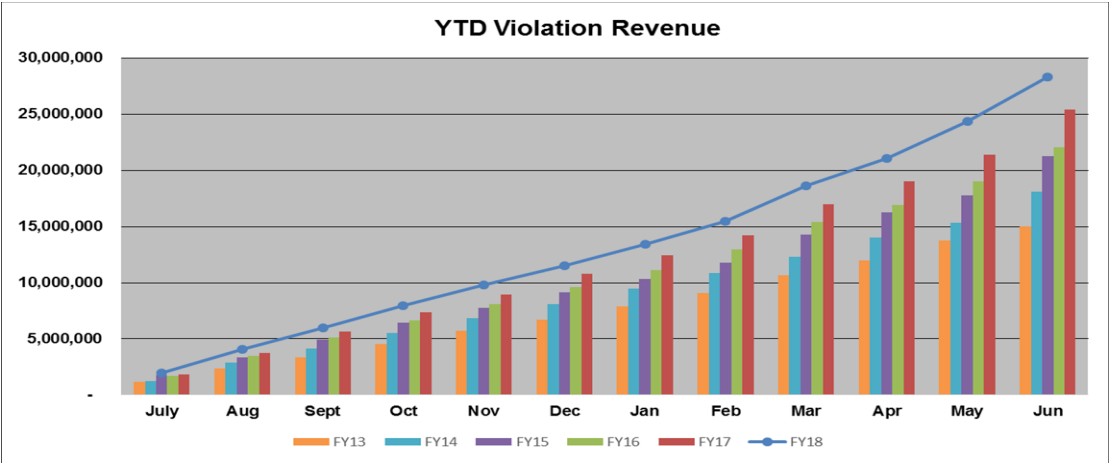
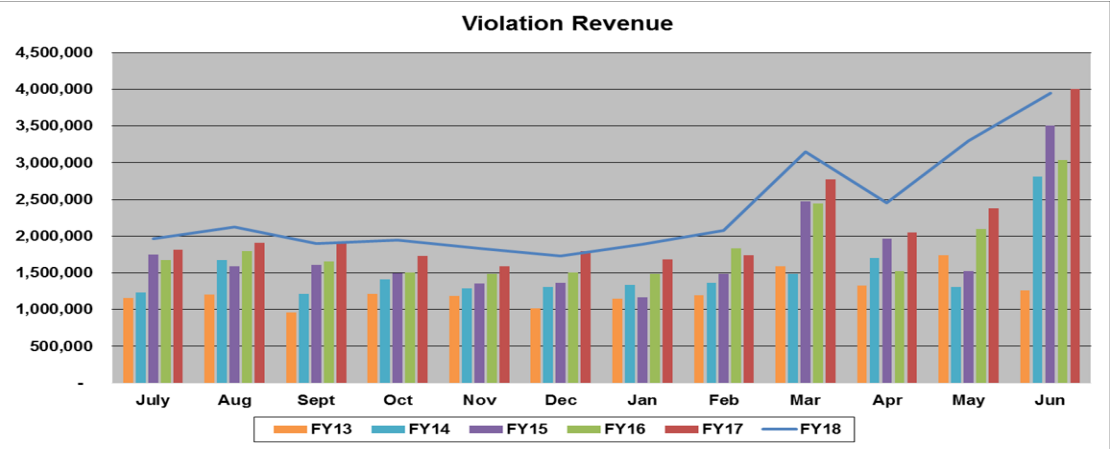
Program		Base Budget	Expenses	Encumbrance	Remaining Balance
8351	SFOBB Bicycle/Pedestrian Eastern Access	\$ 4,000	\$ -	\$ -	\$ 4,000
8352	Dumbarton EL Approach and Transit Strategies	17,000	-	-	17,000
Total BATA SB1 Capital Project		\$ 21,000	\$ -	\$ -	\$ 21,000

Other Capital Projects

As of June 2018 (\$000) - Life to Date (Unaudited)

					Balance
Project Title		Total Budget	Actual	Encumbrance	Remaining
6840	Program Costs: Planning, Coordination & Management	28,437	18,576	5,938	3,923
6841	Centralized Toll System	33,574	16,142	13,206	4,226
6842	CC-680 Southern Segment Conversion	55,649	50,192	3,827	1,630
6843	Capitalized Start-up O&M	16,000	4,618	1,630	9,752
6844	ALA-880 Conversion	132,466	67,164	50,533	14,769
6845	CC-680 Northern Segment - Southbound Conversion	51,288	5,821	2,530	42,937
6846	SOL-80 West Conversion	2,852	308	1,033	1,511
6847	Program Contingency	5,114	-	-	5,114
6849	SOL-80 East Express Lane Conversion	16,114	9,969	3,686	2,459
6851	84/Dumbarton Bridge	323	323	-	-
6852	92/San Mateo Bridge	369	369	-	-
849	Express Lanes Total	\$342,186	\$173,482	\$82,383	\$86,321
847	Core Capacity Challenge	250,000	18,434	75,175	156,391
Grand Total		\$592,186	\$191,916	\$157,558	\$242,712







Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0643 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 7/30/2018 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 9/12/2018 **Final action:**

Title: Contract Amendment - On-Call Design Services - Toll Plaza Signage and Striping Update Project:
AECOM Technical Services, Inc. (\$150,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4c Toll Plaza Signage and Striping Update Project.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendment - On-Call Design Services - Toll Plaza Signage and Striping Update Project:
AECOM Technical Services, Inc. (\$150,000)

Presenter:

Angela Louie

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 5, 2018

FR: Executive Director

W. I. 1252

RE: Contract Amendment – On-Call Design Services – Toll Plaza Signage and Striping Update Project: AECOM Technical Services, Inc. (\$150,000)

This item would authorize the Executive Director or his designee to negotiate and enter into a contract amendment with AECOM Technical Services, Inc. (AECOM) to provide On-Call Design Services for the Toll Plaza Signage and Striping Update Project in an amount not to exceed \$150,000 over a period ending September 15, 2019. AECOM is recommended based on Statements of Qualifications (so as) solicited from a mini-procurement from pre-qualified on-call design service consultants.

Background

On June 5, 2018, a majority of voters approved Regional Measure 3 (RM3). Under RM3, tolls on the region's seven state-owned toll bridges (Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay Bridge, and San Mateo-Hayward bridges) will increase by \$1.00 for autos and carpool vehicles, beginning January 1, 2019. RM3 includes a toll increase by another \$1.00 on January 1, 2022 with a third and final \$1.00 increase on January 1, 2025. The RM3 legislation includes a provision for commuters who pay tolls electronically on two of the region's seven state-owned toll bridges during commute hours to receive a 50 percent discount on the RM3 portion of the toll paid on the second crossing.

The purpose of this contract amendment is to hire a professional consultant to provide project management support, design and engineering services to update signage and striping at the toll plazas as appropriate to implement the new bridge toll fee schedule and other tolling requirements for RM3. This work includes investigating existing toll-related signs and pavement striping and markings; preparing plans, specifications and estimates and construction documents; providing design support during construction and other as-needed tasks.

The physical work to replace the signage will be performed by BATA's toll facilities maintenance contractor (Econolite Systems Inc.), Caltrans maintenance forces, or a separate contractor. Additional work to update the tolling system will be performed by BATA's tolling

contractor, TransCore LP, and the FasTrak® Regional Customer Service Center Contractor, Conduent State and Local Solutions, Inc.

In September 2017, BATA issued a Request for Qualifications to select pre-qualified consulting firms to provide on-call construction management and design services for a three-year period ending January 31, 2021. On December 13, 2017, the BATA Oversight Committee approved a pre-qualified panel of eight consulting firms to provide on-call design services: AECOM Technical Services, Inc., Arup North America, Ltd., BKF Engineers, HDR Engineering, Inc., HNTB Corporation, Kimley-Horn & Associates, Inc., T.Y. Lin International, and WMH Corporation, Inc.

Consultant Selection Process


On July 26, 2018, BATA staff solicited SOQs from the eight firms that were pre-qualified under the design service category; SOQs were received from two firms. All firms were found to meet the minimum qualifications. An evaluation panel consisting of BATA and MTC staff reviewed all of the SOQs and scored them based on weighted evaluation criteria including the firm's and staff's expertise and experience, qualifications of key staff, understanding of the project, work plan to complete the work and communication. Based on the evaluation, staff recommends the selection of AECOM because of their extensive expertise and experience on previous toll fee increase projects, available resources, and local offices, which will allow BATA to quickly access technical assistance as needed for successful project delivery. AECOM is neither a small business nor a disadvantaged business enterprise and currently has no subcontractors.

The table below provides the final rankings based upon the results of staff's evaluations:

Consultant	Ranking
AECOM Technical Services, Inc.	1
Kimley-Horn & Associates, Inc.	2

Recommendation

Staff recommends that this Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with AECOM Technical Services, Inc. in an amount not to exceed \$150,000 to provide On-Call Design Services for work related to updating the toll-related signs, pavement markings and striping at the approaches on the seven state-owned toll bridges to reflect the upcoming RM3 toll increases.



Steve Heminger

SH:al
Attachment

REQUEST FOR COMMITTEE APPROVAL

Summary of Consultant Contract Amendment

Work Item No.:	1252
Consultant:	AECOM Technical Services, Inc., Oakland, CA
Work Project Title:	On-Call Construction Management and Design Services
Purpose of Project:	Provide On-Call Design Services the Toll Plaza Signage and Striping Update Project
Brief Scope of Work:	Provide program and project management support, provide design and engineering services (site investigations, update set of plans specifications and estimates (PS&E) and construction documents), provide design support during construction and as-needed tasks related to the new bridge toll fee schedule and other tolling requirements for the first RM3 increase at the toll plaza approaches on the seven state-owned toll bridges.
Project Cost Not to Exceed:	\$150,000 (this amendment) Total Contract before this amendment: \$200,000 Total Authorized Contract after this amendment: \$350,000
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	Funds are included in the Toll Bridge Rehabilitation Program Budget for FY 2018-19
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with AECOM Technical Services, Inc. to provide the consulting services described above and in the Executive Director's memorandum dated September 5, 2018 and the Chief Financial Officer is directed to set aside funds in the amount of \$150,000 for such contract amendment.
BATA Oversight Committee:	<hr/> Amy R. Worth, Chair
Approval Date:	Date: September 12, 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0645 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 7/30/2018 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 9/12/2018 **Final action:**

Title: Contract Contingency Increase - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - Construction Package "A" Eastbound Third Lane and Point Molate Bicycle/Pedestrian Path: O.C. Jones and Sons, Inc. (\$750,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4d_ContractAmend_RSRbridge-OCJones.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Contingency Increase - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - Construction Package "A" Eastbound Third Lane and Point Molate Bicycle/Pedestrian Path: O.C. Jones and Sons, Inc. (\$750,000)

Presenter:

Chris Lillie

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 5, 2018

FR: Executive Director

W. I. 1251

RE: Contract Contingency Increase – I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project -Construction Package “A” Eastbound Third Lane and Point Molate Bicycle/Pedestrian Path: O.C. Jones and Sons, Inc. (\$750,000)

This item would authorize a contract contingency increase for the O.C. Jones and Sons, Inc. (O. C. Jones) contract in an amount not to exceed \$750,000 to complete the remaining construction and close out the I-580 Richmond-San Rafael Bridge Access Improvement Project (the Project) – Construction Package A.

Background

The Project’s objective is to reduce congestion and travel time on eastbound I-580, including the Richmond-San Rafael (RSR) Bridge, by providing a third eastbound peak period use lane (PPUL) during the afternoon peak travel period. The Project will also improve pedestrian and bicycle travel adjacent to the I-580 corridor by constructing a barrier-separated path connection from the Tewksberry/Standard Avenue Intersection near Point Richmond to Stenmark Drive near Point Molate.

The construction of the bicycle-pedestrian path in Richmond and the PPUL is continuing. It is anticipated that the Bay Trail bicycle-pedestrian path in Richmond and the path across the Richmond-San Rafael Bridge will open in February 2019. The most significant risk to the February 2019 opening date is related to a 16-inch East Bay Municipal Utility District (EBMUD) water line. While the portion of water line in question is not in physical conflict with the proposed improvements, EBMUD has not consented to measures proposed to protect this facility in place and an unplanned relocation to lower the line may be needed. This Project significantly reduced traffic congestion in the eastbound direction earlier this year with the opening of the PPUL in April.

This request is to replenish project contingency funding, which has been depleted by change orders (described below).

Contractor Selection Process

On August 23, 2016, BATA issued an Invitation for Bid (IFB) for the Project. BATA held a mandatory Bidders’ Conference on August 31, 2016, during which staff provided project information and answered questions. In addition, BATA’s Small Business Enterprise (SBE) Program was described. Bids which utilized at least 40% SBE participation received a five percent reduction in bid price, solely for the purpose of determining the lowest responsive bidder.

Part 2 of the IFB, Paragraph 14. Basis of Award provided: “Award, if made, will be to the lowest responsible and responsive Bidder, based on the Total Contract Price.”

On November 1, 2016, five bids were received and opened at the public bid opening and are presented in the following table:

Bidder	Location	Total Contract Price	SBE Bid Preference	SBE Bid Preference Amount	Bid Rank
O.C. Jones and Sons, Inc.	Berekeley, CA	\$27,277,840	No	\$27,277,840	1
Ghilotti Construction Co.	Santa Rosa, CA	\$28,788,961	Yes	\$27,349,513	2
Bay Cities Paving & Grading	Concord, CA	\$29,778,027	No	\$29,778,027	3
Gordon N. Ball	Alamo, CA	\$32,788,816	Yes	\$31,149,375	4
Ghilotti Bros	San Rafael, CA	\$36,987,101	No	\$36,987,101	5

This Committee approved the award to O. C. Jones on November 9, 2016. When the \$27,277,840 contract was awarded this Committee also approved a contract contingency in an amount of \$5,601,176. The combined not to exceed contract authorization amount totaled \$32,879,016.

Summary

This proposed increase to the contract contingency would allow for the completion of the work that started under the construction agreement that resulted from the August 23, 2016 IFB competitive procurement. A number of work items have changed or increased in quantity that required contract change orders. Those change orders have utilized the majority of the original contract contingency. Some of the larger changes have included: the replacement of I-580 concrete median barrier in Marin County (\$758,737), Lane Use Sign System ethernet network design/construction (\$659,076) and upgrade of Large Variable Message Sign (\$254,636). The changes to date have reduced the project contingency to an amount that will not be adequate to complete the additional work items that are anticipated for this contract. An additional contingency of \$750,000 is suggested to cover any unplanned changes through completion.

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

Recommendation

Staff recommends that this Committee authorize an additional project contingency of \$750,000 to be used at the Executive Director or his designee's discretion to complete construction of the I-580 Richmond-San Rafael Bridge Access Improvement Project – Package A.



Steve Heminger

SH:cjl
Attachment

Attachment A
Small Business and Disadvantaged Business Enterprise Status

Firm Name	Role on Project	DBE* Firm			SBE** Firm		
		Yes	If Yes, List #	No	Yes	If Yes, List #	No
OC Jones & Sons, Inc.	General Contractor						X
Bridgeway Civil Contractors	Subcontractor				X	2001253	
Statewide Traffic Safety & Signs	Subcontractor						X
SBD Vanguard	Subcontractor						X
Bleyco	Subcontractor						X
Oliveira Fence	Subcontractor				X	23017	
Midstate Barrier	Subcontractor						X
Bayline Curring and Coreing	Subcontractor				X	22512	
Avar Construction	Subcontractor						
Central Striping	Subcontractor				X	20572	
Piazza Construction	Subcontractor				X	27545	

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Contingency Increase

Work Item No.:	1251
Contractor:	O.C. Jones and Sons, Inc.
Work Project Title:	Construction Agreement between BATA and O.C. Jones and Sons, Inc. for the construction of the I-580 Richmond-San Rafael Bridge Access Improvement Project – Package A.
Purpose of Project:	The Project's objective is to reduce congestion and travel time on eastbound I-580 including the Richmond-San Rafael (RSR) Bridge by providing a third eastbound lane during peak travel periods. The project will also provide pedestrian and bicycle travel along the I-580 corridor by constructing a barrier separated path connection to Point Molate.
Brief Scope of Work:	The project's scope of work includes constructing retaining walls, pavement widening, ramp reconstruction, utility relocations, modifying drainage systems, median barrier reconstruction, traffic operations systems, traffic signal modifications, pavement delineation, overhead dynamic message signs, roadside signs, highway lighting and various other related improvements.
Project Cost Not to Exceed:	Original: \$27,277,840, plus a contingency of \$5,601,176 This contract contingency increase: \$750,000 Total contract contingency: \$6,351,176
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	Funds are included in the FY 2018-19 Toll Bridge Rehabilitation Program Budget.
Motion by Committee:	That the contract contingency for the contract with O.C. Jones and Sons, Inc. for the construction of the I-580 Richmond-San Rafael Bridge Access Improvement Project – Package A, is increased by \$750,000 as described above and in the Executive Director's memorandum dated September 5, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$750,000 for such additional contract contingency.
BATA Oversight Committee:	<hr/> Amy R. Worth, Chair
Approved:	Date: September 12, 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0648 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 7/30/2018 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 9/12/2018 **Final action:**
Title: Yerba Buena Island Southgate Road Realignment Project - Funding Agreement Amendment: San Francisco County Transportation Authority (\$3,100,000) and Contract Amendment - On-Call Design Services: HDR Engineering Inc. (\$1,751,182)

Sponsors:

Indexes:

Code sections:

Attachments: [4e_Contract and Funding Amendments - Southgate HDR and SFCTA.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Yerba Buena Island Southgate Road Realignment Project - Funding Agreement Amendment: San Francisco County Transportation Authority (\$3,100,000) and Contract Amendment - On-Call Design Services: HDR Engineering Inc. (\$1,751,182)

Presenter:

Peter Lee

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 5, 2018

FR: Executive Director

W. I. 1251, 1256

RE: Yerba Buena Island Southgate Road Realignment Project – Funding Agreement Amendment: San Francisco County Transportation Authority (\$3,100,000) and Contract Amendment - On-Call Design Services: HDR Engineering Inc. (\$1,751,182)

This item would authorize a funding agreement amendment with the San Francisco County Transportation Authority (SFCTA) in an amount of \$3,100,000 and a contract amendment with HDR Engineering Inc. (HDR) for on-call design consultant services in an amount not to exceed \$1,751,182 for the Yerba Buena Island Southgate Road Realignment Project (the Project).

Background

The Project proposes to realign the I-80 eastbound off-ramp from the new east span of the San Francisco-Oakland Bay Bridge (SFOBB) and Southgate Road on Yerba Buena Island (YBI) to improve mobility for pedestrians, bicyclists, and vehicles. The SFCTA evaluated the planned I-80 eastbound off-ramp configuration to be constructed as part of the SFOBB East Span Seismic Replacement Project and identified an alternative that better accommodates the new development on the island.

The base project funding for preliminary engineering, right-of-way and construction for the Project is primarily Federal Highway Bridge Program (HBP) funds, as matched by Prop 1B and BATA Toll Bridge Seismic Retrofit Program funds. BATA is directly funding the design of the contract via our on-call design services contract with HDR and SFCTA will advertise, award, and administer the construction of the project. BATA Bridge Toll Funds will only be used on toll eligible items on the Bay Bridge approach.

Project costs for the SFCTA and HDR scopes of work have increased since inception due to additional seismic program finishing work scope added to the Project and increasing base costs due to: 1) additional right-of-way acquisition costs and additional retaining wall costs to fit the project within the confines of the island; and 2) increasing unit prices based on discussions with Caltrans and the recent bidding climate. The current construction cost estimate for the Project has increased to \$33.7 million, \$8.8 million higher than the funding plan. SFCTA's proposed funding plan is to secure an additional \$7.6 million in available HBP funds and \$1.2 million in local match money where the fund source has not yet been identified. No additional Toll Bridge Seismic Retrofit Program funds would be used. The project is currently scheduled to be advertised in early 2019.

Staff Request

1. Staff is requesting Committee approval to amend the existing 2017 funding agreement with the SFCTA to add \$3,100,000 in new scope related to close out of the new east span of the SFOBB seismic project, including fencing and local roadway improvements. This scope is BATA Toll Bridge Seismic Retrofit Program eligible and budgeted funds have been set aside for the work. The Toll Bridge Program Oversight Committee approved this scope transfer as the most cost effective means of completing this finish work. The revised funding agreement would be revised to an amount not to exceed \$5,300,000 with funding from the Toll Bridge Seismic Retrofit Program.
2. Staff is also requesting Committee approval for a contract amendment with HDR to complete design of the project. In May 2017, the Committee authorized a contract with HDR based on a competitive procurement from the 2014 BATA On-Call Design Services Consultant Bench to provide design services for the project. Additional contract funds are needed to incorporate the additional seismic program scope and due to additional design work for updated retaining wall design and other changes necessary to satisfy right-of-way constraints and US Coast Guard requests. Staff is requesting a contract amendment with HDR for on-call design consultant services in an amount not to exceed \$1,751,182. This increase can be funded from \$100,000 in Toll Bridge Seismic Retrofit funds and the remaining from available Toll Bridge Rehabilitation program funds. The total design contract effort is now estimated at \$5,951,182. Attachment A includes a summary of HDR 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 funding agreement amendment with SFCTA for SFOBB Corridor construction finishing work to be added to the Project in an amount of \$3,100,000. Furthermore, staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with HDR to perform on-call design consultant services for the Project in an amount not to exceed \$1,751,182 for a period ending June 30, 2019.



Steve Heminger

SH:pl

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Attachment A
Small Business and Disadvantaged Business Enterprise Status

Prime
Contractor

Firm Name	Role on Project	DBE* Firm			SBE** Firm		
		Yes	DBE #	No	Yes	SBE #	No
HDR Engineering, Inc.	Design Services			X			X
Towill, Inc.	Ground Survey, Controls and Mapping, Right of Way Engineering			X			X
Parikh Consultants, Inc.	Geotechnical Testing, Analysis and Report	X	20259		X	9631	
Fehr & Peers	Traffic Forecasting and Traffic Operations Analysis			X			X
WRECO	Preliminary Drainage, SWDR, Hydrology and Hydraulics Report, Water Quality Studies	X	30066		X	60800	
Haygood & Associates	Structures Aesthetics Design, Landscape Concept and Arborist Evaluation, Visual Resources, Highway Planting and Irrigation	X	3171				X
Illingworth & Rodkin, Inc.	Noise and Air Quality Consultants			X	X	15604	
Geocon Consultants	Hazardous Materials Reports			X			X
JRP Historical Consulting, LLC	Cultural Resources/Section 106			X	X	1509783	

*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.:	1251, 1256
Vendor:	HDR Engineering Inc. (HDR), Walnut Creek, California.
Work Project Title:	On-Call Project Design Services: Yerba Buena Island Southgate Road Realignment Project (the Project)
Purpose of Project:	To provide staffing to perform design services for the Project.
Brief Scope of Work:	Consultant shall perform design services in accordance with Caltrans Construction Manual and Caltrans Standard Specifications and Plans for the Project over a period ending June 30, 2019.
Project Cost Not to Exceed:	This amendment - \$1,751,182 Current contract amount before this amendment- \$4,200,000 Maximum contract amount after this amendment - \$5,951,182
Funding Source:	Toll Bridge Rehabilitation Program Funds and Toll Bridge Seismic Retrofit Program Funds
Fiscal Impact:	Funds for this amendment in the amount of \$1,651,182 are included in the Toll Bridge Rehabilitation Program budget for FY 2018-19. The balance of \$100,000 is included in the Toll Bridge Seismic Retrofit Capital Program Budget for FY 2018-19, as approved by the Toll Bridge Program Oversight Committee (TBPOC) June 21, 2018.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with HDR to perform design services for the Project, as described above and in the Executive Director's memorandum dated September 5, 2018; and that the Chief Financial Officer is directed to set aside funds in the amount of \$1,751,182 for such contract amendment.
BATA Oversight Committee:	<hr/> Amy R. Worth, Chair
Approved:	Date: September 12, 2018

REQUEST FOR COMMITTEE APPROVAL
Summary of Funding Agreement Amendment

Work Item No.:	1256
Agency:	San Francisco County Transportation Authority (SFCTA)
Work Project Title:	Yerba Buena Island Southgate Road Realignment Project (the Project)
Purpose of Project:	Realign the I-80 eastbound off-ramp from the new east span of the San Francisco-Oakland Bay Bridge (SFOBB) and Southgate Road on Yerba Buena Island (YBI).
Brief Scope of Work:	SFCTA shall advertise, award and administer the Project
Funding Amount Not to Exceed:	This amendment - \$3,100,000 Current contract amount before this amendment- \$2,200,000 Maximum contract amount after this amendment - \$5,300,000
Funding Source:	Toll Bridge Seismic Retrofit Program Funds
Fiscal Impact:	Funds in the amount of \$3,100,000 are included in the Toll Bridge Seismic Retrofit Capital Program Budget for FY 2018-19, as approved by the Toll Bridge Program Oversight Committee (TBPOC) June 21, 2018.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with SFCTA for SFOBB Corridor construction finishing work to be added to the Project, as described above and in the Executive Director's memorandum dated September 5, 2018; and the Chief Financial Officer is directed to set aside funds in the amount of \$3,100,000 for such funding agreement amendment.
BATA Oversight Committee:	<hr/> Amy R. Worth, Chair
Approved:	Date: September 12, 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	18-0682	Version:	1	Name:	
Type:	Contract	Status:		Committee Approval	
File created:	8/8/2018	In control:		Bay Area Toll Authority Oversight Committee	
On agenda:	9/12/2018	Final action:			
Title:	Underwriting Pool - Investment Banking Services				

A recommendation for the Committee to approve a pool of firms to provide investment banking services for future toll revenue financing needs for the next five years comprised of the following: Bank of America Merrill Lynch, JP Morgan, Citibank, Goldman Sachs, Barclays Bank, Cabrera Capital, Jefferies LLC, Morgan Stanley, Siebert Cisneros Shank & Co., LLC, UBS, 280 Securities, Academy Securities, Mischler Financial Group, Robert W. Baird & Co. Inc., and Stern Brothers.

Sponsors:

Indexes:

Code sections:

Attachments: [5a_Underwriting_Pool.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Underwriting Pool - Investment Banking Services

A recommendation for the Committee to approve a pool of firms to provide investment banking services for future toll revenue financing needs for the next five years comprised of the following: Bank of America Merrill Lynch, JP Morgan, Citibank, Goldman Sachs, Barclays Bank, Cabrera Capital, Jefferies LLC, Morgan Stanley, Siebert Cisneros Shank & Co., LLC, UBS, 280 Securities, Academy Securities, Mischler Financial Group, Robert W. Baird & Co. Inc., and Stern Brothers.

Presenter:

Brian Mayhew

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 5, 2018

FR: Executive Director

W. I. 1254

RE: Underwriting Pool – Investment Banking Services

Staff requests approval of a pre-qualified list of firms who will make up a pool to provide investment banking services for a five-year period for MTC, BATA and BAIFA. Compensation for these firms is subject to and derived from the sale of bonds and limited by the fees approved in future financing plans.

Background

BATA utilizes a pool of senior managing bankers, co-managing bankers and selling group members to underwrite and sell bonds for its projects. Senior managing bankers are utilized to plan, design and structure the financings in coordination with the approved financing plan. Co-managing and selling group firms are used to help market and sell bonds to the widest possible range of investors.

Procurement Process

In July 2018, BATA issued a nationwide Request for Qualifications (RFQ) to develop a team of firms to serve as a pool to provide investment banking services for a five-year term from October 2018 through October 2023. On August 13, 2018, BATA received Statements of Qualifications (SOQs) from a total of fifteen firms.

The RFQ contained minimum qualifications, which varied depending upon which aspect of the banking pool a firm requested inclusion in. All firms met the minimum qualifications in their respective areas.

Ten firms met minimum qualifications for the Senior and Co-Manager banking pools. All ten proposals were further evaluated on the basis of their qualifications, experience, and project approach, including maintaining the existing portfolio, developing a strategy for Regional Measure 3 (RM 3) as well as a conceptual strategy for our federal securitization financing.

The five firms that qualified for the selling group pool were selected for that pool without further scoring or oral interviews.

The ten firms that met minimum qualifications for the Senior/Co-Manager pool had their written proposals evaluated and scored on a scale of 1-100. The minimum score to proceed to oral interviews was 70; nine firms met or exceeded the minimum score. The oral interviews consisted of a 30 minute case study proceeded by a 90 minute interview. The written and oral scores were then averaged to determine the final ranking in the banking pool.

All written responses were evaluated by a team consisting of BATA finance staff and representatives from Public Financial Management (PFM). PFM is the financial advisor to BATA and MTC and also participated in the oral interviews and the final scoring. The oral interviews were conducted on August 21-23. The written scores were then averaged with the oral scores.

Staff is recommending a Senior Banking bench of four firms consisting of all firms who met minimum qualifications for Senior Banker and had a combined score of 80 or better. The written scores accounted for 60% of the final score while the oral score accounted for 40% of the final score. The final results were:

Firm	Final Score
Bank of America Merrill Lynch	95
JP Morgan	93
Citibank	84
Goldman Sachs	84
Morgan Stanley	79
UBS	74
Siebert Cisneros Shank & Co., L.L.C	74
Barclays Bank	71
Cabrera Capital	64

Bank of America Merrill Lynch, JP Morgan, Citibank and Goldman Sachs will make up the senior banking pool responsible for structuring and pricing future bond sales. Six firms will make up the co-manager pool and are essential to the final marketing and sale of bonds to the investor. The co-manager group will also constitute a reserve bench of firms who have deal specific expertise or when necessary to supplement or replace members of our senior banking team. Five firms will make up the Selling Group which is also very important to securing bond sales to the widest possible range of investors. The complete list and recommendations for placement pool is included in Attachment 1.

As BATA expands beyond the existing toll revenue Seismic, RM2 and Rehabilitation projects, the banking team will need to meet a different level of financial challenges. Projects such as Express Lanes, RM3 and FTA programs will be less predictable with their structure, timing and costs. The banking team will also be expected to provide liquidity and capital support as these new types of projects develop.

Recommendation

Staff recommends that the Committee approve the pool of investment banking firms as identified in Attachment 1 to provide investment banking services that have been approved by the Authority for a five-year term from October 2018 through October 2023.


Steve Heminger

Attachment 1

Investment Banking Firms Active Bench

Senior Manager Banks

- Bank of America Merrill Lynch (BAML)
- JP Morgan
- Citibank
- Goldman Sachs

Co-Manager Banks

- Barclays Bank
- Cabrera Capital
- Jefferies LLC
- Morgan Stanley
- Siebert Cisneros Shank & Co., LLC
- UBS

Selling Group

- 280 Securities
- Academy Securities
- Mischler Financial Group
- Robert W. Baird & Co. Inc.
- Stern Brothers

Firms on the Co-Manager and Selling Group teams are eligible to rotate onto Co-Manager or Senior Manager Teams on the basis of deal specific expertise, increased experience or as necessary supplements or replacements to the Senior Managing Banks.

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Underwriting Pool

Work Item No.:	1254
Vendor:	Various, per Attachment 1 to the Executive Director's September 5, 2018 Memorandum
Work Project Title:	BATA, MTC, BAIFA Underwriting Pool
Purpose of Project:	Financing improvements for the state-owned toll bridges, and other MTC and BAIFA projects
Brief Scope of Work:	Underwriting and banking services
Funding Source:	Compensation subject to and derived from the sale of bonds and limited by the fees approved in future financing plans
Motion by Committee:	That the Executive Director or designee is authorized to utilize firms as listed in Attachment 1 to the Executive Director's September 5, 2018 Memorandum for investment banking services as described above and in the Executive Director's Memorandum, for a period of five years through October 2023.
BATA Oversight Chair:	<hr/> Amy R. Worth, Chair
Approved:	Date: September 12, 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0650 **Version:** 1 **Name:**
Type: Report **Status:** Authority Approval
File created: 7/30/2018 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 9/12/2018 **Final action:**
Title: BATA Resolution No. 126 - Regional Measure 3 Election Results

A request for approval of BATA Resolution No. 126, accepting certified statements from county election officials that the majority of all voters affirmatively approved Regional Measure 3 on the June 5, 2018 ballot.

Sponsors:

Indexes:

Code sections:

Attachments: [5b Reso-126 Certification of RM3 Election Results.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BATA Resolution No. 126 - Regional Measure 3 Election Results

A request for approval of BATA Resolution No. 126, accepting certified statements from county election officials that the majority of all voters affirmatively approved Regional Measure 3 on the June 5, 2018 ballot.

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: BATA

DATE: September 5, 2018

FR: Executive Director

W. I. 1252

RE: BATA Resolution No. 126 – Regional Measure 3 Election Results

On the June 5, 2018 ballot, Regional Measure 3 (RM3) was submitted to voters in the nine Bay Area counties for approval of a toll increase of three dollars (\$3.00) to be phased in over seven years to fund a program of transportation projects. The toll increase includes 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 seven state-owned bridges in the Bay Area: the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Mateo-Hayward, and the San Francisco-Oakland Bay bridges.

Election officials for each of the counties have certified the results of the vote on RM 3 and have each submitted a report of the results to BATA. The sum total of all votes cast in the nine counties shows that 55 percent of voters voting on RM 3 voted affirmatively in favor of its approval, thus clearing the majority vote threshold required.

Attached is BATA Resolution No. 126, which formally acknowledges BATA receipt and acceptance of the election results from each of the respective counties.

Recommendation

Staff recommends that this Committee refer BATA Resolution No. 126 to the Authority for approval.



Steve Heminger

SH:mn

Attachment

Date: September 26, 2018
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 126

This resolution accepts certified statements from county election officials regarding the results of Regional Measure 3 on the June 5, 2018 ballot, and observes that a majority of all voters voting on Regional Measure 3 affirmatively approved the Measure.

Further discussion of this resolution is contained in the Executive Director's memorandum to the BATA Oversight Committee dated September 5, 2018.

Date: September 26, 2018
Referred by: BATA Oversight

Re: Results of Regional Measure 3 Election

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 126

WHEREAS, on June 5, 2018, a special election was held 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 (“Regional Measure 3”); and

WHEREAS, in accordance with subsection (e) of Section 30923 of the California Streets and Highways Code (the “Code”), the Registrar of Voters of the City and County of San Francisco and of each of the Counties has submitted to the Bay Area Toll Authority (the “Authority”) a certified statement of the votes cast in said election, showing the total votes cast for and against Regional Measure 3 (collectively, the “Statement of Election Results”), as summarized in Attachment A of this Resolution, and a complete record of the Statement of Election Results is on file at the Office of the General Counsel of the Authority; now, therefore, be it

RESOLVED, that the Authority specifically finds and declares that the statements, findings and determinations of the Authority set forth in the preambles above are true and correct; and be it further

RESOLVED, that the Authority accepts the Statement of Election Results submitted by the Counties; and be it further

RESOLVED, that the Authority observes that, pursuant to the Statement of Election Results, as summarized in Attachment A hereto, a majority of all voters voting on Regional Measure 3 at such election voted affirmatively for Regional Measure 3; and be it further

RESOLVED, that the Chair of the Authority, the Vice Chair of the Authority, the Executive Director, the Chief Financial Officer and other appropriate officers of the Authority, be and they are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the Authority, to do any and all things that they deem necessary or advisable in order to effectuate the purposes of this Resolution in accordance with the terms hereof and of applicable provisions of law.

BAY AREA TOLL AUTHORITY

Jake Mackenzie, Chair

The above resolution was first entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California, on September 26, 2018.

Date: September 26, 2018
Referred by: BATA Oversight

Attachment A
BATA Resolution No. 126
Page 1 of 1

Summary of the Statement of Election Results for Regional Measure 3

County	“Yes” Votes	Percent “Yes”	“No” Votes	Percent “No”	Total Yes+No	Date certified
Alameda	173,275	54%	148,245	46%	321,520	6/21/18
Contra Costa	101,070	45%	125,851	55%	226,921	6/25/18
Marin	48,090	61%	31,366	39%	79,456	6/27/18
Napa	17,350	51%	16,828	49%	34,178	6/25/18
San Francisco	153,812	65%	81,383	35%	235,195	6/27/18
San Mateo	89,524	55%	73,533	45%	163,057	7/3/18
Santa Clara	212,661	61%	133,488	39%	346,149	7/5/18
Solano	24,182	30%	56,334	70%	80,516	6/21/18
Sonoma	67,006	53%	58,556	47%	125,562	7/2/18
Total	886,970	55%	725,584	45%	1,612,554	—

Source: Registrars of Voters of the City and County of San Francisco and of each of the Counties
Certified statements from each county are on file in the Authority’s offices.