

**Bay Area Toll Authority  
Oversight Committee****June 12, 2019****Agenda Item 4e****BATA Resolution No. 72, Revised – Amendment to the BATA Long Range Plan**

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**Subject:** BATA Long Range Plan Revision

**Background:** Streets and Highway Code Section 30950.03 requires BATA to prepare, adopt, and from time to time revise, a BATA Long Range Plan (LRP) for the completion of all projects within its jurisdiction, including the Toll Bridge Seismic Retrofit Program, Toll Bridge Rehabilitation Program, Regional Measure 2 Regional Traffic Relief Plan, and the Regional Measure 3 Bay Area Traffic Relief Plan. The LRP was last revised in January 2019 to add the projects described in the Regional Measure 3 expenditure plan.

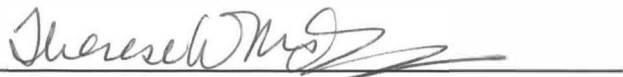
Staff is recommending updating the LRP to update the budget and scope of the Regional Express Lane Program and Toll Bridge Rehabilitation Program.

- The Regional Express Lane Program will be amended to add the San Mateo US 101 Express Lane Project as an eligible project to receive BATA toll funds via the Bay Area Infrastructure Financing Authority.
- The Toll Bridge Rehabilitation Program will be updated to reflect current funding at approximately \$100 million per year to maintain toll bridges, approaches, toll facilities and collection systems, and other eligible assets.

**Issues:** None

**Recommendation:** Staff recommends that the Committee refer BATA Resolution No. 72, Revised to the Authority for approval.

**Attachments:** BATA Resolution No. 72, Revised

  
Therese W. McMillan

Date: December 20, 2006  
W.I.: 1251, 1252, 1253, 1254, 1255  
Referred by: BATA Oversight  
Revised: 09/28/11-BATA 12/18/13-BATA  
06/24/15-BATA 01/23/19-BATA  
06/26/19-BATA

### ABSTRACT

#### BATA Resolution No. 72, Revised

This resolution adopts an updated Bay Area Toll Authority (BATA) Long-Range Plan for the Regional Measure 1, Regional Measure 2 and Toll Bridge Seismic Retrofit Programs. This resolution supersedes Resolution No. 12, which adopted the previous BATA Long-Range Plan for the Regional Measure 1 program on December 16, 1998.

Attachment A to this resolution was partly revised on September 28, 2011 to amend certain projects into the Toll Bridge Seismic Retrofit and Toll Bridge Rehabilitation Programs. In particular, the Antioch Bridge and Dumbarton Bridge Seismic Retrofits were added by statute to the Toll Bridge Seismic Retrofit Program and the Antioch Bridge Approach Improvement Project was added to the Toll Bridge Rehabilitation Program. BATA is required to prepare, adopt and from time to time revise a Long Range Plan for the completion of all projects within its jurisdiction funded from the toll revenues.

Attachment A to this resolution was revised on December 18, 2013 to amend the Toll Bridge Seismic Retrofit Program and to add the Regional Express Lanes Network and Transit Core Capacity Challenge Grant Programs.

Attachment A to this resolution was revised on June 24, 2015 to provide operating capital to the Regional Express Lanes Network Program.

This Resolution was revised on January 23, 2019 to add projects in the Bay Area Traffic Relief Plan, to be funded by Regional Measure 3 (RM3) toll revenues. Attachment A to this resolution was also revised on January 23, 2019 to add the RM3 Program and to make other project updates.

Attachment A to this resolution was revised on June 26, 2019 to update the Regional Express Lanes Network Program and Toll Bridge Rehabilitation Program

## ABSTRACT

BATA Resolution No. 72, Revised

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Further discussion of this action is contained in the Executive Director's Memoranda to the BATA Oversight Committee, dated December 6, 2006, September 7, 2011, December 4, 2013, and June 3, 2015, in the Deputy Executive Director's Memorandum to the BATA Oversight Committee dated January 2, 2019, and in the BATA Oversight Committee Summary Sheet dated June 12, 2019.

Date: December 20, 2006  
W.I.: 1251, 1252, 1253, 1254, 1255  
Referred by: BATA Oversight  
Revised: 01/23/19-BATA

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 72

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; 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 § 30950.3 requires BATA to prepare, adopt and from time to time revise a Long Range Plan for the completion of all projects within its jurisdiction funded from the toll revenues, including those of the Regional Traffic Relief Plan; and

WHEREAS, Streets and Highways Code § 30914(g) requires BATA to update its Long Range Plan as required to maintain its viability as a strategic plan for funding projects funded from toll revenues and requires BATA to submit its updated Long Range Plan to the transportation policy committee of each house of the legislature for review by January 1, 2007; and

WHEREAS, Authority is responsible for the budgeting and disbursing toll funds for capital outlay and support costs of the Regional Measure 1 (RM1) Program and the Toll Bridge Seismic Retrofit Program (SRP) on the state-owned toll bridges, as listed in the Long Range Plan attached to this resolution; and

WHEREAS, pursuant to Streets and Highway Code § 30914, Authority is responsible for the budgeting and disbursing of Regional Measure 2 (RM2) toll revenues for capital and operating projects in the Regional Traffic Relief Program, as listed in the Long Range Plan attached to this resolution; and

WHEREAS, pursuant to Streets and Highway Code § 30914.7, Authority is responsible for the budgeting and disbursing of Regional Measure 3 (RM3) toll revenues for capital and operating projects in the Bay Area Traffic Relief Plan, as listed in the Long Range Plan attached to this resolution; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, constitutes the Long-Range Plan required pursuant to Streets and Highways Code §§ 30914(g) and 30950.3; now, therefore, be it

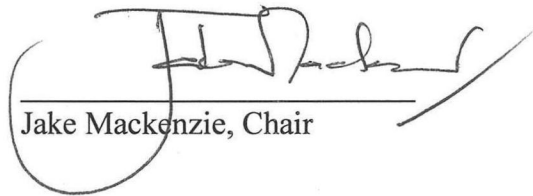
RESOLVED, that the Authority adopts the Long-Range Plan included herein as Attachment A to this resolution, and authorizes the Executive Director to submit it to the Legislature by January 1, 2007; and, be it further

RESOLVED, that the Long-Range Plan represents a commitment of the Authority to make toll revenue funding, at levels reflected therein, available to project sponsors for purposes of planning, design, construction, and operation of the RM1, RM2, RM3 and SRP projects; and, be it further

RESOLVED, that BATA Resolution No. 72 supersedes BATA Resolution No. 12; and, be  
if further

RESOLVED, that the Authority grant for the purposes of publication authority to the  
Executive Director, or his designee, the ability to make minor textual changes to the final plan  
subject to approval of form by BATA General Counsel.

BAY AREA TOLL AUTHORITY



Jake Mackenzie, Chair

The above resolution, revising and superseding  
the resolution approved on December 20, 2006,  
was entered into by the Bay Area Toll Authority  
at a regular meeting of the Authority held in  
San Francisco, California, on January 23, 2019.

Date: December 20, 2006  
W.I.: 1251, 1252, 1253, 1254, 1255  
Referred by: BATA Oversight  
Revised: 09/28/11-BATA 12/18/13-BATA  
06/24/15-BATA 01/23/19-BATA  
06/26/19-BATA

Attachment A  
BATA Resolution No. 72

## **BATA Long-Range Plan**





# Bay Area Toll Authority Long-Range Plan

Amended June 2019







# **Bay Area Toll Authority Long-Range Plan**

**Amended June 2019**

**Published by the  
Bay Area Toll Authority**

Bay Area Metro Center

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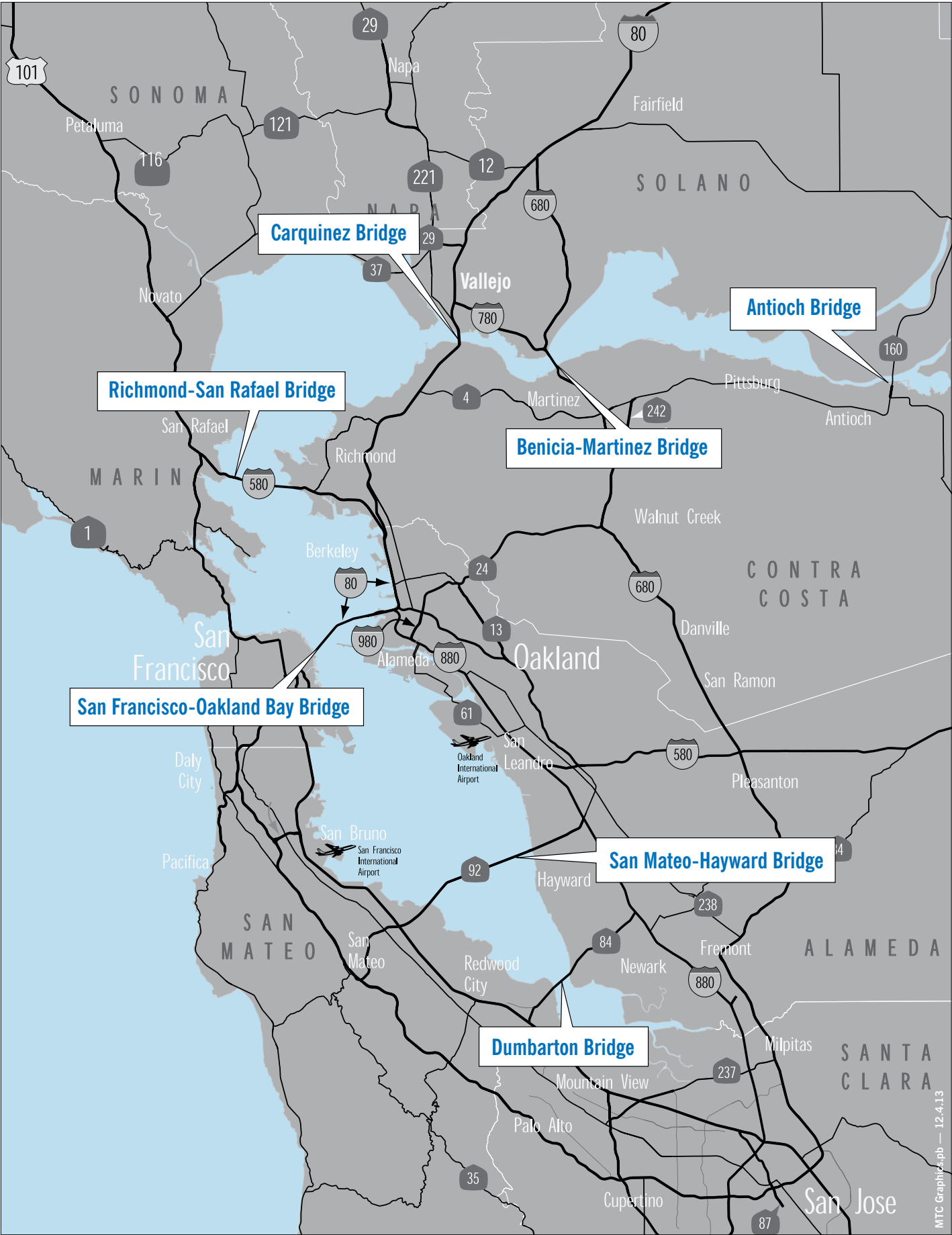
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# Map of State-Owned Toll Bridges



*Pursuant to California Streets and Highways Code § 30950.3 and § 30914 (9) BATA is required to prepare, adopt and from time to time revise a Long Range Plan for the completion of all projects within its jurisdiction funded from the toll revenues.*

# Introduction

When first adopted in 1998, BATA's Long-Range Plan focused on the completion of the 1988 voter-approved Regional Measure 1 (RM 1) Program that funded major rehabilitation and congestion-relief projects on the Bay Area's bridges. The Plan has since been amended to incorporate BATA responsibilities for the Toll Bridge Seismic Retrofit Program (SRP) and the toll-funded projects designated in the voter-approved Regional Measure 2 and recent Regional Measure 3 programs. Other toll funded programs include BATA commitments to the Regional Express Lanes Network (ELN) and Transit Core Capacity Program (CORE).

## **Toll Bridge Seismic Retrofit Program (SRP) At A Glance**

The Toll Bridge Seismic Retrofit Program provides \$9.1 billion in funding for the seismic retrofit of five of the seven state-owned toll bridges in the Bay Area and for two former toll bridges in Southern California. To date, Caltrans has completed the retrofit of the San Mateo-Hayward, Carquinez, Benicia-Martinez, Richmond-San Rafael, Dumbarton and Antioch bridges in the Bay Area. The San Francisco-Oakland Bay Bridge achieved seismic safety with the opening of the new east span to traffic on September 2, 2013. The SRP program was concluded in December 2018.

## **Regional Measure 1 (RM 1) At A Glance**

Regional Measure 1 provided \$2.3 billion in funding for a number of major toll bridge congestion relief projects around the Bay Area. These include the widening of the San Mateo-Hayward Bridge, which opened in 2002, construction of the new Alfred Zampa Memorial (southbound Carquinez) Bridge, which opened in 2003, and the new Congressman George Miller (northbound Benicia-Martinez) Bridge, which opened in 2006. The RM1 program was completed with the opening of a new Interstate 880/State Route 92 Interchange in 2011.

## **Regional Measure 2 (RM 2) At A Glance**

Regional Measure 2 provides approximately \$1.5 billion in funding for 40 capital improvement projects in the bridge corridors, plus up to \$1.6 billion in operating funds for 14 transit routes and projects. The transit operating funding is capped at 38 percent of annual RM 2 revenue or roughly \$45 million annually.

## **Regional Measure 3 (RM 3) At A Glance**

Similar in structure to RM 2, Regional Measure 3 provides approximately \$4.5 billion traffic relief and transit improvement program funded by progressively increased bridge tolls on the Bay Area's seven state-owned toll bridges. Major projects in the RM 3 expenditure plan include new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding S.F. Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in

*(continued on next page)*

## Introduction

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Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; and extending the new SMART rail system to Windsor and Healdsburg.

### Key Differences Between RM 1 and RM 2/RM 3

Whereas RM 1 made a commitment to the voters to fully fund and deliver a specific set of improvements in the bridge corridors, RM 2 and RM 3 provides a cap on the amount of funding to be provided to each project in the expenditure plan. This is similar to the model used by “self-help counties” in their sales tax expenditure plans. As a result, RM 2 and RM 3 monies provide only a down payment on a project in some instances, leaving it up to the project sponsors to secure the remaining funds necessary to fully fund the project. It is the project sponsors who ultimately are responsible for the full funding and delivery of a given project. BATA's charge is to ensure that every RM 2 and RM 3 allocation is spent on a project that will eventually deliver a tangible benefit to the traveling public.

### Toll Bridge Rehabilitation (Rehab) Program At A Glance

Toll Bridge Rehabilitation provides approximately \$100 million a year to fund the up-keep and rehabilitation of the toll bridges, toll facilities, and tolling equipment. The funds are used to keep all structures and systems in a state of good repair.

### Transit Core Capacity Challenge (CORE) Grant Program At A Glance

The Metropolitan Transportation Commission's (MTC) Core Capacity Challenge Grant program is focused on AC Transit, BART, and SFMTA – regional transbay systems that carry 80% of the region's overall transit riders as well as more than three-quarters of the low-income and minority passengers. BATA is contributing \$250 million towards this multi-billion program that will help the region achieve an optimal state of repair for the region's transportation network.

### Regional Express Lane Network Program (ELN) At A Glance

BATA, MTC and its partner agencies are currently developing an express lane network offering toll-free travel for eligible carpools, vanpools, motorcycles and buses, while also giving solo drivers the option to pay to use the lane to avoid congestion. BATA is providing \$440 million in funding for the ELN, including approaches to the BATA toll bridges. These funds are in addition to funding in Regional Measure 2 and Regional Measure 3. Regional Measure 3 includes \$300 million in funding that can be used to implement any express lanes authorized by the state, including those that may be authorized in the future.

### How Does the BATA Long-Range Plan Fit Into Other MTC Planning Efforts?

As the Bay Area's regional transportation planning agency, MTC is required to adopt a 25-year financially constrained plan that details exactly how the region will spend its anticipated funding. The current plan, known as Plan Bay Area 2040, details a comprehensive investment program intended to promote safety, reliability, access, livable communities, clean air and efficient freight travel. The projects and funding reported in the BATA Long-Range Plan have been incorporated into the Plan Bay Area's financial assumptions, and are consistent with the Plan's transportation goals and air quality requirements. Many of these toll-funded projects, especially in the RM 1 and SRP programs, have been included in the Bay Area's previous long-range transportation plans, and the passage of RM 2 and RM 3 simply provided additional revenue to fund them.



## Funding the Toll Bridge Programs

To fund the programs in the BATA Long Range Plan, BATA has adopted a multi-billion dollar plan of finance. The plan calls for a combination of carefully structured bond financings as well as pay-as-you-go toll funding to complete the programs. Since issuing its first series of bonds in 2001, BATA has been able to maintain high marks for credit-worthiness from the three major national bond-rating services, with ratings equivalent to the strongest transportation agencies in the country.



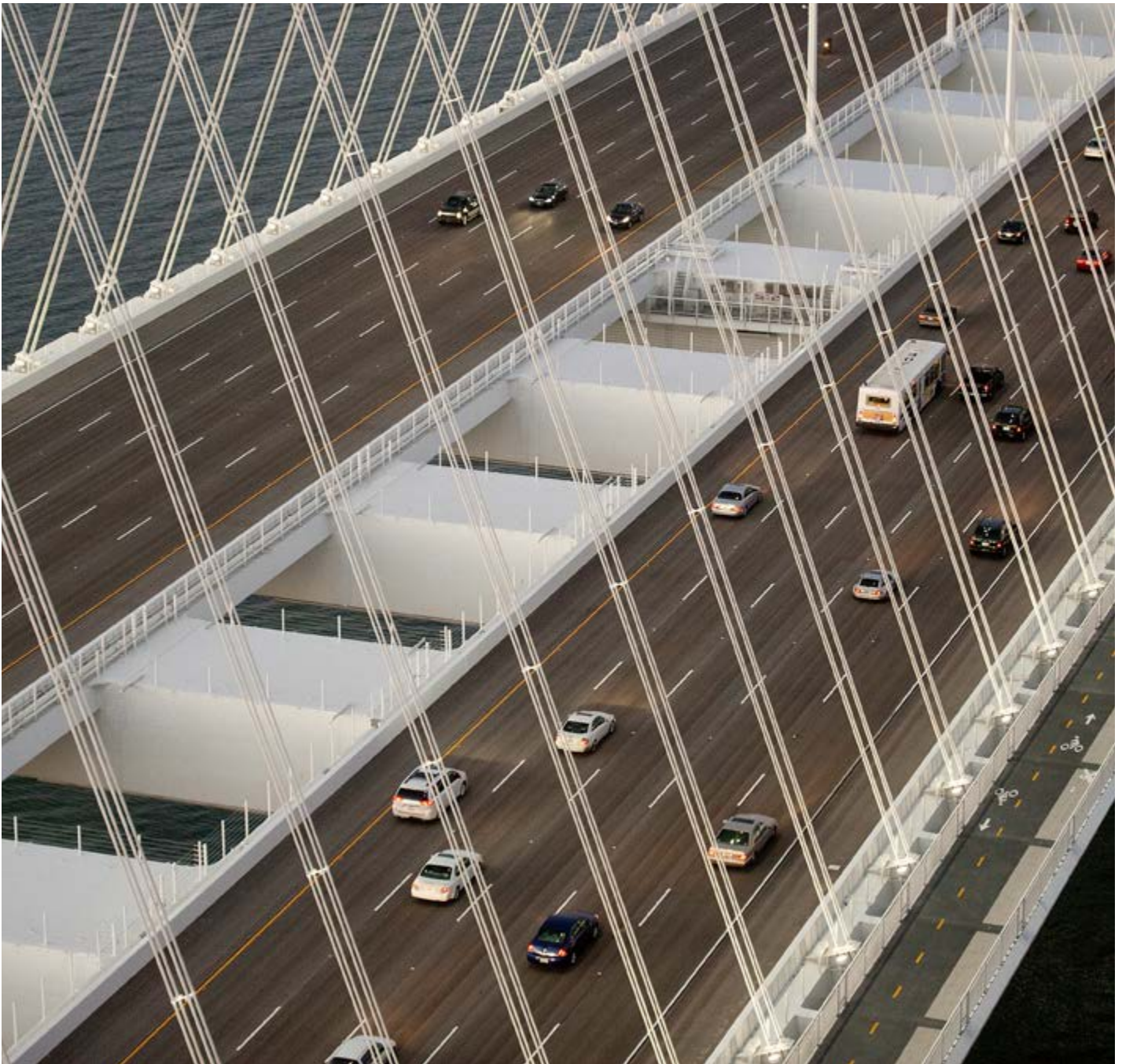
*Seismic retrofit work on the Antioch Bridge, 2011*



# Toll Bridge Seismic Retrofit Program (Completed)

The fundamental purpose of the \$9.0 billion Toll Bridge Seismic Retrofit Program (SRP) is to protect public safety by strengthening or replacing seismically deficient toll bridge structures. Retrofit was required on all seven of the region's state-owned toll bridges. With the opening of the new east span of the San Francisco-Oakland Bay Bridge, all seven bridges have achieved seismic safety.

As of December 2018, the SRP program is complete.



*New East Span of the San Francisco-Oakland Bay Bridge*

# Toll Bridge Seismic Retrofit Program

Project Number	Bridge	Seismic Retrofit Strategy	Status	Seismic Safety Completion Date	Current Seismic Budget Dec. 2018 (\$ in millions)
<b>1</b>	San Francisco-Oakland Bay Bridge (East Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — replace entire structure	Completed	September 2013	<b>\$6,519.8</b>
<b>2</b>	San Francisco-Oakland Bay Bridge (West Approach)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Completed	April 2009	<b>\$ 452.6</b>
<b>3</b>	San Francisco-Oakland Bay Bridge (West Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Completed	June 2004	<b>\$ 305.3</b>
<b>4</b>	Richmond-San Rafael	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and damping features	Completed	October 2005	<b>\$ 795.0</b>
<b>5</b>	Benicia-Martinez (Existing Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Completed	August 2002	<b>\$ 177.8</b>
<b>6</b>	Carquinez (Existing Span)	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	January 2002	<b>\$ 114.2</b>
<b>7</b>	San Mateo-Hayward	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	June 2000	<b>\$ 163.4</b>
<b>8</b>	Antioch	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and damping features	Completed	April 2012	<b>\$ 71.1</b>
<b>9</b>	Dumbarton	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	January 2013	<b>\$ 112.4</b>
<b>Subtotal</b>					<b>\$8,711.6</b>
	Southern California Toll Bridges				<b>\$ 162.0</b>
	Miscellaneous Program Costs				<b>\$ 26.0</b>
	Program Contingency				<b>\$ 52.7</b>
<b>Total</b>					<b>\$ 8,952.0</b>

# **Regional Measure 1 Program (Completed)**

Approved by Bay Area voters in November 1988, the Regional Measure 1 Toll Bridge Capital Improvement Program (RM1) is a multi-billion dollar toll bridge expansion and enhancement program involving six of the Bay Area's seven state-owned toll bridges. The program is funded from toll revenues generated by raising the auto toll to a uniform \$1 in 1988 on all seven of the region's toll bridges.

RM 1 has delivered many projects used daily by Bay Area drivers. Since 1998, BATA and Caltrans have delivered the new Al Zampa Memorial (Carquinez) Bridge, a widened San Mateo-Hayward Bridge, and new Benicia-Martinez Bridge. The last and final RM1 project completed was the reconstructed Interstate 880/State Route 92 Interchange that opened to traffic in 2011.

As of December 2013, the RM1 program is complete.

# Regional Measure 1 Toll Bridge Capital Improvement Program

Project Number	Project	Description	Status	Open to Traffic/ Completion Date	Current Approved Budget (\$ in millions)
<b>1</b>	New Benicia-Martinez Bridge	The project constructed a new bridge parallel and east of the existing bridge that will carry five northbound lanes with shoulders. The project also reconstructed the north and south interchanges and provide a new toll plaza. The existing bridge was reconstructed to carry four lanes of southbound traffic with a bi-directional pedestrian/bicycle lane.	Completed	December 2007	<b>\$1,263.0</b>
<b>2</b>	Interstate 880/ State Route 92 Interchange Reconstruction	The project reconstructed the existing cloverleaf interchange with direct freeway-to-freeway connectors.	Completed	June 2011	<b>\$ 133.8</b>
<b>4</b>	New Al Zampa Memorial (Carquinez) Bridge	The project constructed a new bridge parallel to and west of the existing bridges to replace the 1927 Carquinez Bridge. The new suspension bridge carries three mixed-flow lanes and one high-occupancy-vehicle lane, plus a bidirectional pedestrian/bicycle lane.	Completed	November 2003	<b>\$ 528.2</b>
<b>5</b>	San Mateo-Hayward Bridge Widening	The project widened the existing low-rise trestle portion of the bridge from four to six lanes to match the existing high-rise span. The project also widened the east approach to the bridge and expanded the existing toll plaza.	Completed	February 2003	<b>\$ 217.8</b>
<b>6</b>	Richmond Parkway Construction	The project constructed a new eastern approach expressway from Interstate 80 near Pinole to the Richmond-San Rafael Bridge.	Completed	May 2001	<b>\$ 5.9</b>
<b>7</b>	Bayfront Expressway (State Route 84) Widening	The project widened the existing west approach to the Dumbarton Bridge from four to six lanes and improved various intersections between the bridge and US 101.	Completed	January 2004	<b>\$ 39.9</b>
<b>8</b>	Richmond-San Rafael Bridge Trestle and Deck Joint Rehabilitation	The project replaced the western low-rise concrete trestle portion of the bridge and repaired numerous deck joints along the steel cantilevered truss portion of the bridge.	Completed	August 2005	<b>\$ 102.1</b>
<b>9</b>	Richmond-San Rafael Bridge Deck Resurfacing	The project resurfaced the existing concrete deck with a polyester concrete overlay.	Completed	November 2006	<b>\$ 25.0</b>
				<b>Total</b>	<b>\$2,315.7</b>

# **Regional Measure 2 Program (Ongoing)**

In 2004, Bay Area Voters passed Regional Measure 2 (RM2), which raised tolls by \$1 for all vehicles crossing the region's state-owned toll bridges in order to raise some \$125 million annually for a program of roadway and transit projects approved by the California Legislature in Senate Bill 916 (Chapter 715, Statutes of 2004). SB 916 established the Regional Traffic Relief Plan, which is designed to reduce congestion and improve travel options in the bridge corridors and their approaches. The projects adopted in this long-range plan are consistent with Streets and Highways Code Section 30914. As the financial manager for the RM2 revenues, BATA is responsible for the preparation of financial plans, the issuance of debt financing and dispersal of funds to project sponsors. MTC is the program and project coordinator, with duties that include reviewing project application, programming and allocating funds to specific projects, and monitoring project delivery.

## **Capital Program**

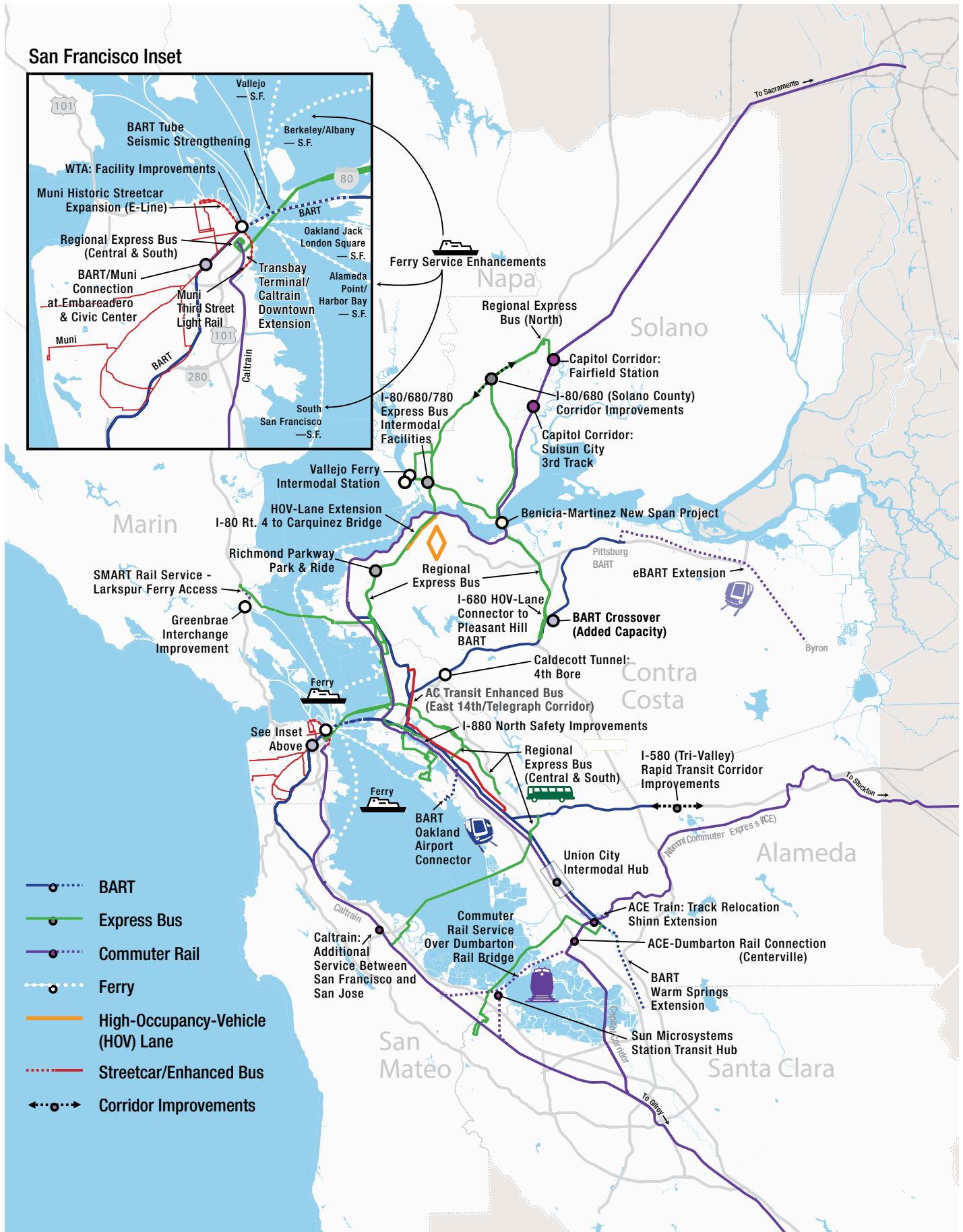
The Regional Traffic Relief Plan provides over \$1.5 billion to 40 capital projects. Many of these projects are complete. Others are in various stages of completion ranging from initiating the environmental clearance process to construction of facilities. MTC began allocating RM2 funds to projects in the capital program in July 2004.

## **Transit Operations**

The Regional Traffic Relief Plan dedicates up to \$1.6 billion in operating funds to 13 projects. Annually up to 38 percent of the total annual RM2 revenues (approximately \$48 million per year) is provided for operations of commuter rail, express and enhanced bus, and ferry services. Beginning in fiscal year 2004–05, allocations of operating funds were made available on an annual basis.



# Regional Measure 2 Projects





## RM 2 Regional Traffic Relief Plan: List of Capital Projects

Project Number	Description	RM 2 Funding (Dec. 2018)
<b>1</b>	BART/MUNI Access on Market Street Corridor	\$3,000,000
<b>2</b>	MUNI Metro Third Street Light Rail Line	\$30,000,000
<b>3</b>	MUNI Waterfront Historic Streetcar Expansion	\$10,000,000
<b>4</b>	East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge	\$9,057,000
<b>5</b>	Vallejo Station	\$26,000,000
<b>6</b>	Solano County Express Bus Intermodal Facilities	\$12,251,422
<b>7</b>	Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange	\$100,000,000
<b>8</b>	Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge	\$37,174,545
<b>9</b>	Richmond Parkway Transit Center	\$3,850,000
<b>10</b>	Sonoma-Marin Area Rail Transit District (SMART)	\$56,500,000
<b>11</b>	Greenbrae Interchange/Larkspur Ferry Access Improvements	\$43,500,000
<b>12</b>	Interstate 680 HOV Lane Improvement	\$20,425,000
<b>13</b>	Rail Extension to East Contra Costa/E-BART	\$96,000,000
<b>14</b>	Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor	\$35,950,126
<b>15</b>	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	\$25,000,000
<b>16</b>	Benicia-Martinez Bridge: New Span	\$50,000,000
<b>17</b>	Regional Express Bus North	\$18,798,452
<b>18</b>	Clipper (formerly known as TransLink)	\$35,000,000
<b>19</b>	Real-Time Transit Information	\$20,000,000
<b>20</b>	Safe Routes to Transit	\$22,500,000

## RM 2 Regional Traffic Relief Plan: List of Capital Projects (continued)

Project Number	Description	RM 2 Funding (Dec. 2018)
<b>21</b>	BART Tube Seismic Strengthening	\$33,801,000
<b>22</b>	Transbay Terminal/Caltrain Downtown Extension	\$150,000,000
<b>23</b>	Oakland Airport Connector	\$115,199,000
<b>24</b>	AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro)	\$77,760,172
<b>25</b>	Transbay Commute Ferry Service	\$12,000,000
<b>26</b>	Commute Ferry Service for Berkeley/Albany/Richmond	\$12,000,000
<b>27</b>	Commute Ferry Service for South San Francisco	\$12,000,000
<b>28</b>	Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs	\$48,000,000
<b>29</b>	Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors	\$54,932,828
<b>30</b>	I-880 North Safety Improvements	\$12,300,000
<b>31</b>	BART Warm Springs Extension	\$186,000,000
<b>32</b>	I-580 (Tri Valley) Rapid Transit Corridor Improvements	\$65,000,000
<b>33</b>	Regional Rail Master Plan	\$6,500,000
<b>34</b>	Integrated Fare Structure Program	\$1,500,000
<b>35</b>	Transit Commuter Benefits Promotion	\$5,000,000
<b>36</b>	Caldecott Tunnel Improvements	\$45,075,000
<b>37</b>	BART Transit Capital Rehabilitation	\$64,000,000
<b>38</b>	Regional Express Lane Network	\$4,825,455
<b>39</b>	Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County	\$8,000,000
<b>40</b>	Caltrain Electrification	\$20,000,000
<b>TOTAL Capital Funds</b>		<b>\$1,589,000,000</b>

## RM 2 Regional Traffic Relief Plan: List of Operational Projects

Project Number	Description	Annual RM2 Funding
<b>1</b>	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	<b>\$2,100,000</b>
<b>2</b>	Napa Vine Service terminating at the Vallejo Intermodal Terminal	<b>\$390,000</b>
<b>3</b>	Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors	<b>\$3,400,000</b>
<b>4</b>	Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors	<b>\$6,500,000</b>
<b>5</b>	Dumbarton Bus	<b>\$5,500,000</b>
<b>6</b>	San Francisco Bay Area Water Emergency Transportation Authority transbay ferry service	<b>\$15,300,000</b>
<b>7</b>	Owl Bus Service on BART Corridor	<b>\$1,800,000</b>
<b>8</b>	MUNI Metro Third Street Rail Line	<b>\$2,500,000</b>
<b>9</b>	AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro	<b>\$3,000,000</b>
<b>10</b>	Clipper (\$20 million for start-up operations)	-
<b>11</b>	San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations	<b>\$3,000,000</b>
<b>12</b>	Clipper Operations (annual)	<b>\$2,000,000</b>
<b>13</b>	Transbay Transit Center Operations	<b>\$3,000,000</b>
<b>Total Operating Funds</b>		<b>\$48,490,000</b>

Note: Amounts listed for both capital and operating projects are per MTC Resolution No. 3801, Revised, which approves amendments to the Regional Measure 2 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914 et seq. Operating projects 1 through 7 are eligible for annual escalation factors not to exceed 1.5 per cent per year.



*Oakland Airport Connector (photo by Noah Berger)*

# **Regional Measure 3 Program**

## ***(Ongoing)***

In 2018, Bay Area Voters passed Regional Measure 3 (RM3), which will raise tolls for vehicles crossing the region's state-owned toll bridges by \$3 over the course of six years, with a \$1 toll increase effective January 1, 2019, a \$1 toll increase effective January 1, 2022, and a \$1 toll increase effective January 1, 2025. These toll increases will finance the Bay Area Traffic Relief Plan, a program of roadway and transit projects approved by the California Legislature in Senate Bill 595 (Chapter 650, Statutes of 2017). The Bay Area Traffic Relief Plan is designed to reduce auto and truck traffic; relieve crowding on BART; unclog freeway bottlenecks; improve bus, ferry, BART and commuter rail service; and enhance bicycle and pedestrian mobility in the bridge corridors. The projects adopted in this long-range plan are consistent with Streets and Highways Code Section 30914.7. As the financial manager for the RM3 revenues, BATA is responsible for the preparation of financial plans, the issuance of debt financing and dispersal of funds to project sponsors. MTC is the program and project coordinator, with duties that include reviewing project application, programming and allocating funds to specific projects, and monitoring project delivery.

### **Capital Program**

The Bay Area Traffic Relief Plan provides \$4.5 billion to 35 capital projects. Most are in the planning, project development, or environmental review stage as of this Plan's adoption, while others are ready for construction. MTC will begin allocating RM3 funds to projects in the capital program if and when lawsuits challenging the measure are successfully resolved.

### **Transit Operations**

The Bay Area Traffic Relief Plan dedicates up to 16% of RM3 annual revenues to 3 operating projects, not to exceed \$60 million annually. Revenues will be provided for operations of the San Francisco Transbay Terminal, expanded ferry service, and regional express bus. MTC will begin allocating RM3 funds to projects in the operating program on an annual basis if and when lawsuits challenging the measure are successfully resolved.

# Regional Measure 3 Projects



## Regional Measure 3: List of Capital Projects

Project Number	Description	RM 3 Funding (Dec. 2018)
<b>1</b>	BART Expansion Cars	\$500,000,000
<b>2</b>	Bay Area Corridor Express Lanes	\$300,000,000
<b>3</b>	Goods Movement and Mitigation	\$160,000,000
<b>4</b>	San Francisco Bay Trail/Safe Routes to Transit	\$150,000,000
<b>5</b>	Ferry Enhancement Program	\$300,000,000
<b>6</b>	BART to San Jose Phase 2	\$375,000,000
<b>7</b>	Sonoma-Marín Area Rail Transit District (SMART)	\$40,000,000
<b>8</b>	Capitol Corridor	\$90,000,000
<b>9</b>	Caltrain Downtown Extension	\$325,000,000
<b>10</b>	MUNI Fleet Expansion and Facilities	\$140,000,000
<b>11</b>	Core Capacity Transit Improvements	\$140,000,000
<b>12</b>	Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements	\$100,000,000
<b>13</b>	Transbay Rail Crossing	\$50,000,000
<b>14</b>	Tri-Valley Transit Access Improvements	\$100,000,000
<b>15</b>	Eastridge to BART Regional Connector	\$130,000,000
<b>16</b>	San Jose Diridon Station	\$100,000,000
<b>17</b>	Dumbarton Corridor Improvements	\$130,000,000
<b>18</b>	Highway 101/State Route 92 Interchange	\$50,000,000
<b>19</b>	Contra Costa Interstate 680/State Route 4 Interchange Improvements	\$210,000,000
<b>20</b>	Highway 101-Marín/Sonoma Narrows	\$120,000,000



## Regional Measure 3: List of Capital Projects (continued)

Project Number	Description	RM 3 Funding (Dec. 2018)
<b>21</b>	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	<b>\$150,000,000</b>
<b>22</b>	Interstate 80 Westbound Truck Scales	<b>\$105,000,000</b>
<b>23</b>	State Route 37 Improvements	<b>\$100,000,000</b>
<b>24</b>	San Rafael Transit Center	<b>\$30,000,000</b>
<b>25</b>	Richmond-San Rafael Bridge Access Improvements	<b>\$210,000,000</b>
<b>26</b>	North Bay Transit Access Improvements	<b>\$100,000,000</b>
<b>27</b>	State Route 29	<b>\$20,000,000</b>
<b>28</b>	Next-Generation Clipper Transit Fare Payment System	<b>\$50,000,000</b>
<b>29</b>	Interstate 680/Interstate 880/Route 262 Freeway Connector	<b>\$15,000,000</b>
<b>30</b>	Interstate 680/State Route 84 Interchange Reconstruction Project	<b>\$85,000,000</b>
<b>31</b>	Interstate 80 Transit Improvements	<b>\$25,000,000</b>
<b>32</b>	Byron Highway-Vasco Road Airport Connector	<b>\$10,000,000</b>
<b>33</b>	Vasco Road Safety Improvements	<b>\$15,000,000</b>
<b>34</b>	East Contra Costa County Transit Intermodal Center	<b>\$15,000,000</b>
<b>35</b>	Interstate 680 Transit Improvements	<b>\$10,000,000</b>
<b>TOTAL Capital Funds</b>		<b>\$4,450,000,000</b>

## Regional Measure 3: List of Operational Projects

Project Number	Description	Annual RM3 Funding
<b>1</b>	San Francisco Transbay Terminal	8% of RM3 Operating Funds, not to exceed \$5,000,000 annually
<b>2</b>	Expanded Ferry Service	58% of RM3 Operating Funds, not to exceed \$35,000,000 annually*
<b>3</b>	Regional Express Bus	34% of RM3 Operating funds, not to exceed \$20,000,000 annually
<b>Total Operating Funds</b>		<b>16% of RM3 Annual Revenues, not to exceed \$60,000,000 annually</b>

\*Senate Bill 595 specifies that this operating program will receive \$10,000,000 in the first year of allocation, \$15,000,000 in the second year of allocation, \$20,000,000 in the third year of allocation, \$25,000,000 in the fourth year of allocation, and 58% of RM3 Operating Funds thereafter. Due to the RM3 toll phase-in, the Expanded Ferry Service program will receive 58% of RM3 Operating Funds in the first four years of allocation if that amount is less than the amounts specified in the legislation.



*SMART Train (photo by Jim Maurer)*

# Toll Bridge Rehabilitation Program (*Ongoing*)

BATA annually adopts a 10-Year Toll Bridge Rehabilitation Plan for the state-owned bridges. The Rehabilitation Program provides for on-going funds to maintain the structural integrity of the bridges and approaches, secure and update bridge facilities, and upgrade the revenue collection system for the bridges. BATA and Caltrans work closely to identify critical needs on the bridges and to prioritize funding and delivery.

The Rehabilitation Plan totals approximately \$1 billion over a 10-year period and includes rehabilitation and operational improvements of toll bridges, approaches, facilities and other eligible assets, and the maintenance and replacement of tolling equipment.



# Transit Core Capacity Challenge Program (Ongoing)

MTC's Core Capacity Challenge Grant (CORE) program is focused on AC Transit, BART, and SFMTA – the Bay Area's three largest transit operators, responsible for transbay systems that carry over 80% of the region's overall transit riders as well as more than three-quarters of the low-income and minority passengers. The program complements other prior funding commitments by MTC in the region. By leveraging regional discretionary funds and local contributions, including BATA funds and proposed Cap and Trade Revenue, MTC can accelerate and solidify funding for fleet replacement projects and provide new funding for key enhancement projects.

Towards this multi-billion program, BATA is contributing \$250 million in available toll funds that will help the region achieve an optimal state of repair for the region's transportation network.

## Project Sponsor

Metropolitan Transportation Commission

## Current Approved Budget

\$250.0 million



# **Regional Express Lane Program (Ongoing)**

Express lanes offer toll-free travel for carpools and buses, while also giving solo drivers the option to pay to use the lane to avoid congestion. The region has 70 miles of express lanes in operation today. The regional network authorized by the state in 2018 totals 600 directional miles, including approaches to the BATA toll bridges, to be constructed by 2040.

BATA and Metropolitan Transportation Commission (MTC) have formed a joint exercise of powers authority, called the Bay Area Infrastructure Financing Authority (BAIFA) which is responsible for planning, developing and funding a Regional Express Lane Network along with its partners. BATA is providing \$440 million in funding toward BAIFA involved projects in Alameda, Contra Costa, San Mateo and Solano counties, as shown on the map in the following page.

BAIFA and BATA may also contribute funding to other authorized express lane projects, as described in Senate Bill 595 (Regional Measure 3).

## **Project Sponsor**

Bay Area Infrastructure Financing Authority

## **Current Approved Budget**

\$440 million

# Regional Express Lane Network Projects

