

**Bay Area Toll Authority  
BATA Oversight Committee**

April 14, 2021

Agenda Item 5a - 21-0444

**BATA Resolution No. 143**

**Subject:** Program of Projects for BATA's Formula Share of the Local Partnership Program – Cycle 3.

**Background:** Senate Bill 1 (SB 1) directed \$200 million in new revenues per year to the Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. The California Transportation Commission (CTC) adopted LPP Guidelines, which provides 60% of the annual amount to a formula program to be distributed among agencies with voter-approved taxes, tolls, or fees, and the remaining 40% to a competitive program.

BATA is eligible to receive LPP formula funds due to Regional Measures 1, 2 and 3.

In total, BATA has just over \$18 million in Cycle 3 LPP formula funds for programming. Project nominations for Cycle 3 are due to CTC before June 2023.

Projects must be capital improvements, have a 1:1 match, and be allocated by the CTC by June 2023. Staff recommends programming the \$18.177 million from Cycle 3 to the projects, listed below. This recommendation reflects priority projects identified in discussions at the BATA Recovery Ad Hoc Working Group.

**San Francisco-Oakland Bay Bridge Open Road Tolling Civil Design**

Tolling at the San Francisco-Oakland Bay Bridge (SFOBB) will be modernized by converting the existing toll collection method to open road tolling, which supports tolling at highway speeds with improved safety. The proposed project is to plan and design the civil infrastructure at SFOBB by obtaining environmental clearance, final design and permitting so the civil construction contract is ready for advertisement. The remaining funds for the Open Road Tolling project including for the remaining bridges will come from bridge tolls. This requires BATA approval of the FY 2022 BATA budget in June 2021.

**Bay Bridge Forward: ALA 80 WB Bus Lane Construction**

This Project proposes to convert 1,800 feet of right shoulder on I-80 to a bus only lane, between the I-80 Powell westbound diagonal on-ramp merge and the merge with the I-80 westbound HOV flyover connector.

**Bay Bridge Forward: ALA I-80/Powell Construction**

This project proposes to provide transit access improvements at the I-80/Powell Street interchange, between Christie Avenue and Access Road. Design concepts are being evaluated for improvements in the immediate vicinity of the interchange.

**I-680 Southbound Express Lane from State Route 84 to Alcosta Boulevard in Alameda County**

The proposed project would close the gap between the High Occupancy Vehicle (HOV)/express lanes on southbound Interstate 680 (I-680) between approximately State Route (SR) 84 in Sunol and Alcosta Boulevard in San Ramon. The project would construct a southbound HOV/express lane; install electronic tolling equipment and signage; widen pavement in the median and shoulders; construct concrete barriers, retaining walls, and sound walls; and upgrade safety features throughout the project corridor. MTC prioritized this project for \$10 million of BATA LPP formula funding as part of adoption of the RM3 Express Lane programmatic category in May 2020.

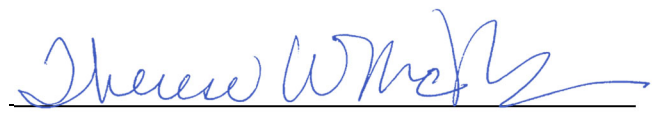
The proposed projects meet the requirements set forth in CTC's approved LPP Guidelines. The programming amounts and years are summarized in Table 1.

**Table 1: LPP Formula Programming Summary Cycle 3 (in \$millions)**

<b>LPP Formula Project</b>	<b>FY 22</b>	<b>FY23</b>	<b>Totals</b>
SFOBB Bridge Civil Design	\$3.177		\$3.177
Bay Bridge Forward: ALA 80 WB Bus Lane Construction		\$2.0	\$2.0
Bay Bridge Forward: ALA I-80/Powell Construction		\$3.0	\$3.0
Alameda 680 SB Express Lanes Construction	\$10.0		\$10.0
<b>LPP Formula Funds Total</b>	<b>\$13.177</b>	<b>\$5.0</b>	<b>\$18.177</b>

**Recommendation:** Staff recommends that this Committee refer BATA Resolution No. 143, the BATA program of projects for BATA's formula share of the Local Partnership Program (LPP), to the Authority for approval.

**Attachments:** BATA Resolution No. 143, the BATA program of projects for BATA's formula share of the Local Partnership Program (LPP).

  
Therese W. McMillan

Date: April 28, 2021  
W.I.: 1251  
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 143

This resolution adopts the program of projects for BATA's formula share of the Local Partnership Program (LPP), for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Formula Distribution for FY 20-21, FY 21-22, and FY 22-23
- Attachment B – Program of Projects for BATA Formula Share of SB 1 LPP

Further discussion of these actions is contained in the Summary Sheet to the BATA Oversight Committee dated April 14, 2021.

Date: April 28, 2021  
W.I.: 1251  
Referred by: BATA Oversight

RE: Adoption of Program of Projects for BATA's Formula Share of SB 1  
Local Partnership Program (LPP)

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 143

WHEREAS, Streets and Highways Code Sections § 30950 et seq. created the Bay Area Toll Authority ("BATA"); and

WHEREAS, Streets and Highways Code § 30950 et seq. transfers to BATA certain duties and responsibilities of the California Transportation Commission ("CTC") and California Department of Transportation ("Caltrans") for the toll bridges owned and operated by Caltrans in the San Francisco Bay Area; and

WHEREAS, on November 8, 1988, voters approved Regional Measure 1, increasing the toll for passenger vehicles on the seven state-owned toll bridges in the San Francisco Bay Area to a uniform \$1.00, with proceeds contributing towards a revenue bond program for construction and improvement of bridges and mass transit extensions designed to reduce bridge traffic, as authorized by Senate Bill 45 (Chapter 406, Statutes of 1988), commonly referred to as Regional Measure 1 ("RM1"); and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred to as Regional Measure 2 ("RM2"); and

WHEREAS, pursuant to Section 30923 of the Streets and Highways Code a special election was held on June 5, 2018, in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1,

2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“RM3”); and

WHEREAS, on September 26, 2018, the Authority adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 at such special election voted affirmatively for Regional Measure 3; and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$200 million per year to the Local Partnership Program to reward agencies that have voter-approved taxes, tolls, or fees dedicated solely to transportation purposes; and

WHEREAS, on April 29, 2020, the California Transportation Commission (CTC) approved the Guidelines for the Local Partnership Program, which specifies 60% of annual revenues be directed towards a Formula Program for those agencies with voter-approved taxes, tolls, and fees; and

WHEREAS, BATA submitted documentation demonstrating RM1, RM2, and RM3 as voter-approved tolls, meeting CTC’s requirements to receive a formula share for the Local Partnership Program; and

WHEREAS, CTC adopted the formula share funding distribution for the Local Partnership Program on March 25, 2020; and

WHEREAS, BATA nominates projects for the formula share funding distribution for the Local Partnership Program; now, therefore, be it

RESOLVED, that BATA adopts BATA’s Formula Program Funding Distribution (Attachment A) of the Local Partnership Program and the Formula Program of Projects (Attachment B) both attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that BATA's adoption of the Program of Projects for BATA's Formula Share of the Local Partnership Program is for planning purposes only, with each project still subject to environmental review; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

BAY AREA TOLL AUTHORITY

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Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California and at other remote locations, On April 28, 2021.

**Attachment A**  
**MTC Resolution No. 143**  
**SB1 Local Partnership Program (LPP)**  
**Formula Program - Distribution**  
**FY 2021-23**  
**April, 2021**

BATA Resolution No. 143  
Attachment A  
Adopted: 04/28/21-C

**Funding Distribution (Approved by CTC on March 25, 2020)**

<b>SB1 Local Partnership Program (LPP)</b>	<b>Fiscal Year</b>	<b>MTC/BATA</b>
LPP Formula Share Distribution (RM1 and RM2)	2020-2021	\$6,059,000
	2021-2022	\$6,059,000
	2022-2023	\$6,059,000
<b>Total</b>		<b>\$18,177,000</b>

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**Attachment B**  
**MTC Resolution No. 143**  
**SB1 Local Partnership Program (LPP)**  
**Formula Program - Project List**  
**FY 2021-23**  
**April 2021**

BATA Resolution No. 143  
Attachment B  
Adopted: 04/28/21-C

**Project List**

SB1 Local Partnership Program (LPP)				Match	Other Funds	LPP Cycle 3	Total
Formula Program				Source	Amount	Amount	Amount
San Francisco-Oakland Bay Bridge Open Road Tolling Civil Design	Alameda	BATA	Bridge Tolls		\$3,177,000	\$3,177,000	\$6,354,000
Bay Bridge Forward: ALA 80 WB Bus Lane Construction	Alameda	BATA	Local		\$2,000,000	\$2,000,000	\$4,000,000
Bay Bridge Forward: ALA I-80/Powell Construction	Alameda	BATA	Local		\$3,000,000	\$3,000,000	\$6,000,000
I-680 Southbound Express Lane from State Route 84 to Alcosta Boulevard	Alameda	Alameda CTC	Local/State		\$215,000,000	\$10,000,000	\$225,000,000
<b>Total</b>					<b>\$223,177,000</b>	<b>\$18,177,000</b>	<b>\$241,354,000</b>

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