

Date: June 26, 2024
W.I.: 1251
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 172

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 2023-24, and FY 2024-25

Attachment B – Program of Projects for BATA Formula Share of SB 1 LPP

Further discussion of this action is contained in the BATA Oversight Committee's Summary Sheet dated June 12, 2024.

Date: June 26, 2024
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. 172

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

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 June 26, 2024.