



Bay Area Toll Authority Long-Range Plan

Amended June 2019



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Bay Area Metro Center

375 Beale Street | San Francisco, CA | 94105

TEL 415.778.6700 | FAX 415.536.9800

E-MAIL info@bayareametro.gov | WEB www.mtc.ca.gov

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This map illustrates the San Francisco Bay Area, highlighting major bridges and highways. The map includes labels for counties: Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, Marin, and San Francisco. Major cities and towns shown include Petaluma, Novato, Vallejo, Martinez, Pittsburg, Antioch, San Rafael, Richmond, Berkeley, Alameda, Oakland, San Leandro, San Bruno, San Mateo, Redwood City, Mountain View, Palo Alto, Cupertino, San Jose, Milpitas, Fremont, Newark, Hayward, Danville, Walnut Creek, and San Ramon. Key highways are marked with shields: 101, 121, 116, 29, 12, 80, 680, 780, 4, 242, 160, 580, 1, 80, 980, 880, 61, 92, 84, 238, 880, 237, 35, 87, and 27. Specific bridges are highlighted with callouts: Carquinez Bridge, Antioch Bridge, Richmond-San Rafael Bridge, Benicia-Martinez Bridge, San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, and Dumbarton Bridge. The map also shows the locations of San Francisco International Airport and Oakland International Airport.

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

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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.

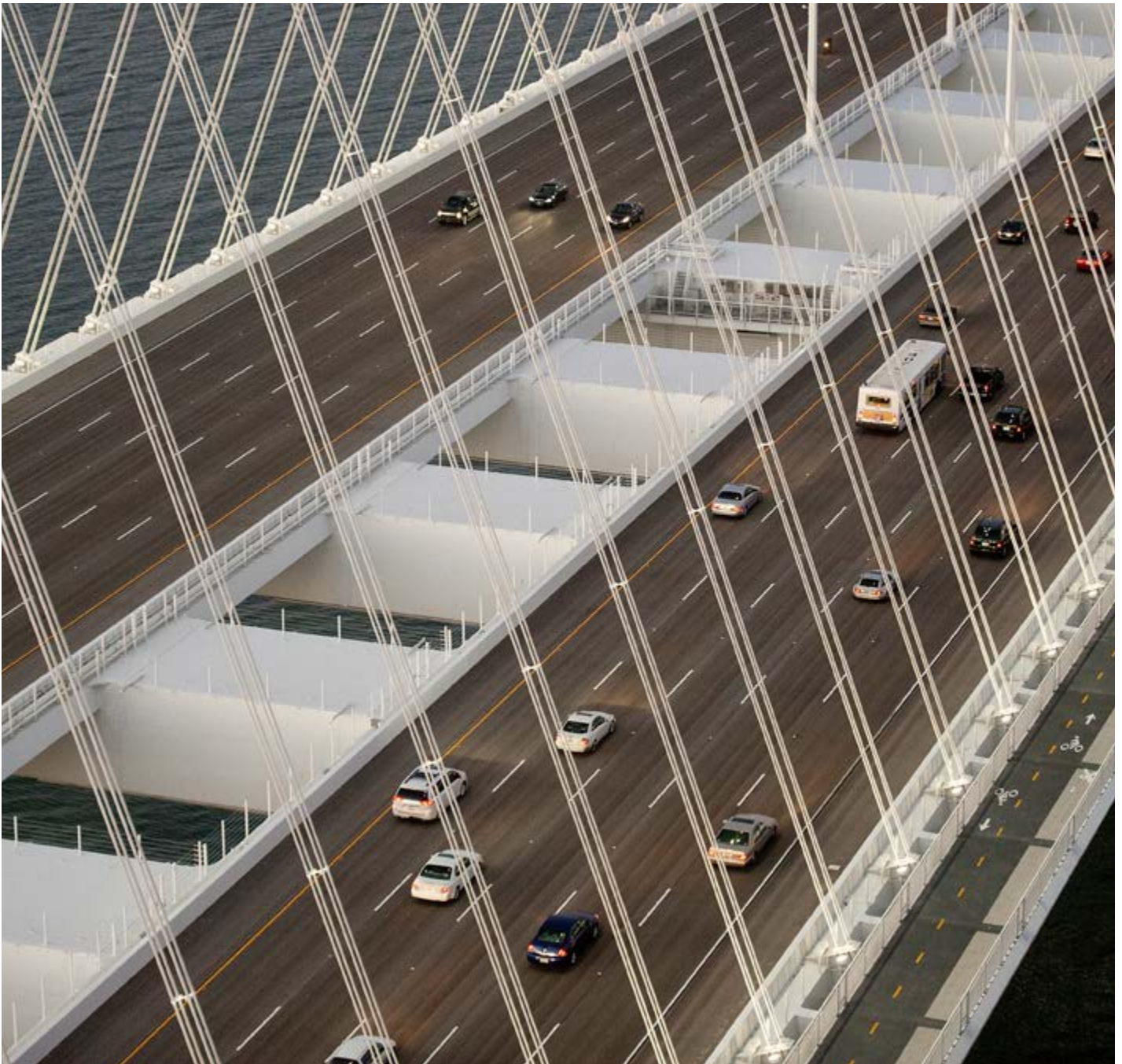


Seismic retrofit work on the Antioch Bridge, 2011

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)
1	San Francisco-Oakland Bay Bridge (East Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — replace entire structure	Completed	September 2013	\$6,519.8
2	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	\$ 452.6
3	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	\$ 305.3
4	Richmond-San Rafael	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and damping features	Completed	October 2005	\$ 795.0
5	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	\$ 177.8
6	Carquinez (Existing Span)	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	January 2002	\$ 114.2
7	San Mateo-Hayward	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	June 2000	\$ 163.4
8	Antioch	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and damping features	Completed	April 2012	\$ 71.1
9	Dumbarton	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	January 2013	\$ 112.4
Subtotal					\$8,711.6
	Southern California Toll Bridges				\$ 162.0
	Miscellaneous Program Costs				\$ 26.0
	Program Contingency				\$ 52.7
Total					\$ 8,952.0

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)
1	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	\$1,263.0
2	Interstate 880/State Route 92 Interchange Reconstruction	The project reconstructed the existing cloverleaf interchange with direct freeway-to-freeway connectors.	Completed	June 2011	\$ 133.8
4	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	\$ 528.2
5	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	\$ 217.8
6	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	\$ 5.9
7	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	\$ 39.9
8	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	\$ 102.1
9	Richmond-San Rafael Bridge Deck Resurfacing	The project resurfaced the existing concrete deck with a polyester concrete overlay.	Completed	November 2006	\$ 25.0
				Total	\$2,315.7

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.

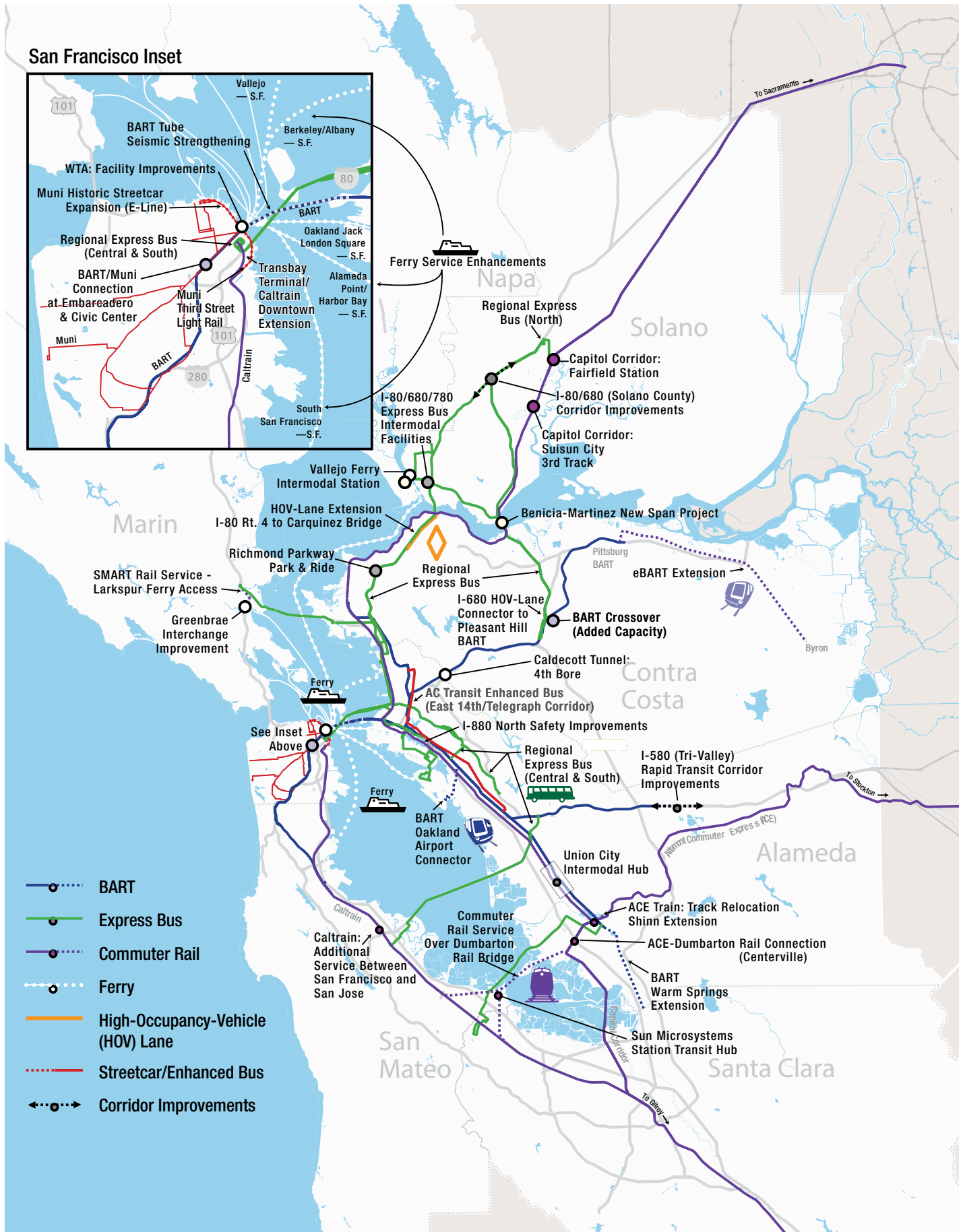
Capital Program

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)
1	BART/MUNI Access on Market Street Corridor	\$3,000,000
2	MUNI Metro Third Street Light Rail Line	\$30,000,000
3	MUNI Waterfront Historic Streetcar Expansion	\$10,000,000
4	East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge	\$9,057,000
5	Vallejo Station	\$26,000,000
6	Solano County Express Bus Intermodal Facilities	\$12,251,422
7	Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange	\$100,000,000
8	Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge	\$37,174,545
9	Richmond Parkway Transit Center	\$3,850,000
10	Sonoma-Marin Area Rail Transit District (SMART)	\$56,500,000
11	Greenbrae Interchange/Larkspur Ferry Access Improvements	\$43,500,000
12	Interstate 680 HOV Lane Improvement	\$20,425,000
13	Rail Extension to East Contra Costa/E-BART	\$96,000,000
14	Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor	\$35,950,126
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	\$25,000,000
16	Benicia-Martinez Bridge: New Span	\$50,000,000
17	Regional Express Bus North	\$18,798,452
18	Clipper (formerly known as TransLink)	\$35,000,000
19	Real-Time Transit Information	\$20,000,000
20	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)
21	BART Tube Seismic Strengthening	\$33,801,000
22	Transbay Terminal/Caltrain Downtown Extension	\$150,000,000
23	Oakland Airport Connector	\$115,199,000
24	AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro)	\$77,760,172
25	Transbay Commute Ferry Service	\$12,000,000
26	Commute Ferry Service for Berkeley/Albany/Richmond	\$12,000,000
27	Commute Ferry Service for South San Francisco	\$12,000,000
28	Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs	\$48,000,000
29	Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors	\$54,932,828
30	I-880 North Safety Improvements	\$12,300,000
31	BART Warm Springs Extension	\$186,000,000
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	\$65,000,000
33	Regional Rail Master Plan	\$6,500,000
34	Integrated Fare Structure Program	\$1,500,000
35	Transit Commuter Benefits Promotion	\$5,000,000
36	Caldecott Tunnel Improvements	\$45,075,000
37	BART Transit Capital Rehabilitation	\$64,000,000
38	Regional Express Lane Network	\$4,825,455
39	Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County	\$8,000,000
40	Caltrain Electrification	\$20,000,000
TOTAL Capital Funds		\$1,589,000,000

RM 2 Regional Traffic Relief Plan: List of Operational Projects

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

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

Regional Measure 3: List of Capital Projects (continued)

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

Regional Measure 3: List of Operational Projects

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

*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

