

BATA OVERVIEW

May 5, 2016



Bay Area Toll Authority

- Established by Legislature in 1997
- Manages, invests and distributes revenues from the region's seven state-owned toll bridges
- Collected \$700 million in toll revenues in FY 2015
- Funds toll bridge operations, maintenance and administration; and long-term capital improvement and rehabilitation of the bridges, including projects mandated by Regional Measure 1 and the Toll Bridge Seismic Retrofit Program

BATA's Seven-Bridge System

Carquinez Bridge
Opened 1927,
1958 and 2003

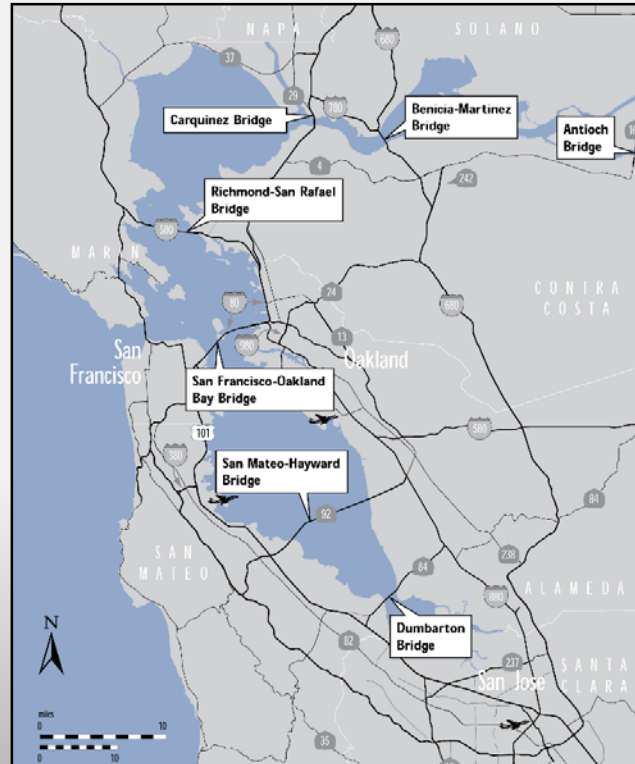
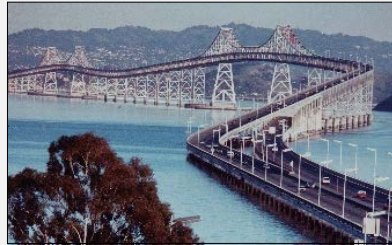


Benicia-Martinez Bridge
Opened 1962, Widened 1991
Second span opened in 2007



Antioch Bridge
Opened 1926
Replaced 1978

Richmond-San Rafael Bridge
Opened 1956



San Mateo-Hayward Bridge
Opened 1929
Replaced 1967
Widened 2003

San Francisco-Oakland Bay Bridge
Opened 1936
New East Span
Opened
September 2013



Dumbarton Bridge
Opened 1927
Replaced 1984

Since Inception – \$10B+ in Projects

2001 - 2005

- Regional Measure 1: \$2.4B on three bridges
- Regional Measure 2: \$1.5B program with no completion risk

2006 - 2010

- **Seismic Retrofit Program: Responsibility transferred from State to BATA**
 - Total cost \$8.9B
 - East Span: \$6.3B

Toll Increases and Trends

2001 - 2005

- **Tolls increased**
 - \$1 for RM1 1989
 - \$1 for Seismic 1999
 - \$1 for RM2
- **Traffic is constant at about 125M cars**
- **Minimal revenue growth**
- **Revenues projected at \$250M**

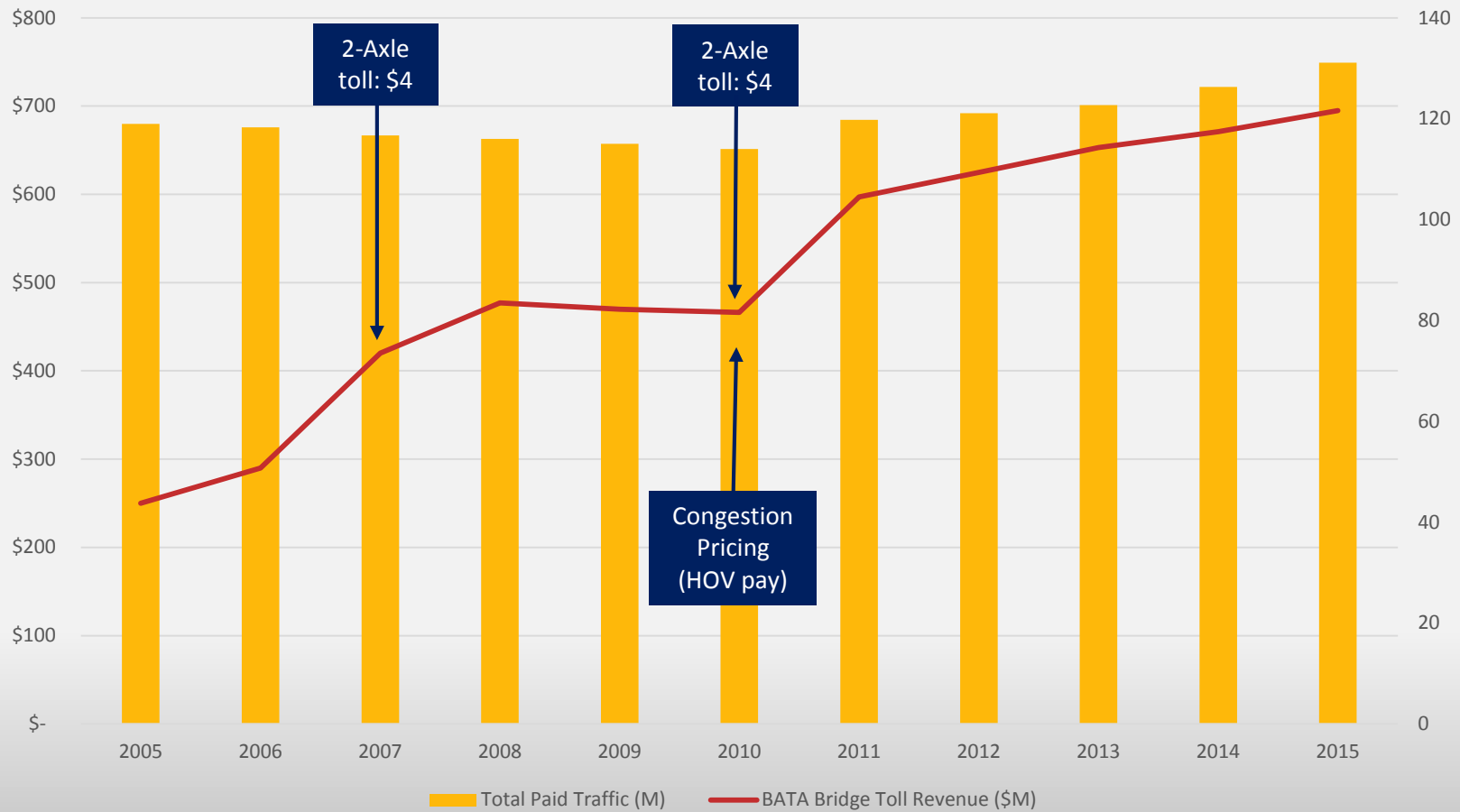
2006 - 2010

- **Seismic \$1 transferred to BATA**
- **Tolls increased \$1-4**
- **Traffic reduction from 2004 peak**
- **Revenue growth continues due to toll increases**
- **Revenues peak at \$500M**

Current

- **Tolls increased (2010) to \$5**
 - HOV toll added
 - Multi-axle vehicle toll structure reconfigured at \$5 per axle
 - Violations decrease
 - Time of day pricing at Bay Bridge
- **Toll revenues increase to \$700M**
- **Total traffic for FY15 is up 4% from FY14**

Toll Paying Traffic and Revenue



Debt Strategy

- Borrowed \$9B all in at 4.5%
- BATA retains a \$1B minimum fund balance by Board Policy, but regularly keeps a larger balance available

FasTrak Keeps the Bay Area Moving



- **FasTrak[®]**
 - MTC's electronic toll collection program
 - 1.8 million active accounts
 - Over the years, BATA has made large investments in technological improvements to the violation and collection equipment, increasing capture rates and system accuracy

Toll Bridge Seismic Retrofit Program

- **\$9 billion program included all of Bay Area's state-owned toll bridges — plus San Diego-Coronado and L.A.-Vincent Thomas Bridge**
- **Antioch and Dumbarton bridges added to seismic program in 2010.**
 - \$74 million Antioch Bridge retrofit completed in April 2012.
 - \$114 million Dumbarton project concluded in February 2013.
 - Both projects completed on schedule and under budget.
- **Seismic safety achieved on all 7 Bay Area bridges in 2013 when \$6.4 billion replacement of Bay Bridge East Span opened to traffic.**
- **Toll Bridge Program Oversight Committee kept project on track.**
 - Composed of leadership of BATA, California CTC and Caltrans.
 - The committee managed to keep the project on schedule and budget.

Toll Bridge Measures Deliver Big Returns



New Benicia Bridge
Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.



Cordelia Truck Scales
The 2014 relocation of the Cordelia Truck Scales is a key piece in the \$100 million package of Regional Measure 2 projects to speed traffic through Solano County.

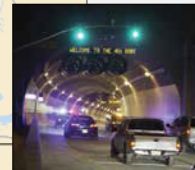
Legend

- Regional Measure 1 Capital Project
- Regional Measure 2 Capital Project
- Regional Measure 2 Operational Project

RMT 9/HM2 projects at 12.3.15

New Carquinez Bridge

Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.



Caldecott Fourth Bore
Regional Measure 2 delivered \$45 million for the long-needed Caldecott Tunnel Fourth Bore project.



BART-OAK Connector
The 2014 completion of the BART connection to Oakland International Airport was made possible by more than \$140 million of Regional Measure 2 funding.



I-880/SR 92 Interchange
State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

Third Street Light Rail

San Francisco's T-Third light-rail project provided faster and more reliable connections between downtown and the city's southeastern neighborhoods.



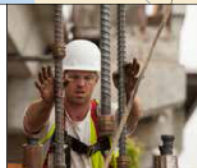
San Mateo Bridge Widening

The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.



BART Warm Springs Extension

BART's Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.



REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
REGIONAL MEASURE 2	
Transbay Transit Center*	\$350
e-BART/Hwy 4 Widening*	\$269
BART to Warm Springs*	\$304
BART Oakland Airport Connector	\$146
Solano Co. I-80 HOV Lanes and Truck Scales	\$100
AC Transit Bus Rapid Transit*	\$78
SMART Rail*	\$67
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes*	\$53
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper, 511, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit*	\$34
Transit Operations Support (Annual)	\$41

* Under construction

Source: FTA NTD, 2012