

Department of Finance		Fund: 0586a
STATE OF CALIFORNIA MANUAL OF STATE FUNDS		PAGE 1 Renumbered From:
<u>Legal Title</u> Toll Bridge Construction Fund		
<u>Legal Citation/Authority</u> Streets and Highways Code sections 30000-30506 and 30790-30795 Chapter 763, Statutes of 1929, Chapter 176, Statutes of 1947, and Chapter 1341, Statutes of 1968		
<u>Fund Classification</u> <u>GAAP Basis</u> Proprietary/Enterprise	<u>Fund Classification</u> <u>Legal Basis</u> Nongovernmental/Public Service Enterprise Funds	
<u>Purpose</u> By master resolution adopted September 27, 1977 and the first supplemental resolution adopted December 20, 1977, the California Toll Bridge Authority authorized the sale of \$20 million in revenue bonds. The master resolution created the Toll Bridge Construction Fund for the purpose of financing construction of the new Dunbarton Bridge. In accordance with the first supplemental resolution, after the retention of \$5 million reserve, the \$15 million balance was deposited in the fund. The master resolution also provides for the issuance of additional revenue bonds through supplemental resolutions. In accordance with the terms of the master resolution, the bonds issued are "secured by a first, direct and exclusive charge on the Revenues of the Bridges..." "Bridges" are defined as the bridge (new Dunbarton Bridge), the existing Dunbarton Bridge, the San Mateo-Haywood Bridge and the San Francisco-Oakland Bay Bridge. After the new Dunbarton Bridge is opened for traffic, the existing Dunbarton Bridge will be closed or removed. Although separate accounts are maintained for the "Bridges," as defined in the preceding paragraph, the revenues and operating expenditures for each bridge are or will be accounted for, upon completion, in the San Francisco-Oakland Bay Bridge Toll Revenue Fund.		
<u>Administering Agency/Organization Code</u> California Transportation Commission, Department of Transportation/Org 260		
<u>Major Revenue Source</u> Proceeds from the sale of bonds.		
<u>Disposition of Fund (upon abolishment)</u> Construction costs of the new Dunbarton Bridge.		
<u>Appropriation Authority</u> The expenditures from this fund are limited by Section 30301 of the Streets and Highways Code, bond indentures and resolutions of the California Toll Bridge Authority or the California Transportation Commission (the successor to the California Toll Bridge Authority effective February 1, 1978).		
<u>State Appropriations Limit</u> Always Excluded —Revenues in this fund are not proceeds of taxes and even after transfer, will never		

become proceeds of taxes because the major revenue source is derived from a Public Service Enterprise Fund.

Comments/Historical Information

The law pertaining to the establishment, operation, and administration of toll bridge acquisition or construction funds are of a general nature, governing all such funds. These laws were initially enacted by Chapter 763, Statutes of 1929, and later revised, consolidated, and included in the Streets and Highways Code as the California Toll Bridge Authority Act (Chapter 176, Statutes of 1947).

Chapter 1341, Statutes of 1968 appropriated \$1,750,000 from the State Highway Account in the State Transportation Fund for making studies and all preliminary work necessary before the issuance of revenue bonds for the construction of a new Dunbarton Bridge. This chapter also authorized the California Toll Bridge Authority to issue revenue bonds to finance the construction of the new bridge.

Fund abolished per Government Code section 13306(b).