Bay Area Toll Authority
Oversight Committee

February 8, 2023 **Agenda Item 5b**

BATA Resolution No. 166 – BATA 10-Year Toll Bridge Capital Improvement Plan for Fiscal Year 2024-33

Subject:

Request for approval of BATA Resolution No. 166 adopting the BATA 10-Year Toll Bridge Capital Improvement Plan (CIP) for Fiscal Year (FY) 2024-33. The CIP totals approximately $1.8 billion over a 10-year period and includes rehabilitation and operational improvements of toll bridges, facilities, and other eligible assets, and the upkeep and replacement of tolling equipment. Staff will also provide an updated Toll Bridge Program Report for information.

Background:

BATA's 10-Year Toll Bridge Capital Improvement Plan (CIP) is a fiscally constrained set of projects that BATA plans to fund and implement to preserve and rehabilitate the bridges and tolling infrastructure, and a set of associated estimated cashflow expenditures. The CIP links Asset Management, BATA Financial Planning and the Annual Budget processes. The CIP replaces and augments the 10-Year Toll Bridge Rehabilitation Plan (Rehab Plan) that BATA historically adopted as an attachment to the BATA Annual Budget and is referenced in the BATA Long Range Plan. Preparing the CIP in advance of the annual budgeting process allows BATA and Caltrans staff to focus on the program of bridge needs over the longer time horizon. The current CIP provides the Authority with insight to the current and near-term needs of the toll bridges while staff continues to work with Caltrans on detailed toll bridge asset management plans that will provide a refined understanding of longer-term needs and tradeoffs. Staff is planning to complete the asset management plans by 2025.

BATA and Caltrans have worked closely to identify the critical needs on the toll bridges and prioritize funding and delivery of crucial projects in a timely manner to preserve and protect the bridges. The CIP development process begins with the identification of all eligible capital needs related to the toll bridges. For this plan, prioritization focused on projects deemed necessary to preserve and protect the bridge structures per California Streets and Highways Code § 30950.3 (b). Therefore, the plan focuses on bridge integrity projects, toll collection projects, poor asset condition and urgent projects. For each capital project, BATA evaluated the information provided; prioritized projects based on a comprehensive understanding of the bridge's asset

condition, work type, and urgency; and included factors impacting project readiness, cost, and schedule. As asset management work continues to unfold, staff will have better information to prioritize projects in line with bridge performance targets.

The total estimated budget requirement of the proposed FY 2024-33 Toll Bridge Capital Improvement Plan is approximately $1.8 billion (assuming 5% escalation per year). The table below provides the major components in the CIP. For the complete project list, see Attachment A.

Category	10-Year Total ($ Millions)	Percent
Paint	$741	40%
Recurring Annual Work	$437	23%
Bridge Integrity	$345	19%
Other	$341	18%
Total	$1,864	100%

It is important to note that adopting the CIP is not a budgetary action as it is only a planning document. The adoption of the annual BATA Toll Bridge Capital and Operating Budgets is the action that determines amounts authorized for each fiscal year. As part of the annual budgeting process, Caltrans will continue to submit their Fiscal Year Toll Bridge Program budget request and updated fact sheets for each of the toll bridges. The CIP will help inform and streamline the budgeting process.

Additionally, the CIP does not propose how to fund the project list; a discussion of funding scenarios will be presented as part of the annual budget. Funding scenarios will consider the potential offset of nearly $100 million that BATA previously advanced to Regional Measure 3 projects, subject to future Commission action, as well as potential federal Bridge Improvement Program funds from the Bipartisan Infrastructure Bill (BIL), which BATA and Caltrans are pursuing consistent with the Commission's BIL strategy.

Toll Bridge Program Report Update

Staff presented the Toll Bridge Program Report for the first time in April 2022 to summarize the state of the bridges and assist with understanding the management of the toll bridges. Staff has updated the Toll Bridge Program Report to incorporate the CIP information and provide project and inspection schedule updates on the toll bridges. This update is provided for information only. The complete report can be found in Attachment B: Toll Bridge Program Report.

Recommendations:

Staff recommends that this Committee refer BATA Resolution No. 166, BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33, to the Authority for approval.

Attachments:

- Attachment A: BATA Resolution No. 166 - FY 2024-33 Toll Bridge Capital Improvement Plan.
- Attachment B: PowerPoint
- Attachment C: Toll Bridge Program Report - February 2023

Andrew B. Fremier

Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 166

This resolution adopts the BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33.

Further discussion of the BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33 is contained in the BATA Oversight Committee's Summary Sheet dated February 8, 2023. The FY 2024-33 Toll Bridge Capital Improvement Plan is attached as Attachment A.

Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight

RE: BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 166

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, in accordance with Streets and Highways Code §§ 30950.2 and 30886, BATA is responsible for the administration of all toll revenues from state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission ("MTC"); and

WHEREAS, Bay Area bridges are defined in Streets and Highways Code § 30910 to include the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges; and

WHEREAS, pursuant to Streets and Highways Code § 30952, the State of California Department of Transportation ("Caltrans") is responsible for the capital improvements of the state-owned toll bridges in accordance with programming and scheduling requirements as adopted by BATA; and

WHEREAS, BATA and Caltrans have collaborated to develop a 10-Year Toll Bridge Capital Improvement Plan, a fiscally constrained plan that identifies and prioritizes the projects needed to maintain the structural integrity of the bridges and approaches, secure and update bridge facilities, and upgrade the revenue collection system for the toll bridges; and

WHEREAS, the adoption of the FY 2024-33 Toll Bridge Capital Improvement Plan is not a budgetary action; and

WHEREAS, the final draft FY 2024-33 Toll Bridge Capital Improvement Plan was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2024-33 Toll Bridge Capital Improvement Plan attached hereto as Attachment A and incorporated herein as though set forth in length; and, be it further

RESOLVED, that the Deputy Executive Director, Operations or designee or Chief Financial Officer may approve adjustments to the FY 2024-33 Toll Bridge Capital Improvement Plan to improve the accuracy of the project information upon better cost estimates and schedule information, provided that there shall be no increase in the overall annual BATA operating or capital budget without prior approval of BATA.

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 duly called and noticed meeting held in San Francisco, California and at other remote locations, on February 22, 2023.

Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight

Attachments

BATA Resolution No. 166
BATA 10-Year Toll Bridge Capital Improvement Plan (CIP) for FY 2024-33

Attachment A: FY 2024-33 Toll Bridge Capital Improvement Plan, which shows the ten-year plan of project cost and cashflow of expenditure estimates.

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight Committee

Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program Summary	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049											Actual Expenditures Thru FY 2023 Q1 Total	$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
1	Completed		Var.	Completed/Closed Rehab Projects **	Support	$120,705	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$120,705
		REHAB			Capital	$366,469	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$366,469
		8030			Total	$487,174	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$487,174
2	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	$6,180	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,180
		REHAB			Capital	$5,598	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,598
		6828			Total	$11,778	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,778
3	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement,	Support	$2,959	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,959
		REHAB		BASE	Capital	$11,883	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,883
		6825			Total	$14,842	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,842
4	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	$1,579	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,579
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6825			Total	$1,579	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,579
5	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	$10,136	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,136
		REHAB			Capital	$21,605	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$21,605
		6825			Total	$31,741	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$31,741
6	CTR 0048	3G487	SFO	West Span Super Structural (Floor Systems)	Support	$3,665	$2,000	$2,100	$2,205	$0	$0	$0	$0	$0	$0	$0	$6,305	$9,970
		REHAB			Capital	$50,000	$30,000	$31,500	$18,015	$0	$0	$0	$0	$0	$0	$0	$79,515	$129,515
		6825			Total	$53,665	$32,000	$33,600	$20,220	$0	$0	$0	$0	$0	$0	$0	$85,820	$139,485
7	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	$5,372	$2,000	$5,250	$5,513	$5,788	$4,862	$0	$0	$0	$0	$0	$23,413	$28,785
		REHAB			Capital	$48,815	$10,000	$15,750	$11,025	$9,261	$0	$0	$0	$0	$0	$0	$46,036	$94,851
		6814			Total	$54,187	$12,000	$21,000	$16,538	$15,049	$4,862	$0	$0	$0	$0	$0	$69,449	$123,636
8	CTR 0078	3G462	BM	Floor Beam Mitigation Phase 1	Support	$2,133	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,133
		REHAB		(Modification of stringer floor beams due to fatigue cracking)	Capital	$971	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$971
		6812		and Bearing Shear Bolts	Total	$3,104	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,104
9	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	$2,979	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,979
		REHAB		Related Electrical Systems on Southern Bridges	Capital	$4,292	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,292
		6828			Total	$7,271	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,271
10	CTR 0107	3G364	RSR	Substations Upgrade (4 locations)	Support	$5,188	$3,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000	$8,188
		REHAB		upgrade from 4,160V to 15kV	Capital	$12,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,500
		6814		replace power cable 12kV	Total	$17,688	$3,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000	$20,688
11	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	$3,523	$4,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000	$7,523
		REHAB			Capital	$14,000	$10,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$24,000
		6825			Total	$17,523	$14,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,000	$31,523
12	CTR 0121	3G477	SFO	Traveler Replacements and Rail Upgrades	Support	$380	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$380
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6825			Total	$380	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$380
13	CTR 0126	3G448	SFO	W1 to W7 Concrete Column Repair and Seal	Support	$300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$300
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6825			Total	$300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$300
14	CTR 0134	4H970	SFO	Gateway Park Oversight	Support	$1,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,910
		REHAB		and Link (4H971) PAED	Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6825			Total	$1,910	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,910
15	CTR 0182	3G478	Var	PID - Water Line System	Support	$193	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$193
		REHAB		Air Compressor, Airlines	Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6828			Total	$193	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$193
16	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and	Support	$4,956	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,956
		REHAB		Related Electrical Systems on Northern Bridges	Capital	$6,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000
		6828			Total	$10,956	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,956
17	CTR 0206	2J680	RSR	RSR Access – PPUL Oversight	Support	$3,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,500
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6814			Total	$3,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,500
18	CTR 0212	3G368	Var	Substation and Power Cable	Support	$219	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$219
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6828			Total	$219	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$219
19	CTR 0219	0K220	SFO	Metering Lights Upgrade Oversight	Support	$2,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,100
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6825			Total	$2,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,100
20	CTR 0222	TBD	SFO	SFOBB Maintenance Administration	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		MUSCO East Span Lights Maintenance	Capital	$478	$500	$525	$551	$579	$608	$638	$670	$0	$0	$0	$4,071	$4,549
		6825			Total	$478	$500	$525	$551	$579	$608	$638	$670	$0	$0	$0	$4,071	$4,549
21	CTR 0225	4J710	RSR	RSR Access - Bike Ped Oversight	Support	$855	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$855
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6814			Total	$855	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$855
22	CTR 0232	2K960	SFO	YBI Tunnel Concrete Repair	Support	$812	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$812
		REHAB			Capital	$1,463	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,463
		6825			Total	$2,275	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,275
23	CTR 0243	0W140	SFO	Replace Fender System and Skirt Modifications	Support	$7,000	$0	$0	$0	$1,158	$0	$0	$0	$0	$0	$0	$1,158	$8,158
		REHAB			Capital	$0	$0	$0	$16,538	$86,822	$12,155	$0	$0	$0	$0	$0	$115,514	$115,514
		6825			Total	$7,000	$0	$0	$16,538	$87,980	$12,155	$0	$0	$0	$0	$0	$116,672	$123,672
24	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6814			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight Committee

Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program Summary	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049	Actual Expenditures Thru FY 2023 Q1 Total		$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
25	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	$98	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$98
		REHAB		Director's Order	Capital	$302	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$302
		6825			Total	$400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400
26	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	$647	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$647
		REHAB		Director's Order	Capital	$314	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$314
		6825			Total	$961	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$961
27	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion to LED	Support	$100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$100
		REHAB			Capital	$1,925	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,925
		8033			Total	$2,025	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,025
28	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage tank (UST)	Support	$13	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$13
		REHAB			Capital	$250	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$250
		8033			Total	$263	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$263
29	CTR 0254	2Q920	Var	Toll Paint Facility and Plaza – Replace Metals Doors And Other Upgrades	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$450	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$450
		8033			Total	$450	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$450
30	CTR 0258	TBD	ANT	Replace Fender System	Support	$70	$0	$0	$77	$266	$365	$128	$0	$0	$0	$0	$836	$906
		REHAB			Capital	$0	$0	$0	$0	$0	$2,431	$0	$0	$0	$0	$0	$2,431	$2,431
		6811			Total	$70	$0	$0	$77	$266	$2,796	$128	$0	$0	$0	$0	$3,267	$3,337
31	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	$1,320	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,320
		REHAB			Capital	$9,037	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,037
		6826			Total	$10,357	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,357
32	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
		REHAB			Capital	$1,950	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,950
		6812			Total	$2,450	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,450
33	CTR 0263	3G454	SMH	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	$6,964	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,964
		REHAB			Capital	$28,372	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$28,372
		6826			Total	$35,336	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$35,336
34	CTR 0264	01358	SFO	SFOBB East Span Pier Retention-CMGC	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$787	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$787
		6825			Total	$787	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$787
35	CTR 0265	2Q360	SFO	SFOBB WS Remove Truss Web Scaffolds	Support	$220	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$220
		REHAB			Capital	$550	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$550
		6825			Total	$770	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$770
36	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		(MC3-Training Center)	Capital	$10,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000
		6825			Total	$10,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000
37	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	$460	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$460
		REHAB		Repair vehicle collision damage Director's Order	Capital	$1,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,400
		6814			Total	$1,860	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,860
38	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and South,	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		Spans 1-6	Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6825			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
39	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,182	$465	$1,647	$1,647
		REHAB		and utility panels (Old Bridge)	Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,757	$7,757	$7,757
		6812			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,182	$8,222	$9,404	$9,404
40	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		for remote control and monitoring	Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6812			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
41	CTR 0277	TBD	DUM	Air Compressor, Pier 44- Replace	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6827			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
42	CTR 0278	TBD	SMH	Replace Generators	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$295	$155	$451	$451
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,103	$3,103	$3,103
		6826			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$295	$3,258	$3,553	$3,553
43	CTR 0279	TBD	VAR	Replace Generators for Dum and RSR	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		8629			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
44	CTR 0282	TBD	VAR	Existing Water Line System, Air compressor and Air lines	Support	$0	$0	$0	$0	$0	$0	$0	$536	$985	$886	$621	$3,028	$3,028
		REHAB		North Bridges	Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,569	$0	$8,569	$8,569
		6828			Total	$0	$0	$0	$0	$0	$0	$0	$536	$985	$9,456	$621	$11,597	$11,597
45	CTR 0288	1AA40	SFO	Air Compressors at YBI Substation	Support	$278	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$278
		REHAB		Director's Order	Capital	$1,162	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,162
		6825			Total	$1,440	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,440
46	CTR 0289	TBD	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6826			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
47	CTR 0290	1AA60	SFO	Repair armored joint Assemblies on SFOBB	Support	$270	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$270
		REHAB		Director's Order	Capital	$760	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$760
		6825			Total	$1,030	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,030
48	CTR 0291	1AC70	Var	SMHB Toll Admin Building Repairs and	Support	$53	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$53
		REHAB		Replace HVAC System at RSR Paint facility	Capital	$35	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$35
		8629			Total	$88	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$88

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight Committee

Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program Summary	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049											Actual Expenditures Thru FY 2023 Q1 Total	$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
49	CTR 0293	1AC00	SFO	Repair burned rest area facility	Support	$50	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50
		REHAB		at SFOBB in Oakland	Capital	$230	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$230
		6825		Director's Order	Total	$280	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$280
50	CTR 0294	2AC50	CAR	Repair burned electrical facilities	Support	$300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$300
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	$1,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000
		6813		Director's Order	Total	$1,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,300
51	CTR 0295	01359	SFO	SFOBB environmental close out	Support	$6,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,300
		REHAB			Capital	$4,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,200
		6825			Total	$10,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,500
52	CTR 0296	2AC10	CAR	Repair burned toll facilities and vista point	Support	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	$5,320	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,320
		6813		Director's Order	Total	$6,920	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,920
53	CTR 0297	1W080	DUM	Pier 31 Dumbarton Seismic Joint	Support	$152	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$152
		REHAB		Director's Order	Capital	$333	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$333
		6827			Total	$485	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$485
54	CTR 0298	TBD	SMH	Replace Booster Pump & Fire Pump Controllers	Support	$0	$0	$0	$0	$0	$0	$128	$670	$0	$0	$0	$798	$798
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$2,010	$0	$0	$0	$2,010	$2,010
		6826			Total	$0	$0	$0	$0	$0	$0	$128	$2,680	$0	$0	$0	$2,808	$2,808
55	CTR 0299	1W350	SFO	Modify SAS Tower Elevator Landings	Support	$152	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$152
		REHAB		Director's Order	Capital	$333	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$333
		6825			Total	$485	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$485
56	CTR 0300	1W340	RSR	Repair Car Fire Damage on RSR	Support	$110	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$110
		REHAB		Director's Order	Capital	$160	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$160
		6814			Total	$270	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$270
57	CTR 0301	1W330	SFO	Repair Overlay and Joint	Support	$280	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$280
		REHAB		Director's Order	Capital	$780	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$780
		6825			Total	$1,060	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,060
58	CTR 0302	2Q280	DUM	Dumbarton Bridge Operational Improvements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		Oversight	Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6827			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
59	CTR 0303	1W670	SFO	SFOBB Repair Expansion Joint on lower deck span W2	Support	$152	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$152
		REHAB		District Director's Order	Capital	$333	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$333
		6825			Total	$485	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$485
60	CTR 0304	1W060	SFO	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	$6,024	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,024
		REHAB		Director's Order	Capital	$15,430	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,430
		6825			Total	$21,454	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$21,454
61	CTR 0305	1W720	SFO	SFOBB Replace Finger Joint Support Expansion Shoe Plates	Support	$152	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$152
		REHAB		District Director's Order	Capital	$333	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$333
		6825			Total	$485	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$485
62	CTR 0306	1W970	SMH	SMH Replace Fire Damaged Polyester Concrete Overlay	Support	$152	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$152
		REHAB		District Director's Order	Capital	$200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200
		6826			Total	$352	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$352
63	CTR 0307	2W120	RSR	Richmond-San Rafael Bridge Gusset Plate Strengthening	Support	$2,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,800
		REHAB			Capital	$10,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,300
		6814			Total	$13,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$13,100
64	CTR 0308	2W690	SFO	Repair the fog warning system on the East Span	Support	$152	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$152
		REHAB			Capital	$333	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$333
		6825			Total	$485	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$485
65	CTR 0309	1Y690	SMH	Trestle Repairs Ph 2	Support	$400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400
		REHAB			Capital	$0	$0	$15,750	$13,423	$0	$0	$0	$0	$0	$0	$0	$29,173	$29,173
		6826			Total	$400	$0	$15,750	$13,423	$0	$0	$0	$0	$0	$0	$0	$29,173	$29,573
66	CTR 0310	TBD	SFO	Main Cable Wrap West Span (Ph 2)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6825			Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
67	CTR 0311	TBD	RSR	Replace Existing Damper	Support	$0	$0	$0	$331	$463	$851	$0	$0	$0	$0	$0	$1,645	$1,645
		REHAB			Capital	$0	$0	$0	$0	$5,788	$0	$0	$0	$0	$0	$0	$5,788	$5,788
		6814			Total	$0	$0	$0	$331	$6,251	$851	$0	$0	$0	$0	$0	$7,433	$7,433
68	CTR 0312	TBD	RSR	Structural Steel Paint, Superstructure and Upper Towers- Rehab	Support	$0	$0	$0	$0	$4,631	$4,862	$6,381	$6,700	$0	$0	$0	$22,574	$22,574
		REHAB			Capital	$0	$0	$0	$0	$0	$36,465	$31,907	$0	$0	$0	$0	$68,372	$68,372
		6814			Total	$0	$0	$0	$0	$4,631	$41,327	$38,288	$6,700	$0	$0	$0	$90,947	$90,947
69	CTR 0313	0W030	RSR	I-580 Richmond-San Rafael Bridge Forward CT Oversight	Support	$188	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$188
		REHAB		Open Road Tolling and HOV Lane	Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6814			Total	$188	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$188
70	CTR 0314	3W830	SFO	Repair fire damaged polyester concrete overlay and	Support	$120	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$120
		REHAB		joint seal at the westbound upper deck, Director's Order	Capital	$200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200
		6825			Total	$320	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$320
71	CTR 0315	4W010	SFO	Interim repair of the SFOBB West Span fender system,	Support	$1,825	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,825
		REHAB		Piers W3, W4, W5, and W6	Capital	$7,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,300
		6825			Total	$9,125	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,125
72	CTR 0316	0Y530	RSR	Director's Order: Fire damage repair on Richmond-San Rafael bridge	Support	$400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400
		REHAB			Capital	$850	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$850
		6814			Total	$1,250	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,250

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight Committee

Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program Summary	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049											Actual Expenditures Thru FY 2023 Q1 Total	$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
73	CTR 0317	92602	ALL	Caltrans Asset Management	Support	$200	$1,574	$1,635	$0	$0	$0	$0	$0	$0	$0	$0	$3,209	$3,409
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6828			Total	$200	$1,574	$1,635	$0	$0	$0	$0	$0	$0	$0	$0	$3,209	$3,409
74	CTR 0318	4W950	SFO	Director's Order: YBI Electrical Repairs for SFOBB systems	Support	$520	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$520
		REHAB			Capital	$1,740	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,740
		6825			Total	$2,260	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,260
75	CTR 0319	3G452	BM	Replace Joint Seals (1962) and Expansion Joints Repair, Reconstruct Seismic Joints (Ne	Support	$450	$0	$0	$331	$347	$0	$0	$0	$113	$118	$31	$940	$1,390
		REHAB			Capital	$0	$0	$0	$6,615	$0	$0	$0	$0	$0	$591	$0	$7,206	$7,206
		6812			Total	$450	$0	$0	$6,946	$347	$0	$0	$0	$113	$709	$31	$8,146	$8,596
76	CTR 0320	TBD	RSR	Structural Steel Painting (Tower) 3rd Phase	Support	$1,000	$0	$0	$0	$0	$0	$7,658	$6,700	$0	$0	$0	$14,358	$15,358
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$51,051	$0	$0	$0	$0	$51,051	$51,051
		6814			Total	$1,000	$0	$0	$0	$0	$0	$58,709	$6,700	$0	$0	$0	$65,409	$66,409
77	CTR 0321	TBD	CARQ	Seismic Transmission Unit (STU) Replacement	Support	$300	$0	$0	$331	$0	$0	$0	$0	$0	$0	$0	$331	$631
		REHAB			Capital	$0	$0	$0	$662	$0	$0	$0	$0	$0	$0	$0	$662	$662
		6813			Total	$300	$0	$0	$992	$0	$0	$0	$0	$0	$0	$0	$992	$1,292
78	CTR 0322	TBD	BM	Modify Existing Garage Fence and Repair Fire Proofing Material	Support	$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
		REHAB			Capital	$0	$0	$1,050	$0	$0	$0	$0	$0	$0	$0	$0	$1,050	$1,050
		8033			Total	$500	$0	$1,050	$0	$0	$0	$0	$0	$0	$0	$0	$1,050	$1,550
79	CTR 0323	TBD	SFOBB	Armor Joint Reconstruction	Support	$2,000	$0	$0	$2,205	$0	$0	$0	$0	$0	$0	$0	$2,205	$4,205
		REHAB			Capital	$0	$0	$0	$16,538	$0	$0	$0	$0	$0	$0	$0	$16,538	$16,538
		6825			Total	$2,000	$0	$0	$18,743	$0	$0	$0	$0	$0	$0	$0	$18,743	$20,743
80	CTR 0324	3W490	SFOBB	Structural Steel Paint (Towers)	Support	$0	$0	$0	$0	$0	$3,647	$3,829	$1,340	$0	$0	$0	$8,815	$8,815
		REHAB			Capital	$0	$0	$0	$0	$6,946	$60,775	$30,631	$0	$0	$0	$0	$98,352	$98,352
		6825			Total	$0	$0	$0	$0	$6,946	$64,422	$34,460	$1,340	$0	$0	$0	$107,167	$107,167
81	CTR 0325	1Y700	CARQ	Overlay (Al Zampa)	Support	$700	$0	$420	$331	$0	$0	$0	$0	$0	$0	$0	$751	$1,451
		REHAB			Capital	$0	$0	$4,200	$0	$0	$0	$0	$0	$0	$0	$0	$4,200	$4,200
		6813			Total	$700	$0	$4,620	$331	$0	$0	$0	$0	$0	$0	$0	$4,951	$5,651
82	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	$11,668	$1,000	$1,050	$1,103	$1,158	$1,216	$1,276	$1,340	$1,407	$1,477	$1,551	$12,578	$24,246
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6828			Total	$11,668	$1,000	$1,050	$1,103	$1,158	$1,216	$1,276	$1,340	$1,407	$1,477	$1,551	$12,578	$24,246
83	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	$44,620	$4,570	$4,799	$5,038	$5,290	$5,555	$5,833	$6,124	$6,430	$6,752	$7,090	$57,481	$102,101
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6828			Total	$44,620	$4,570	$4,799	$5,038	$5,290	$5,555	$5,833	$6,124	$6,430	$6,752	$7,090	$57,481	$102,101
84	CTR 0062	93870	ALL	Base Security	Support	$20,040	$1,600	$1,680	$1,764	$1,852	$1,945	$2,042	$2,144	$2,251	$2,364	$2,482	$20,125	$40,165
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6828			Total	$20,040	$1,600	$1,680	$1,764	$1,852	$1,945	$2,042	$2,144	$2,251	$2,364	$2,482	$20,125	$40,165
85	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	$59,480	$14,740	$15,477	$16,251	$17,063	$17,917	$18,812	$19,753	$20,741	$21,778	$22,867	$185,398	$244,878
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6828			Total	$59,480	$14,740	$15,477	$16,251	$17,063	$17,917	$18,812	$19,753	$20,741	$21,778	$22,867	$185,398	$244,878
86	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	$8,550	$400	$420	$441	$463	$486	$511	$536	$563	$591	$621	$5,031	$13,581
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		6828			Total	$8,550	$400	$420	$441	$463	$486	$511	$536	$563	$591	$621	$5,031	$13,581
87	CTR 0269	TBD	Var.	Bridge Facilities Capital Rehab by State forces	Support	$270	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$270
		REHAB			Capital	$890	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$890
		6828			Total	$1,160	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,160
88	CTR 0270	TBD	Var.	TBD Paint	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$1,846	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,846
		6828			Total	$1,846	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,846
89	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	$14,428	$6,000	$6,300	$6,615	$6,946	$7,293	$7,658	$8,041	$8,443	$8,865	$9,308	$75,467	$89,895
		REHAB			Capital	$75	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$75
		6829			Total	$14,503	$6,000	$6,300	$6,615	$6,946	$7,293	$7,658	$8,041	$8,443	$8,865	$9,308	$75,467	$89,970
90	TBD	TBD	VAR ALL	PID	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$100	$105	$110	$116	$122	$128	$134	$141	$148	$155	$1,258	$1,258
					Total	$0	$100	$105	$110	$116	$122	$128	$134	$141	$148	$155	$1,258	$1,258
91	TBD	TBD	CARQ	Structural Steel Painting	Support	$0	$0	$0	$0	$0	$0	$5,105	$0	$7,739	$7,387	$6,205	$26,437	$26,437
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$67,005	$43,620	$0	$0	$110,625	$110,625
					Total	$0	$0	$0	$0	$0	$0	$5,105	$67,005	$51,359	$7,387	$6,205	$137,062	$137,062
92	TBD	TBD	SFOBB	Main Cable Wrap West Span (Phase 2)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$2,814	$8,865	$3,103	$14,782	$14,782
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$13,401	$14,071	$14,775	$0	$42,247	$42,247
					Total	$0	$0	$0	$0	$0	$0	$0	$13,401	$16,885	$23,639	$3,103	$57,028	$57,028
93	TBD	TBD	SFOBB	Install traveler at SAS Main Cable	Support	$0	$0	$0	$0	$0	$0	$0	$5,360	$2,814	$2,955	$3,103	$14,232	$14,232
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$14,071	$29,549	$0	$43,620	$43,620
					Total	$0	$0	$0	$0	$0	$0	$0	$5,360	$16,885	$32,504	$3,103	$57,852	$57,852
94	TBD	TBD	SFOBB	SAS Elevator Rail Replacement	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$0	$0	$0	$1,158	$0	$0	$0	$0	$0	$0	$1,158	$1,158
					Total	$0	$0	$0	$0	$1,158	$0	$0	$0	$0	$0	$0	$1,158	$1,158
95	TBD	TBD	VAR	USGS Monitoring Station	Support	$0	$150	$158	$0	$0	$0	$0	$0	$0	$0	$0	$308	$308
		REHAB			Capital	$0	$150	$158	$0	$0	$0	$0	$0	$0	$0	$0	$308	$308
					Total	$0	$300	$315	$0	$0	$0	$0	$0	$0	$0	$0	$615	$615
96	TBD	TBD	CARQ	Replace and Upgrade Navigational Lights to LED and connect it with SCADA for more r	Support	$0	$0	$0	$0	$0	$0	$0	$670	$281	$0	$0	$951	$951
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$2,111	$0	$0	$2,111	$2,111
					Total	$0	$0	$0	$0	$0	$0	$0	$670	$2,392	$0	$0	$3,062	$3,062

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
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Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program Summary	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

					Actual Expenditures Thru FY 2023 Q1 Total	
Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049				$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
97	TBD	TBD	CARQ	Upgrade radar beacons and connect it with SCADA for remote control	Support	$0	$0	$0	$0	$0	$0	$0	$0	$422	$0	$0	$422	$422
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$1,407	$0	$0	$1,407	$1,407
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$1,829	$0	$0	$1,829	$1,829
98	TBD	TBD	ANT	Navigational Lights- Upgrade to LED	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$140	$140	$140
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$465	$465	$465
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$605	$605	$605
99	TBD	TBD	RSR	Upgrade radar beacons and connect it with SCADA for remote control	Support	$0	$0	$0	$0	$0	$0	$0	$1,340	$1,970	$0	$0	$3,310	$3,310
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$9,850	$0	$0	$9,850	$9,850
					Total	$0	$0	$0	$0	$0	$0	$0	$1,340	$11,820	$0	$0	$13,160	$13,160
100	TBD	TBD	RSR	Replace and Upgrade Navigational Lights to LED and connect it with SCADA for remote	Support	$0	$0	$0	$0	$0	$0	$0	$804	$1,970	$0	$0	$2,774	$2,774
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$7,739	$0	$0	$7,739	$7,739
					Total	$0	$0	$0	$0	$0	$0	$0	$804	$9,709	$0	$0	$10,513	$10,513
101	TBD	TBD	RSR	Replace Aircraft Beacon and upgrade to LED, and connect o SCADA for monitoring	Support	$0	$0	$0	$0	$0	$0	$0	$268	$141	$0	$0	$409	$409
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$704	$0	$0	$704	$704
					Total	$0	$0	$0	$0	$0	$0	$0	$268	$844	$0	$0	$1,112	$1,112
102	TBD	TBD	RSR	Upgrade fog horns and connect with SCADA for remote control	Support	$0	$0	$0	$0	$0	$0	$0	$268	$141	$0	$0	$409	$409
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$1,407	$0	$0	$1,407	$1,407
					Total	$0	$0	$0	$0	$0	$0	$0	$268	$1,548	$0	$0	$1,816	$1,816
103	TBD	TBD	RSR	Concrete Column Repair	Support	$0	$0	$0	$0	$0	$0	$0	$1,005	$1,055	$1,108	$0	$3,168	$3,168
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,865	$0	$8,865	$8,865
					Total	$0	$0	$0	$0	$0	$0	$0	$1,005	$1,055	$9,973	$0	$12,033	$12,033
104	TBD	TBD	CARQ	Retention Cable Band Bolts Investigation	Support	$0	$0	$0	$0	$0	$0	$0	$670	$0	$0	$0	$670	$670
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$2,680	$0	$0	$0	$2,680	$2,680
					Total	$0	$0	$0	$0	$0	$0	$0	$3,350	$0	$0	$0	$3,350	$3,350
105	TBD	TBD	SFOBB	SFOBB - Replace Joint Seals (Upper & Lower Deck)	Support	$0	$0	$0	$0	$0	$0	$0	$1,474	$704	$369	$0	$2,547	$2,547
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$8,041	$0	$0	$0	$8,041	$8,041
					Total	$0	$0	$0	$0	$0	$0	$0	$9,515	$704	$369	$0	$10,588	$10,588
106	TBD	TBD	BM	Install 6G Hz Radio Licensed Links at Benicia Toll Plaza	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
107	TBD	TBD	BM	Upgrade toll plaza, parking and roadway lighting to LED	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$621	$768	$768
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,241	$1,241	$1,241
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$1,862	$2,009	$2,009
108	TBD	TBD	SFOBB	Replace Cable Lighting And Upgrade to LED (North and South)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$563	$1,034	$0	$1,597	$1,597
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,103	$0	$3,103	$3,103
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$563	$4,137	$0	$4,700	$4,700
109	TBD	TBD	BM	TOS Elements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,005	$310	$1,315	$1,315
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,413	$3,413	$3,413
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,005	$3,723	$4,728	$4,728
110	TBD	TBD	SFOBB	Replace Utility Stations and Armored Cable on West Span	Support	$0	$0	$0	$0	$0	$0	$0	$0	$141	$1,034	$0	$1,175	$1,175
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,432	$0	$4,432	$4,432
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$141	$5,467	$0	$5,607	$5,607
111	TBD	TBD	SFOBB	Replace West Span (Upper Deck) LED Lighting	Support	$0	$0	$0	$0	$0	$0	$0	$0	$422	$148	$0	$570	$570
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,955	$0	$2,955	$2,955
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$422	$3,103	$0	$3,525	$3,525
112	TBD	TBD	SFOBB	Replace West Span (Lower Deck) LED Lighting	Support	$0	$0	$0	$0	$0	$0	$0	$0	$422	$148	$0	$570	$570
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,955	$0	$2,955	$2,955
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$422	$3,103	$0	$3,525	$3,525
113	TBD	TBD	SFOBB	Replace Comm. Cable (SCADA 50 Pair Cable) West Span	Support	$0	$0	$0	$0	$0	$0	$0	$0	$281	$148	$0	$429	$429
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,477	$0	$1,477	$1,477
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$281	$1,625	$0	$1,907	$1,907
114	TBD	TBD	SFOBB	Replace Generators	Support	$0	$0	$0	$0	$0	$0	$0	$268	$0	$0	$0	$268	$268
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$3,350	$0	$0	$0	$3,350	$3,350
					Total	$0	$0	$0	$0	$0	$0	$0	$3,618	$0	$0	$0	$3,618	$3,618
115	TBD	TBD	SFOBB	TOS Elements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$563	$443	$0	$1,006	$1,006
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,659	$0	$2,659	$2,659
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$563	$3,103	$0	$3,665	$3,665
116	TBD	TBD	SFOBB	Air Compressors and Air Line at YBI and Sterling - Replace	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,826	$6,826	$6,826
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$17,065	$17,065	$17,065
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$23,890	$23,890	$23,890
117	TBD	TBD	ANT	Substations Upgrade (2 Locations)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$295	$310	$606	$606
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,432	$0	$4,432	$4,432
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,728	$310	$5,038	$5,038
118	TBD	TBD	ANT	Replace Power Cable (480V)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$155	$303	$303
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,327	$2,327	$2,327
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$2,482	$2,630	$2,630
119	TBD	TBD	CARQ	Upgrade cable-lighting to LED (Both Bridges)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$1,407	$0	$0	$1,407	$1,407
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$4,221	$0	$0	$4,221	$4,221
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$5,628	$0	$0	$5,628	$5,628
120	TBD	4K060?	DUM	Substations Upgrade	Support	$0	$0	$0	$0	$463	$486	$0	$0	$0	$0	$0	$949	$949
		REHAB			Capital	$0	$0	$0	$0	$0	$3,647	$0	$0	$0	$0	$0	$3,647	$3,647
					Total	$0	$0	$0	$0	$463	$4,133	$0	$0	$0	$0	$0	$4,596	$4,596

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight Committee

Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program Summary	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

					Actual Expenditures Thru FY 2023 Q1 Total	
Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049				$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
121	TBD	TBD	CARQ	Upgrade toll plaza, parking and roadway lighting to LED (CARQ Zampa)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$621	$768	$768
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,241	$1,241	$1,241
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$1,862	$2,009	$2,009
122	TBD	TBD	DUM	Updating Existing Radio Links from District Office to San Leandro Hill and from San Le	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$341	$341	$341
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$496	$496	$496
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$838	$838	$838
123	TBD	TBD	ANT	TOS Elements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$155	$155	$155
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$621	$621	$621
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$776	$776	$776
124	TBD	TBD	RSR	Replace SCADA communication cable with fiber, upgrade SCADA	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$2,327	$2,475	$2,475
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,654	$4,654	$4,654
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$6,981	$7,129	$7,129
125	TBD	TBD	SMH	Replace Power Cable (480V)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591	$776	$1,367	$1,367
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,430	$5,430	$5,430
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591	$6,205	$6,796	$6,796
126	TBD	TBD	SMH	TOS Elements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$886	$465	$1,352	$1,352
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,258	$3,258	$3,258
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$886	$3,723	$4,610	$4,610
127	TBD	TBD	DUM	Replace Power Cable (480V)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591	$621	$1,212	$1,212
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,103	$3,103	$3,103
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591	$3,723	$4,314	$4,314
128	TBD	TBD	DUM	TOS Elements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591	$434	$1,025	$1,025
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,637	$2,637	$2,637
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591	$3,072	$3,663	$3,663
129	TBD	TBD	RSR	TOS Elements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591	$403	$994	$994
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,560	$2,560	$2,560
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591	$2,963	$3,554	$3,554
130	TBD	TBD	RSR	Upgrade lower deck, Toll plaza and building lighting to LED	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$776	$923	$923
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,551	$1,551	$1,551
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$2,327	$2,475	$2,475
131	TBD	TBD	SMH	Replace Utility Stations	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$776	$923	$923
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,327	$2,327	$2,327
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$3,103	$3,250	$3,250
132	TBD	TBD	VAR (ANT,BM)	Reliable power to Fog Horns, Radar Beacons and Related Electrical Systems	Support	$0	$0	$0	$0	$0	$0	$0	$0	$1,407	$2,955	$1,551	$5,913	$5,913
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,910	$3,103	$9,012	$9,012
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$1,407	$8,865	$4,654	$14,926	$14,926
133	TBD	TBD	BM, CARQ, DUM,	Replace Existing Conduit and Cable with Armored Cables	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,477	$1,086	$2,563	$2,563
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,981	$6,981	$6,981
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,477	$8,067	$9,544	$9,544
134	TBD	TBD	DUM	Replace SCADA communication cable with fiber, upgrade SCADA	Support	$0	$0	$0	$0	$0	$0	$0	$0	$141	$148	$1,551	$1,840	$1,840
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,103	$3,103	$3,103
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$141	$148	$4,654	$4,942	$4,942
135	TBD	TBD	CARQ	Replace SCADA communication cable with fiber, upgrade SCADA	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$1,551	$1,699	$1,699
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,103	$3,103	$3,103
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$4,654	$4,802	$4,802
136	TBD	TBD	SMH	Upgrade SCADA (Software and Hardware)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$1,551	$1,699	$1,699
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,103	$3,103	$3,103
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$4,654	$4,802	$4,802
137	TBD	TBD	CARQ	TOS Elements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$886	$310	$1,197	$1,197
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,948	$2,948	$2,948
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$886	$3,258	$4,144	$4,144
138	TBD	TBD	VAR ALL	SCADA Training	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$310	$458	$458
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$739	$0	$739	$739
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$886	$310	$1,197	$1,197
139	TBD	TBD	SMH	Water Service Pump at Pier- Upgrade	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$310	$310	$310
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$776	$776	$776
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,086	$1,086	$1,086
140	TBD	TBD	VAR S BRIDGES	Existing Water Line System, Air compressor and Airlines	Support	$0	$0	$0	$0	$0	$0	$0	$0	$1,407	$1,477	$2,637	$5,522	$5,522
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,775	$0	$14,775	$14,775
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$1,407	$16,252	$2,637	$20,296	$20,296
141	TBD	TBD	SMH	Foster City Paint - Pavement Rehab	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$233	$233	$233
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$543	$543	$543
					Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$776	$776	$776
142	BR 0001	8531	BATA	Benicia ORT***	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$4,153	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,153
			8531		Total	$4,153	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,153
143	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	$2,914	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,914
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
			8539		Total	$2,914	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,914
144	BR 0003	8594	BATA	SFOBB West Span Pathway Planning	Support	$7,750	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,750
		REHAB		(Bay Skyway Phase 2)	Capital	$10,550	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,550
			8594		Total	$18,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$18,300

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight Committee

Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program Summary	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049											Actual Expenditures Thru FY 2023 Q1 Total	$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
145	BR 0004	8909	BATA	Gateway Park	Support	$1,273	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,273
		REHAB			Capital	$17,102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$17,102
			8909		Total	$18,375	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$18,375
146	BR 0005	8913	BATA	SFOBB Administration Building***	Support	$5,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000
		REHAB			Capital	$20,319	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,319
			8913		Total	$25,319	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$25,319
147	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$531	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$531
			8918		Total	$531	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$531
148	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$1,775	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,775
			8921		Total	$1,775	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,775
149	BR 0009	8922	BATA	Metering Lights Upgrade	Support	$1,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000
		REHAB			Capital	$17,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$17,000
			8922		Total	$18,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$18,000
150	BR 0010	8920	BATA	SFO Plaza and Canopy Improvements***	Support	$3,991	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,991
		REHAB			Capital	$5,272	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,272
			8920		Total	$9,263	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,263
151	BR 0011	8923	BATA	Bridge Documentation	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
			8923		Total	$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
152	BR 0013	8602	BATA	Hybrid/ETC Lane Modifications***	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$874	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$874
			8602		Total	$874	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$874
153	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	$425	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$425
		REHAB			Capital	$32,908	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$30,000	$62,908
			8907		Total	$33,333	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$3,000	$30,000	$63,333
154	BR 0016	8631	BATA	Callboxes***	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$2,344	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,344
			8631		Total	$2,344	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,344
155	BR 0017	8900	BATA	2003 CSC Procurement	Support	$1,679	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,679
		REHAB			Capital	$10,679	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,679
			8900		Total	$12,358	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,358
156	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$117,900	$10,950	$9,998	$10,498	$11,023	$11,574	$12,153	$12,760	$13,398	$14,068	$14,772	$121,195	$239,095
			8901		Total	$117,900	$10,950	$9,998	$10,498	$11,023	$11,574	$12,153	$12,760	$13,398	$14,068	$14,772	$121,195	$239,095
157	BR 0019	8902	BATA	2012 CSC Procurement	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$25,250	$600	$650	$650	$700	$0	$0	$0	$0	$0	$0	$2,600	$27,850
			8902		Total	$25,250	$600	$650	$650	$700	$0	$0	$0	$0	$0	$0	$2,600	$27,850
158	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		(ATCAS)	Capital	$38,395	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$38,395
			8903		Total	$38,395	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$38,395
159	BR 0021	8904	BATA	FasTrak Sign and Sign Structure Improvements	Support	$1,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000
		REHAB		(Strategic Plan)	Capital	$28,510	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$28,510
			8904		Total	$29,510	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$29,510
160	BR 0022	8905	BATA	Misc Bridge Improvements	Support	$400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400
		REHAB			Capital	$31,954	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$31,954
			8905		Total	$32,354	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$32,354
161	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		(HW, SW, NETWORK)	Capital	$5,835	$225	$525	$225	$525	$1,000	$250	$500	$250	$540	$0	$4,040	$9,875
			8908		Total	$5,835	$225	$525	$225	$525	$1,000	$250	$500	$250	$540	$0	$4,040	$9,875
162	BR 0025	8912	BATA	Tag Inventory Conversion	Support	$200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200
		REHAB		(Upgrade Technology)***	Capital	$1,737	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,737
			8912		Total	$1,937	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,937
163	BR 0026	8914	BATA	Violation Enforcement System***	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$7,842	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,842
			8914		Total	$7,842	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,842
164	BR 0027	8916	BATA	Bay Crossing Study***	Support	$540	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$540
		REHAB			Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
			8916		Total	$540	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$540
165	BR 0028	8917	BATA	BATA Technology Security	Support	$0	$0	$0	$350	$350	$350	$350	$400	$400	$400	$0	$2,600	$2,600
		REHAB			Capital	$4,583	$383	$383	$0	$0	$0	$0	$0	$0	$367	$0	$1,133	$5,717
			8917		Total	$4,583	$383	$383	$350	$350	$350	$350	$400	$400	$767	$0	$3,733	$8,317
166	BR 0029	8926	BATA	Bridge Modeling and Investigations	Support	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000
		REHAB			Capital	$3,151	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,151
			8926		Total	$5,151	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,151
167	BR 0030	8000-16	BATA	Program Monitoring	Support	$0	$200	$200	$200	$200	$200	$200	$200	$200	$200	$200	$2,000	$2,000
		REHAB			Capital	$49,595	$200	$200	$200	$200	$200	$200	$200	$200	$200	$200	$2,000	$51,595
			8000-16		Total	$49,595	$400	$400	$400	$400	$400	$400	$400	$400	$400	$400	$4,000	$53,595
168	BR 0031	8000-05	BATA	Capital Program Audits	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$9,200	$400	$400	$400	$400	$400	$400	$400	$400	$0	$0	$3,200	$12,400
			8000-05		Total	$9,200	$400	$400	$400	$400	$400	$400	$400	$400	$0	$0	$3,200	$12,400

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight Committee

Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program Summary	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049	Actual Expenditures Thru FY 2023 Q1 Total		$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
169	BR 0034	8924	BATA	Antioch Bridge	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		CCTA 160/4 Interchange	Capital	$50,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000
			8924		Total	$50,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000
170	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	$1,494	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,494
		REHAB		I-580 Access Improvements	Capital	$86,109	$350	$350	$350	$350	$350	$350	$350	$350	$350	$350	$3,500	$89,609
			8930		Total	$87,603	$350	$350	$350	$350	$350	$350	$350	$350	$350	$350	$3,500	$91,103
171	BR 0038	8937	BATA	2020 CSC Procurement	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$34,000	$0	$0	$0	$0	$700	$700	$700	$700	$800	$0	$3,600	$37,600
			8937		Total	$34,000	$0	$0	$0	$0	$700	$700	$700	$700	$800	$0	$3,600	$37,600
172	BR 0039	8933	BATA	Plan Bay Area TMS	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,000
			8933		Total	$9,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,000
173	BR 0040	8012	BATA	Open Road Tolling (ORT)	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$31,901	$20,662	$21,783	$22,600	$2,000	$0	$0	$0	$0	$0	$0	$67,045	$98,946
			8012		Total	$31,901	$20,662	$21,783	$22,600	$2,000	$0	$0	$0	$0	$0	$0	$67,045	$98,946
174	BR 0043	8936	BATA	Backhaul Connection Infrastructure	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$1,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000
			8936		Total	$1,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000
175	BR 0044	8540	BATA	Regional Transportation Sea Level Rise Asset	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000
			8540		Total	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000
176	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
			8530		Total	$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
177	BR 0046	8528	BATA	Bay Lights Maintenance	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$2,520	$891	$313	$313	$313	$313	$313	$313	$313	$313	$313	$3,708	$6,228
			8528		Total	$2,520	$891	$313	$313	$313	$313	$313	$313	$313	$313	$313	$3,708	$6,228
178	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$7,537	$2,688	$2,688	$2,688	$0	$0	$0	$0	$0	$0	$0	$8,064	$15,601
			8938		Total	$7,537	$2,688	$2,688	$2,688	$0	$0	$0	$0	$0	$0	$0	$8,064	$15,601
179	BR 0048	8939	BATA	Asset Management	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$8,548	$2,480	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,480	$11,028
			8939		Total	$8,548	$2,480	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,480	$11,028
180	BR 0049	8941	BATA	CHP - COZEEP/MAZEEP	Support	$200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200
		REHAB			Capital	$1,006	$1,200	$1,200	$500	$200	$200	$200	$200	$200	$200	$200	$4,300	$5,306
			8941		Total	$1,206	$1,200	$1,200	$500	$200	$200	$200	$200	$200	$200	$200	$4,300	$5,506
181	BR 0050	8940	BATA	HOV Lane Enforcement	Support	$2,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,600
		REHAB		Vehicle Occupancy	Capital	$4,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000
			8940		Total	$6,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,600
182	BR 0051	8942	BATA	Bridge Yard Capital Improvements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
			8942		Total	$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
183	BR 0052	8943	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$1,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,400
			8943		Total	$1,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,400
184	BR 0053	8944	BATA	Dumbarton Bridge Operational Improvement	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$17,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$17,000
			8944		Total	$17,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$17,000
185	BR 0054	8945	BATA	Next Gen Clipper (C2) System	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$9,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,600
			8945		Total	$9,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,600
186	BR 0055	8946	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$14,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,300
			8946		Total	$14,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,300
187	BR 0056	8947	BATA	New BATA Bridge Evaluation and Due Diligence	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		SR-37	Capital	$8,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,000
			8947		Total	$8,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,000
188	BR 0057	8948	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	$4,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000
		REHAB		Open Road Tolling and HOV Lane	Capital	$3,812	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$16,000	$19,812
			8948		Total	$7,812	$16,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$16,000	$23,812
189	BR 0058	8949	BATA	Regional Transportation Commute Challenge	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		Carryover from FY19-20	Capital	$2,001	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,001
			8949		Total	$2,001	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,001
190	BR 0059	8950	BATA	Link: Bike/Ped Access to East Span of SFOBB Design	Support	$3,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000
		REHAB			Capital	$3,000	$0	$9,700	$0	$0	$0	$0	$0	$0	$0	$0	$9,700	$12,700
			TBD		Total	$6,000	$0	$9,700	$0	$0	$0	$0	$0	$0	$0	$0	$9,700	$15,700
191	BR 0060	8951	BATA	SFOBB ORT Civil Design	Support	$3,177	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,177
		REHAB			Capital	$3,477	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,477
			TBD		Total	$6,654	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,654
192	BR 0061	TBD	BATA	Bay Bridge Forward Construction of I-80/Powell Street Transit Access Improvement	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$3,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000
			TBD		Total	$3,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000

Attachment A
Bay Area Toll Authority
FY 2024-33 Toll Bridge Capital Improvement Plan (CIP)

BATA Resolution No. 166
Date: February 22, 2023
W.I.: 1251
Referred by: BATA Oversight Committee

Figures are in $000 and escalated to Year of Expenditure (YOE)

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
Toll Bridge Rehabilitation Program	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
Summary	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201

Actual Expenditures Thru FY 2023 Q1	Total	$1,398,049	Actual Expenditures Thru FY 2023 Q1 Total		$1,398,049

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Authorized + CIP Total
193	BR 0062	8952	BATA	Bay Skyway - CCO to YBI	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$2,700	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,700
			TBD		Total	$2,700	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,700
194	BR 0063	8953	BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support	$1,150	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,150
		REHAB			Capital	$4,302	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,302
			TBD		Total	$5,452	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,452
195	BR 0064	TBD	BATA	Bay Bridge Forward Construction of I-80 WB Bus/HOV Lane	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000
					Total	$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000
196	BR 0065	TBD	BATA	Seismic and Code Changes	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$1,000	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$2,000	$2,000
			TBD		Total	$0	$1,000	$0	$0	$0	$0	$1,000	$0	$0	$0	$0	$2,000	$2,000
197	BR 0066	TBD	BATA	Misc Toll Plaza Improvements	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB			Capital	$0	$1,000	$1,000	$1,000	$1,000	$1,000	$5,000	$5,000	$5,000	$5,000	$0	$25,000	$25,000
			TBD		Total	$0	$1,000	$1,000	$1,000	$1,000	$1,000	$5,000	$5,000	$5,000	$5,000	$0	$25,000	$25,000
198	BR Res	8928	BATA	BATA Program Contingency	Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		REHAB		RM1 and Seismic Closeout	Capital	$25,869	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$40,000	$65,869
			8928		Total	$25,869	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$4,000	$40,000	$65,869

* Caltrans Capital includes capital outlay construction and right-of-way.

** Project closed to expenditure reimbursement June 30, 2021 or earlier.

*** Project closed to expenditure June 30, 2022 or earlier.

		Authorized Thru 2023	CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total	Thru 2023 + CIP Total
Toll Bridge Rehabilitation Program	Support	$427,465	$41,234	$39,488	$43,084	$46,438	$50,033	$59,910	$66,613	$68,338	$81,372	$84,949	$581,460	$1,008,926
Summary	Capital	$1,440,594	$116,780	$125,228	$129,900	$134,380	$138,939	$141,921	$124,714	$127,153	$134,772	$109,895	$1,283,681	$2,724,275
	Total	$1,868,059	$158,013	$164,716	$172,984	$180,818	$188,973	$201,830	$191,327	$195,491	$216,144	$194,844	$1,865,141	$3,733,201
Caltrans Rehabilitation Program	Support	$383,672	$41,034	$39,288	$42,534	$45,888	$49,483	$59,360	$66,013	$67,738	$80,772	$84,749	$576,860	$960,533
Summary	Capital	$653,554	$50,750	$69,038	$83,476	$110,669	$116,202	$114,355	$97,291	$99,341	$105,934	$87,061	$934,116	$1,587,670
	Total	$1,037,227	$91,784	$108,326	$126,010	$156,557	$165,686	$173,715	$163,304	$167,079	$186,706	$171,810	$1,510,976	$2,548,203
BATA Rehabilitation Program	Support	$43,793	$200	$200	$550	$550	$550	$550	$600	$600	$600	$200	$4,600	$48,393
Summary	Capital	$787,039	$66,030	$56,190	$46,424	$23,711	$22,737	$27,566	$27,423	$27,811	$28,838	$22,835	$349,565	$1,136,605
	Total	$830,832	$66,230	$56,390	$46,974	$24,261	$23,287	$28,116	$28,023	$28,411	$29,438	$23,035	$354,165	$1,184,998

			CIP 2024	CIP 2025	CIP 2026	CIP 2027	CIP 2028	CIP 2029	CIP 2030	CIP 2031	CIP 2032	CIP 2033	FY24-33 CIP Total
Estimated Cashflow (for FY 2024-33 CIP only)	Support		$36,234	$35,645	$38,713	$44,236	$51,262	$54,141	$55,321	$56,523	$60,181	$66,293	$498,548
	Capital		$48,911	$101,353	$131,915	$159,554	$144,690	$142,943	$121,522	$113,733	$147,716	$142,974	$1,255,311
	Total		$85,145	$136,998	$170,628	$203,790	$195,952	$197,084	$176,843	$170,256	$207,896	$209,268	$1,753,859

BAY AREA TOLL AUTHORITY

Toll Bridge Program Report

February 2023

Contents

Introduction

This is the second Toll Bridge Program report which presents updates on the conditions of the San Francisco Bay Area's seven state-owned toll bridges. The first report of this kind was presented in April 2022. The Bay Area Toll Authority (BATA) and the California Department of Transportation (Caltrans) work together to continually monitor the toll bridges to preserve their integrity and reliability.

BATA manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages the region's FasTrak® electronic toll payment system. Caltrans owns and operates the seven state-owned toll bridges in the Bay Area. Caltrans is also responsible for designing, building, and maintaining the state's highway system.

Summary of Bridge Evaluation Ratings

The San Francisco Bay Area's seven state-owned toll bridges are monitored continually to determine the need for repair, rehabilitation, or replacement to preserve their integrity and reliability. The conditions of these toll bridges must be constantly evaluated for safety, performance, condition, and vulnerabilities to make good investment decisions in the face of limited funding. Caltrans' Structure Maintenance and Investigations (SM&I) unit is responsible for managing the Bay Area's toll bridges, and for inspecting and recording the conditions of these bridges according to state and federal regulations. A comprehensive, regenerated condition database is essential for efficiently managing the Bay Area's toll bridges.

Federal regulations set the requirements for inspection procedures, inspection frequency, personnel qualifications, inspection reports, and preparation and maintenance of the state bridge inventory. National Bridge Inspection Standards (NBIS) are applied to all structures defined as bridges located on public roads, and Caltrans' SM&I division is responsible for applying these standards and reporting them to the Federal Highway Administration (FHWA). A bridge condition rating is given for each bridge's deck, superstructure, and substructure; the lowest rating of these three determines the bridge's overall "Bridge Condition" rating. If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair.

The seven state-owned toll bridges in the Bay Area include 10 separate structures, with the San Francisco-Oakland Bay Bridge, the Benicia-Martinez Bridge, and the Carquinez Bridge each featuring a two-bridge configuration. Because these structures operate in a maritime environment with exposure to weather, salt water, and normal wear and tear, the bridges need proactive maintenance and rehabilitation. BATA, in collaboration with Caltrans, has developed and budgeted for a significant annual maintenance and a detailed rehabilitation program, which included over $137 million in budgeted rehabilitation expenditures in Fiscal Year (FY) 2022 alone. Nine of the 10 bridge structures have been deemed in fair or better condition, and BATA and Caltrans remain focused on maintaining and improving the quality of these assets. It is important to note that the FHWA bridge condition rating is not a safety rating, but a tool to help record and track deterioration and prioritize projects and funding. Safety determinations are made by Caltrans Maintenance Engineers who

continuously monitor the bridges. Any structural safety deficiency is addressed at time of discovery. The Bay Area's seven state-owned toll bridges are rated as follows:

Table 1 Overall condition ratings for Bay Area state-owned toll bridges

Bridge	Overall Rating	Bridge Condition
Antioch Bridge	7	Good Condition
Benicia-Martinez Northbound (NB) Bridge	7	Good Condition
Benicia-Martinez Southbound (SB) Bridge	5	Fair Condition
Carquinez Eastbound (EB) Bridge	5	Fair Condition
Carquinez Westbound (WB) Bridge	5	Fair Condition
Dumbarton Bridge	6	Fair Condition
Richmond-San Rafael Bridge	5	Fair Condition
San Francisco Oakland Bay Bridge – East Span	7	Good Condition
San Francisco Oakland Bay Bridge – West Span	5	Fair Condition
San Mateo-Hayward Bridge	4	Poor Condition - *Deterioration on substructure is consistent with the age of the structure and the marine environment. Repairs to concrete on trestle are underway and expected to raise the condition rating by 2024*

Background

The following subsections will provide a short background on the bridge inspection procedures, performance measures, condition ratings, asset management and potential risks.

Bridge Investigations

Caltrans' Structure Maintenance and Investigation (SM&I) unit is responsible for managing the Bay Area's seven state-owned toll bridges. This unit leads the effort for inspecting bridges, recording condition data, performing load rating analysis, and preserving these bridges. The SM&I unit performs routine and specialty inspections according to state and federal guidelines. Bridge inspections are conducted in compliance with:

- Code of Federal Regulations (CFR).
- National Bridge Inspection Standards (NBIS).
- FHWA National Bridge Inspection Program (NBIP) metrics.
- AASHTO Inspection, Evaluation and Load Rating procedures.
- Internal asset management requirements.

Bridge structures are regularly inspected by SM&I Area Bridge Maintenance Engineers at a maximum interval of 24 to 48 months, and whenever needed. Specialty inspections are performed when the bridge meets specialty criteria, such as fracture critical, underwater, or scour protection. During a routine inspection, a registered engineer will perform element-level inspections of all structural members of the deck, superstructure, and substructure of the bridge. The registered engineer will document the condition of each structural member according to the guidelines provided in the Caltrans Bridge Element Inspection Manual. During a specialty inspection, a registered engineer is responsible for performing inspections of those bridge elements identified with specialized requirements. The photographs in Figure 1 show the SM&I team performing inspection activities.

Additionally, hands-on inspections with appropriate Non-Destructive Testing (NDT) may be performed as part of a specialty inspection. Such inspections may prompt additional testing as required to determine the integrity of bridge structural elements. If an inspection activity identifies a significant deficiency with any of the bridge's structural elements, specialized analysis and Load Ratings may be performed to reestablish the safe load capacity of that bridge element. Bridge inspection staff are trained regularly on the best practices for addressing condition defects found during the inspection process. Further inspection activity may occur as needed to determine the condition of the bridge. This may include post-event inspections (i.e., collision damage, earthquake, fire, etc.) where SM&I emergency response plan and damage response protocols are established.

Figure 1 The SM&I team performing Inspection Activities

Figure 1-A: Rope access technique to assess details of paint

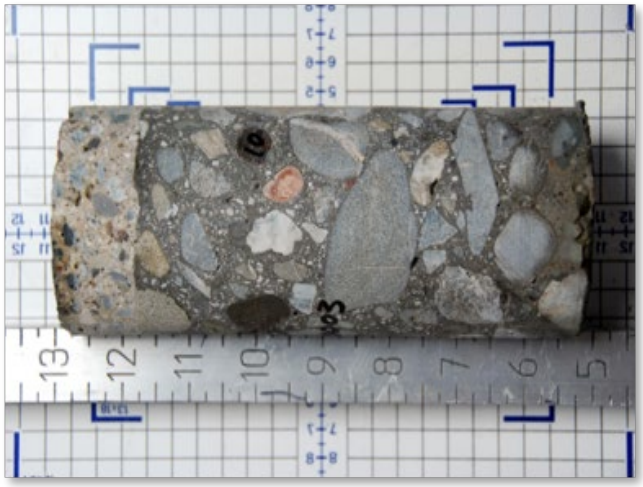


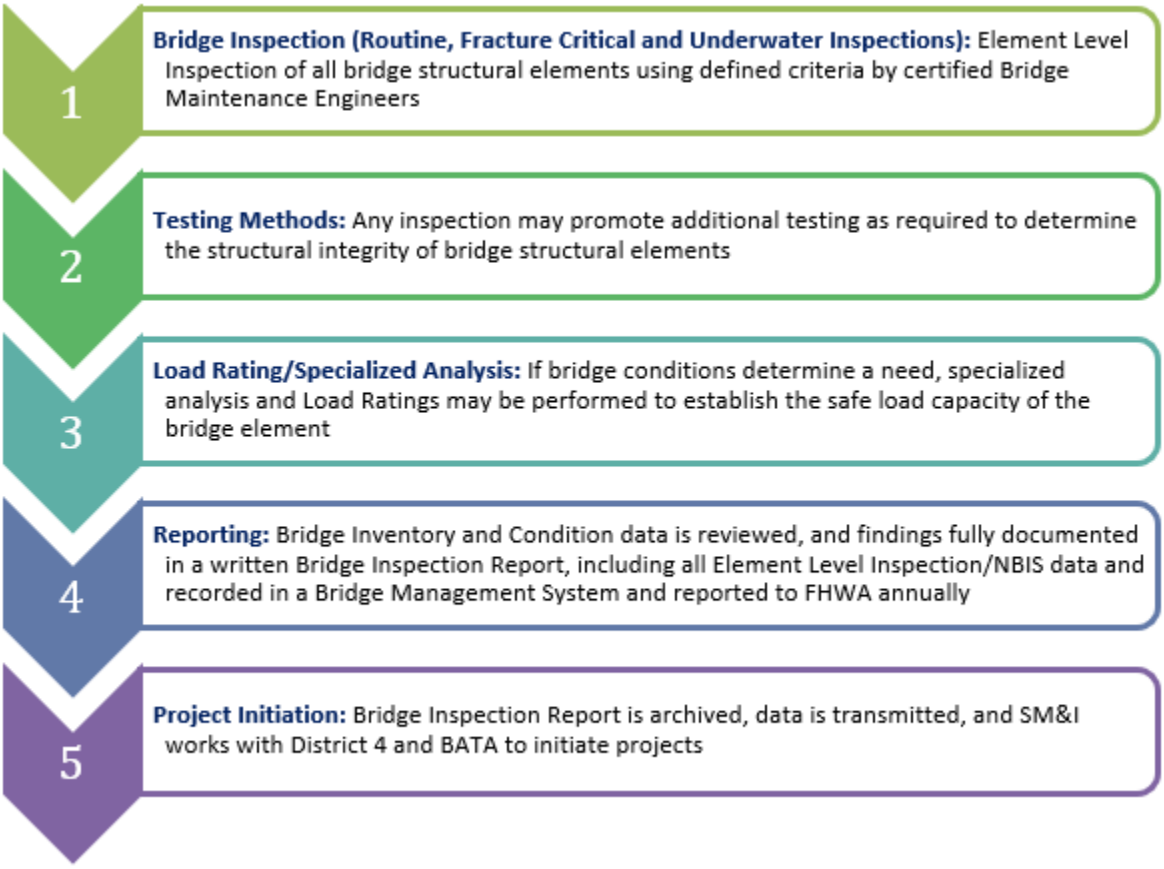
Figure 1-B: Core samples to evaluate concrete reinforcing steel

Figure 1-C: Bridge underwater inspection

Figure 1-D: Physically measuring flatness

The result of every bridge inspection (whether routine or specialty) is documented in a formal Bridge Inspection Report that is signed and sealed (with an engineer's stamp) and archived in the state-managed Bridge Inspection Report Information System (BIRIS) for historical purposes. Bridge inspection data is reported to the Federal Highway Administration annually in compliance with mandated inspection and reporting requirements. All data collected during the inspection process is documented and maintained in the Structural Maintenance Automated Report Transmittal (SMART) bridge management system. Maintaining quality data is considered the cornerstone to assuring the safety and integrity of these bridges. Based on the inspection data, the SM&I unit makes structure work repair recommendations, which in turn drive maintenance and rehabilitation projects. The SM&I unit also is responsible for delivering plans, specifications and estimates for bridge maintenance projects, and for determining the safe load capacity of all bridges. Figure 2 shows a schematic diagram that summarizes the bridge management process.

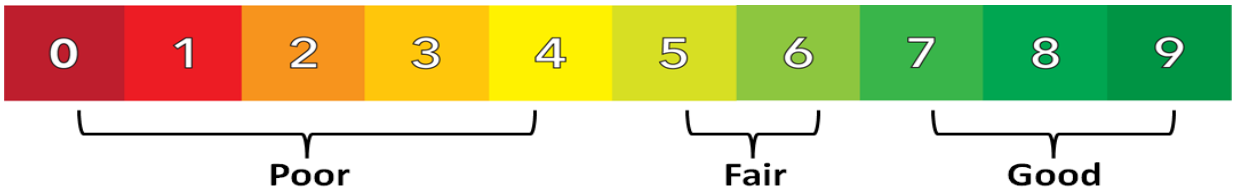
Figure 2 Bridge Management at Work: Inspection, Reporting, and Project Initiation



Bridge Performance Measures

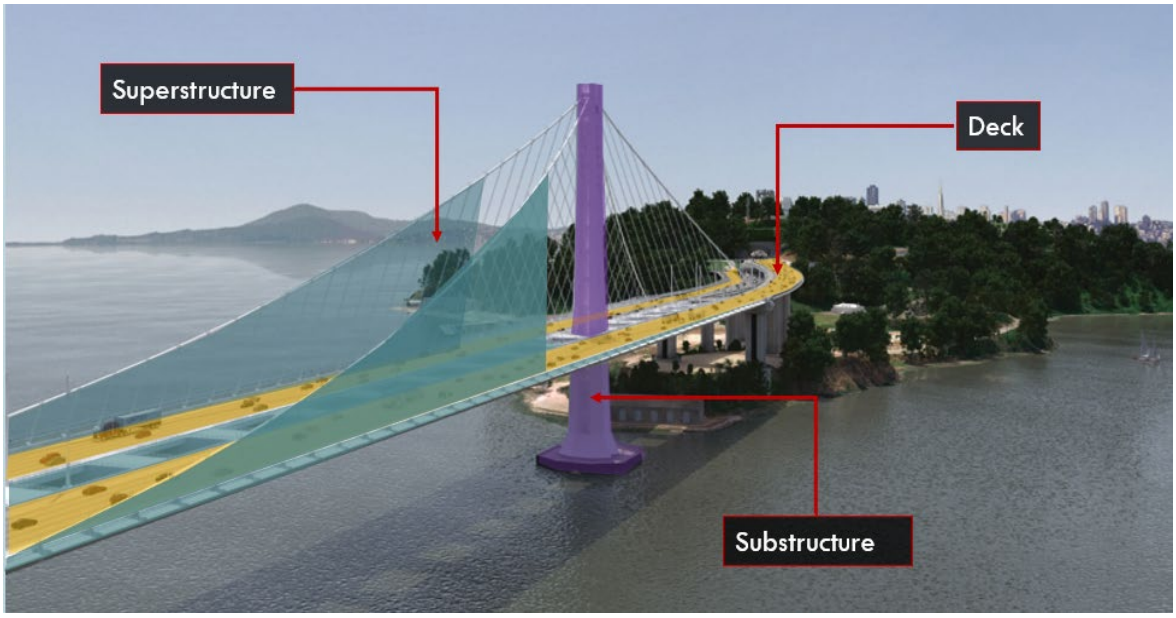
Caltrans and local agencies follow FHWA NBI standards for inspecting all California bridges. Caltrans' Area Bridge Maintenance Engineers, who are part of the agency's SM&I unit, perform inspections for all Caltrans bridges and many of California's local agencies owned bridges. Inspectors record overall ratings for a bridge's deck, superstructure, and substructure on a scale from zero (worst condition) to nine (best condition). Bridge condition ratings are used to classify a bridge as being in good, fair, or poor condition. The lowest of the three ratings for deck, superstructure, and substructure determines the overall rating of the bridge. If this value is seven or greater, the bridge has minimal wear to minor problems and is classified as being in good condition. If it is five or six, the bridge is classified as being in fair condition and the bridge may show signs of minor deterioration. If the rating is four or less, the bridge is classified as being in poor condition, which indicates that the bridge has advanced deficiencies and may require an accelerated repair or potential immediate action to fix the issue. It is important to note that the FHWA bridge condition rating is not a safety rating, but a tool to help record and track deterioration and prioritize projects and funding. Safety determinations are made by Caltrans Maintenance Engineers who continuously monitor the bridges. Any structural safety deficiency is addressed at time of discovery. The NBI rating scale and the associated condition states are shown in Figure 3.

Figure 3 NBI Ratings for Bridge Conditions



A graphical depiction of the three bridge components is shown in Figure 4. The bridge deck is the portion of the bridge that directly carries the traffic (i.e., road surface). The substructure is the portion of the bridge that supports the superstructure and transmits all the bridge loads to the ground. The superstructure is the portion of the bridge that supports the deck and connects the substructure parts together as it carries loads from the deck to the substructure. Caltrans performs element-level inspections on all three main bridge components, which provide additional detail on what portions of a bridge may be deteriorated. The results of the element-level inspections are used to derive the NBI deck, superstructure, and substructure ratings.

Figure 4 The Three Bridge Main Components



Asset Management

The United States Code (23 U.S. Code § 101) defines transportation asset management as "a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost."

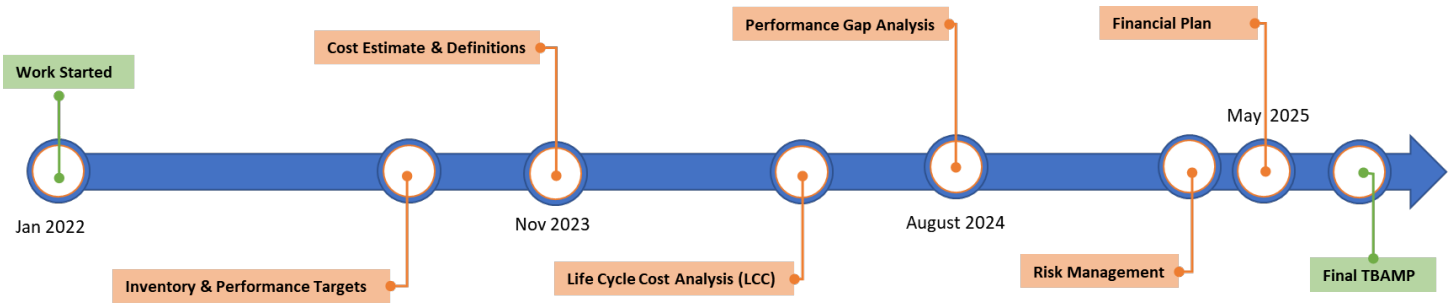
Asset management best practices emphasize the use of performance management for transportation programs, shifting the decision-making framework towards data-driven, proactive, goal-oriented investment choices. BATA and Caltrans have long recognized the importance of asset management in maintaining and preserving

the integrity of toll bridges in the Bay Area to drive investment decisions. In the spring of 2021, BATA and Caltrans joined efforts to develop an exclusive Toll Bridge Asset Management Plan (TBAMP) that is catered to the needs of these kinds of complex structures. This initiative is a continuation of previous efforts between Caltrans and its transportation partners to establish the California Transportation Asset Management Plan (TAMP)[1].

The new TBAMP, which is currently in the development process, will utilize asset performance measures and targets to guide BATA and Caltrans towards short and long-term objectives and to define future investments. With the allocation of $ 12 million over 3 fiscal years, it is anticipated that the final TBAMP will be ready by May 2025.

Figure 5 shows the working timeframe and the various milestones to develop the asset management plan. The asset inventory and performance targets will describe the condition of toll bridges based on the performance measures described earlier. It will also include a description of the potential performance targets or objectives that Caltrans and BATA are willing to achieve in the short and the long term. The cost estimates and definition milestone will define the required costs and other aspects related to toll bridges that may influence the planning process such as importance to regional travel and agencies' roles and responsibilities. The Life Cycle Cost Analysis (LCCA) will describe the required maintenance and rehabilitation methods that define the roadmap to achieve the assigned performance targets. The performance gap analysis will identify the disparities between the actual and the targeted scenarios, regardless of whether they are financial or performance in nature. The risk management milestone will identify the various risks that may affect the bridges' performance and the potential remedies to alleviate the effects of these risks. Finally, the financial plan will identify the available revenue and financial projections that are required to achieve the asset management objectives.

Figure 5 Asset Management Timeline



[1] California Transportation Asset Management Plan (TAMP) (2022). https://dot.ca.gov/programs/asset-management/california-transportation-asset-management-plan

Risks to the System

Managing transportation assets entails managing risk. Potential risks can range from day-to-day concerns, such as assets that deteriorate faster than expected or projects that cost more than budgeted, to the potentially catastrophic risks of asset failure caused by factors such as natural disasters. Detailed risk analysis is part of the long-term asset management work Caltrans and BATA are undertaking to better characterize and help reduce or avoid risk to the transportation system.

The following sections of the report present each of the Bay Area's seven state-owned toll bridges, and include a description, a status, NBIS Structural Health Summary and a list of programmed key projects.

Antioch Bridge

Overview

Location	State Route 160 between Contra Costa and Sacramento counties
Structure	Deck on Steel Plate Girder
Length	1.8 miles
Year Opened	Original structure: 1926 New structure: 1978
Last Seismic Retrofit	2013

Description

The Antioch Bridge spans the San Joaquin River, connecting northeastern Contra Costa County with Sacramento County. The 1.8-mile bridge features a concrete deck atop a steel plate girder system and opened to traffic in 1978. After Caltrans and the Bay Area Toll Authority evaluated the seismic safety of the Antioch Bridge, a 2013 seismic retrofit project was competed to make the bridge safer during a major earthquake.

NBIS Structural Health Summary

Status

The structural components of the Antioch bridge are in good overall condition. The bridge deck is in fair to good condition with signs of wear to the concrete surface. The bridge substructure is in good condition, with deterioration limited to surface cracks. The bridge's superstructure, constructed of weathering steel, is in similarly good condition. Several elements of the bridge superstructure were replaced, and an additional

substructure bracing was added as part of the 2013 seismic retrofitting contract. The following table summarizes the planned projects according to the FY24 BATA Capital Improvement Plan (CIP):

Planned Projects (Per CIP)

Project Description	Capital Spending Begin	Budget (Includes Support Cost)
Replace Fender System	FY25/26	$3 Million
Navigational Lights- Upgrade to LED	FY32/33	$1 Million
Substations Upgrade (2 Locations)	FY31/32	$5 Million
Replace Power Cable (480V)	FY31/32	$3 Million
TOS Elements	FY32/33	$1 Million

Benicia-Martinez Bridge

Overview

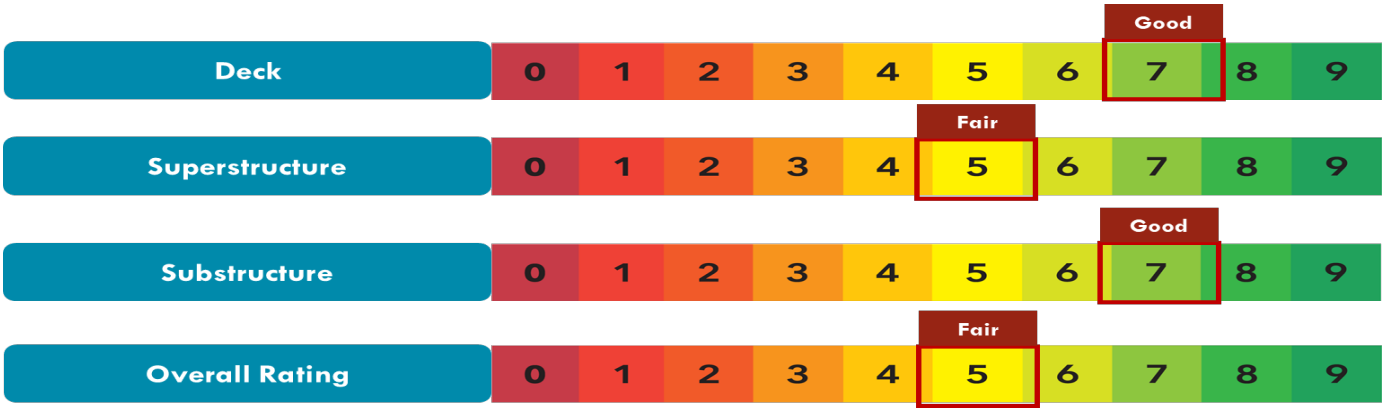
Location	Interstate 680 between Solano and Contra Costa counties
Structure	Southbound - Deck on Steel Truss Northbound - Concrete Cast-in-Place Segmental
Length	1.2 miles
Year Opened	Southbound - 1962 Northbound - 2007
Last Seismic Retrofit	Southbound - 2009

Description

The Benicia-Martinez Bridge traverses the Carquinez Strait, carrying Interstate 680 between Solano and Contra Costa Counties. The 1.2-mile-long deck on steel truss structure was built in 1962, widened in 1991 and converted to southbound only traffic in 2009. In 2007, a second span was constructed adjacent to the original bridge to carry northbound only traffic.

NBIS Structural Health Summary

Southbound



Northbound

Status

The structural components of both the northbound and southbound Benicia-Martinez Bridge structures generally are in fair to good condition. The bridge deck is in good condition with signs of spalling and delamination which are being monitored and repaired as part of the ongoing routine maintenance work. The bridge's substructure is in overall good condition with some shrinkage cracks in the bridge towers.

While the superstructure of the northbound bridge is in good condition, the southbound superstructure is in fair condition, with the deck truss along the floor beams showing signs of deterioration which is being monitored. The following tables summarizes the planned projects according to the FY24 BATA Capital Improvement Plan (CIP):

Planned Projects (Per CIP)

Project Description	Capital Spending Begin	Budget (Includes Support Cost)
Replace Joint Seals (1962) and Expansion Joints Repair, Reconstruct Seismic Joints (New Bridge), Bearing Repair, Approach Bent Cap Repair	FY25/26	$8 Million
Modify Existing Garage Fence and Repair Fire Proofing Material	FY24/25	$1 Million
Upgrade toll plaza, parking and roadway lighting to LED	FY31/32	$2 Million
Replace 480V power cable, utility transformers and utility panels (Southbound)	FY31/32	$9 Million
TOS Elements	FY31/32	$5 Million

Carquinez Bridge

Overview

Location	Interstate 80 between Solano and Contra Costa counties
Structure	Eastbound - Steel cantilever through truss Westbound - Suspension span with concrete towers
Length	Eastbound - 0.8 miles Westbound - 0.7 miles
Year Opened	Original: 1927 (replaced) Eastbound: 1958 Westbound: 2003
Last Seismic Retrofit	Eastbound - 2001

Description

The Carquinez Bridge is a two-bridge system, measuring 0.7 and 0.8 miles long, respectively that carries Interstate 80 between Contra Costa and Solano counties, the original crossing opened in 1927. Due to the increase in traffic flow, Caltrans opened a parallel steel cantilever truss bridge for eastbound traffic. The 1927 original westbound span was seismic replaced in 2003 with a cable suspension span for westbound traffic.

NBIS Structural Health Summary

Eastbound

Westbound

Status

The structural components of the Carquinez Bridge generally are in fair to good condition. The eastbound bridge deck is in fair condition. A deck rehabilitation project to the eastbound approach structure (Contract 04-3G4034) was completed in 2016. The westbound bridge deck is in good condition, with signs of wear and rutting. The following tables summarizes the planned projects according to the FY24 BATA Capital Improvement Plan (CIP):

Planned Projects (Per CIP)

Project Description	Capital Spending Begin	Budget (Includes Support Cost)
Overlay (Westbound)	FY24/25	$5 Million
Seismic Transmission Unit Replacement	FY25/26	$1 Million
Structural Steel Painting	FY28/29	$137 Million
Replace and Upgrade Navigational Lights to LED and connect it with SCADA for more remote monitoring	FY29/30	$3 Million
Upgrade radar beacons and connect it with SCADA for remote control	FY30/31	$2 Million
Retention Cable Band Bolts Investigation	FY29/30	$3 Million
Upgrade cable-lighting to LED (both bridges)	FY30/31	$6 Million
Upgrade toll plaza, parking, and roadway lighting to LED (Westbound)	FY31/32	$2 Million
Replace SCADA communication cable with fiber, upgrade SCADA	FY31/32	$5 Million
TOS Elements	FY31/32	$4 Million

Dumbarton Bridge

Overview

Location	State Route 84 between San Mateo and Alameda counties
Structure	Steel box girder main span and pre-stressed concrete approach spans
Length	1.6 miles
Year Opened	Original: 1927 (replaced) New structure: 1982
Last Seismic Retrofit	2013

Description

The Dumbarton Bridge carries State Route 84 for 1.6 miles between San Mateo and Alameda counties, with an eastern touchdown near Newark in Alameda County and a western landing near East Palo Alto in San Mateo County. The steel box girder main span and pre-stressed concrete approach spans were seismically retrofitted in 2013 to make the bridge safer during a major earthquake.

NBIS Structural Health Summary

Status

The structural components of the Dumbarton Bridge generally are in fair to good condition. The bridge deck is in good condition, with small cracks. The bridge's substructure is in good condition, with minor shrinkage cracks in the concrete surface. The superstructure elements are in fair condition, with signs of deterioration. The following tables summarizes the planned projects according to the FY24 BATA Capital Improvement Plan (CIP):

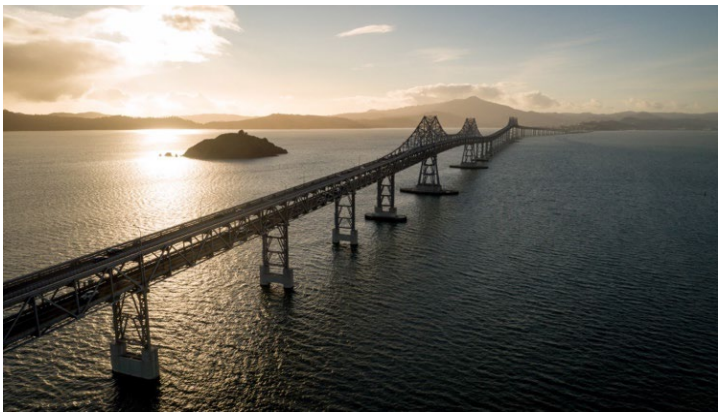
Planned Projects (Per CIP)

Project Description	Capital Spending Begin	Budget (Includes Support Cost)
Substations Upgrade	FY26/27	$5 Million
Updating Existing Radio Links from District Office to San Leandro Hill and from San Leandro Hill to Dumbarton	FY32/33	$1 Million
Replace Power Cable (480V)	FY31/32	$4 Million
TOS Elements	FY31/32	$4 Million
Replace SCADA communication cable with fiber, upgrade SCADA	FY30/31	$5 Million

Richmond-San Rafael Bridge

Overview

Location	Interstate 580 between Contra Costa and Marin counties
Structure	Steel cantilever main spans with connecting girder and truss spans and a concrete approach trestle
Length	5.5 miles (including approaches)
Year Opened	1956
Last Seismic Retrofit	2005



Description

The Richmond-San Rafael Bridge has served the needs of North Bay travelers for more than 65 years. The span, which is a double deck structure with two cantilever spans access to the bridge, was significantly improved with the completion of the Richmond Parkway in 2001. This 7.5-mile, four- to six-lane roadway provides bridge users with a direct connection to Interstate 80 near Pinole.

NBIS Structural Health Summary

Status

The structural components of the Richmond-San Rafael Bridge are in overall fair to good condition. The bridge deck is in good condition with signs of delamination and spalls on the surface. The bridge's substructure is in fair condition, with signs of deterioration. The superstructure is in fair condition, with the steel truss spans and the steel girder spans showing signs of deterioration. A number of bridge deck joints were replaced as part of the structural steel paint project. Currently, around $55 million is being invested as part of BATA resolution 154 to repair the structural steel paint and strengthen gusset plates as shown below.

Projects in Construction

Project Description	Budget (Includes Support Cost)	2022	2023	2024	2025	2026	2027
Structural steel paint repair, removal of travelers and misc.	$54 Million				Project Duration		

The following tables summarizes the planned projects on Richmond San Rafael Bridge according to the FY2024 BATA Capital Improvement Plan (CIP):

Planned Projects (Per CIP)

Project Description	Capital Spending Begin	Budget (Includes Support Cost)
Structural Steel Painting - TBD	FY23/24	$69 Million
Structural Steel Painting (Tower) 3rd Phase	FY28/29	$65 Million
Structural Steel Paint Phase 4&5, Superstructure and Upper Towers	FY26/27	$91 Million
Replace existing Damper	FY25/26	$7 Million
Substations Upgrade (4 Locations), Upgrade from 4,160V to 15Kv	FY23/24	$3 Million
Upgrade radar beacons and connect it with SCADA for remote control	FY29/30	$13 Million
Replace and Upgrade Navigational Lights to LED and connect it with SCADA for remote monitoring	FY29/30	$11 Million
Replace Aircraft Beacon and upgrade to LED, and connect o SCADA for monitoring	FY29/30	$1 Million
Upgrade fog horns and connect with SCADA for remote control	FY29/30	$2 Million
Concrete Column Repair	FY29/30	$12 Million
Replace SCADA communication cable with fiber, upgrade SCADA	FY31/32	$7 Million
TOS Elements	FY31/32	$4 Million
Upgrade lower deck, Toll plaza and building lighting to LED	FY31/32	$3 Million

San Francisco-Oakland Bay Bridge

Overview

Location	Interstate 80, between San Francisco and Alameda counties
Structure	West spans – Adjoined Steel Double Deck Suspension Spans East Span – Parallel Steel Self Anchored Span and Concrete Pre-cast Segmental Approach
Length	8.4 miles (including approaches & toll plaza)
Year Opened	West Span: 1936 East Span: 2013
Last Seismic Retrofit	West Span: 2004

Description

The San Francisco-Oakland Bay Bridge is the region's workhorse bridge, carrying more than a third of the total traffic on the Bay Area's seven state-owned toll bridges. The Bay Bridge's 85-year-old West Span is a jewel along the San Francisco waterfront. The new East Span, which opened in 2013, has become another Bay Area icon. The 2.2-mile East Span between Oakland and Yerba Buena Island includes a concrete skyway structure; a single-tower, self-anchored suspension bridge; and a transition structure that connects the side-by-side roadway decks with the double-deck tunnel through Yerba Buena Island. The 2.2-mile West Spans are adjoining double-deck steel suspension bridges with a center anchorage connecting Yerba Buena Island with downtown San Francisco. A seismic retrofit of the West Spans was completed in 2004.

NBIS Structural Health Summary

East Span

West Span

Status

The East Span of the Bay Bridge is in good overall condition with slight signs of deterioration to its deck, structural components, and paint. No major rehabilitation projects are planned in the next 10 years. The older West Span, which is in fair condition, is the focal point for rehabilitation work. Current projects are dedicated to preventative maintenance. These include a major effort to paint the structural steel of the floor system and towers. In 2023, around $60 million was invested as part of BATA resolution 154 as shown below:

Projects in Construction

Project Description	Budget (includes support cost)	2022	2023	2024	2025	2026	2027
Replace Seismic Dampers- West Span (WS)	$32 Million						
Rehabilitate Fire Protection System at Yerba Buena Island (YBI) Tunnel	$21 Million						
Interim Repair of The SFOBB West Span Fender System	$9 Million						

Project Duration

The following tables summarizes the planned projects on the San Fransico Oakland Bay Bridge according to the FY2024 BATA Capital Improvement Plan (CIP):

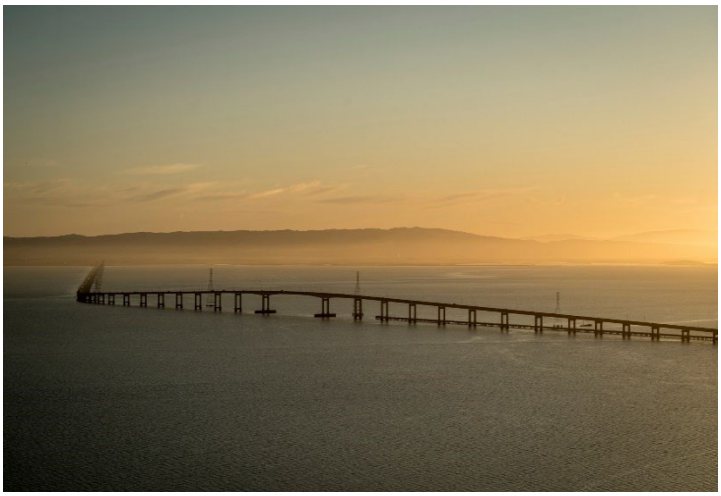
Planned Projects (Per CIP)

Project Description	Capital Spending Begin	Budget (Includes Support Cost)
Structural Steel Painting - Superstructure (Floor Systems)	FY23/24	$86 Million
Main Cable Wrap (Phase 1) Investigate condition of main cable	FY23/24	$14 Million
Armor Joint Reconstruction	FY25/26	$19 Million
Main Cable Wrap West Span (Phase 2)	FY29/30	$57 Million
Structural Steel Paint (Towers)	FY26/27	$107 Million
Replace Fender System and Skirt Modifications	FY25/26	$116 Million
Install traveler at SAS Main Cable	FY29/30	$58 Million
SAS Elevator Rail Replacement	FY26/27	$1 Million
SFOBB - Replace Joint Seals (Upper & Lower Deck)	FY29/30	$11 Million
Replace Cable Lighting and Upgrade to LED (North and South)	FY30/31	$5 Million
Replace Utility Stations and Armored Cable on West Span	FY30/31	$6 Million
Replace West Span (Upper Deck) LED Lighting	FY30/31	$4 Million
Replace West Span (Lower Deck) LED Lighting	FY30/31	$4 Million
Replace Comm. Cable (SCADA 50 Pair Cable) West Span	FY30/31	$2 Million
Replace Generators	FY29/30	$4 Million
TOS Elements	FY30/31	$4 Million
Air Compressors and Air Line at YBI and Sterling - Replace	FY32/33	$24 Million

San Mateo-Hayward Bridge

Overview

Location	State Route 92 between San Mateo and Alameda counties
Structure	Steel box girder main span and concrete trestle approach spans
Length	High-rise steel girder spans 1.9 miles, low-rise trestle portion 5.1 miles
Year Opened	1967 Widened 2003
Last Seismic Retrofit	2000



Description

The San Mateo-Hayward Bridge carries State Route 92 between San Mateo and Alameda counties. The 1.9-mile high-rise section uses steel girder construction. The 5.1-mile low-rise portion of the bridge is made of parallel concrete trestle approach spans. Once one of the most congested evening commutes in the Bay Area, the San Mateo-Hayward Bridge saw enormous improvements in traffic flow with the completion of the 2003 concrete trestle for westbound traffic that allowed the conversion of the 1967 concrete trestle to eastbound-only traffic. The seismic safety of the bridge was improved by Caltrans' 2000 completion of a retrofit project.

NBIS Structural Health Summary

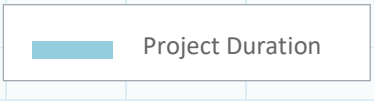
Status

While the superstructure and deck of the San Mateo-Hayward Bridge are rated as good on the NBIS scale, Caltrans identified in 2016 spalling concrete on the pile caps of the older 1967 low-rise trestle section that resulted in a poor substructure and overall bridge condition rating. The spalling is due to the age of the structure, exposure to the bay environment and normal wear and tear. The poor rating does not mean the bridge is unsafe for the traveling public. The design of the trestle provides redundancy in the structural system, and the identified conditions do not indicate a safety risk which necessitates a closure.

A $41 million (including support cost) Phase 1 rehabilitation of the bridge piers began in March 2020 and is on-going. The substructure component rating of the bridge is anticipated to rise to fair after completion of the work. In addition to the ongoing concrete repair work, additional toll bridge rehabilitation and paint projects are programmed in the Toll Bridge Capital Improvement Program (CIP).

Projects in Construction

Project Description	Budget (Includes Support Cost)	2022	2023	2024	2025	2026	2027
Spandrel Beam and Pier Cap Repair- Phase 1	$41 Million						
High-Rise Tower Painting	$10 Million						



The following tables summarizes the planned projects on the San Mateo Hayward Bridge according to the FY24 BATA Capital Improvement Plan (CIP):

Planned Projects (Per CIP)

Project Description	Capital Spending Begin	Budget (Includes Support Cost)
Trestle Repairs Ph 2	FY24/25	$29 Million
Replace Booster Pump & Fire Pump Controllers	FY28/29	$3 Million
Replace Power Cable (480V)	FY31/32	$7 Million
TOS Elements	FY31/32	$5 Million
Replace Utility Stations	FY31/32	$3 Million
Replace Generators	FY31/32	$4 Million
Upgrade SCADA	FY31/32	$5 Million
Water Service Pump at Pier- Upgrade	FY32/33	$1 Million
Foster City Paint - Pavement Rehab	FY32/33	$1 Million

Appendices

i. Appendix A: Abbreviations and Definitions
ii. Appendix B: Routine Inspections by Bridge and Date
iii. Appendix C: Projects in Construction
iv. Appendix D: BATA Resolution 166, BATA Toll Bridge 10-Year Capital Improvement Plan for FY2024-33

Appendix A: Abbreviations and Definitions

Bay Area Toll Authority – The Bay Area Toll Authority manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages the Bay Area's FasTrak® electronic toll payment system.

Bridge Condition Rating – Bridge Condition is determined by the lowest rating of National Bridge Inventory (NBI) condition ratings for Item 58 (Deck), Item 59 (Superstructure), Item 60 (Substructure), or Item 62 (Culvert). If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair.

California Department of Transportation (Caltrans) – The California Department of Transportation owns and operates the seven state-owned toll bridges in the Bay Area. Caltrans is also responsible for designing, building, and maintaining the state's highway system.

Metropolitan Transportation Commission (MTC) – The Metropolitan Transportation Commission is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area.

National Bridge Inventory (NBI) – The aggregation of structure inventory and appraisal data collected to fulfill the requirements of the federal National Bridge Inspection Standards (NBIS).

National Bridge Inspection Standards (NBIS) – Federal regulations establishing requirements for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports, and preparation and maintenance of a state bridge inventory. The NBIS applies to all structures defined as bridges located on all public roads.

Structurally Deficient (SD) – A bridge condition rating used by the Federal Highway Administration to indicate deteriorated physical conditions of a bridge's structural elements (primarily deck, superstructure, and substructure) and reduced load capacity.

A classification of "structurally deficient" does not imply that bridges are unsafe. When an inspection reveals a safety problem, the bridge is posted for reduced loads, scheduled for repairs, or in unusual situations, closed until repairs can be completed. Structural deficiency is one of the many factors that are used for project ranking or selection.

Desired State of Good Repair (DSGR)- the condition in which a capital asset can operate at a full level of performance.

Appendix B: Routine Inspection by Bridge and Date

Bridge	Bridge Component(s)	Last Inspection (Date)	Inspection Cycle (years)	Next Target Inspection (Date)
Antioch Bridge	All	Mar-21	2	Mar-23
Benicia-Martinez Bridge (SB)	All	Sep-21	2	Sep-23
Benicia-Martinez Bridge (NB)	All	Aug-21	2	Aug-23
Carquinez Bridge (EB)	All	Sep-21	2	Sep-23
Carquinez Bridge (WB)	All	Sep-21	2	Sep-23
Dumbarton Bridge	All	Jun-21	2	Jun-23
Richmond-San Rafael Bridge	All	Dec-22	2	Dec-24
San Francisco-Oakland Bay East Span Bridge	All	Sep-21	2	Sep-23
San Francisco-Oakland Bay West Span Bridge	All	Nov-22	2	Nov-24
San Mateo-Hayward Bridge	All	Dec-22	2	May-24

Appendix C: Projects in Construction

This appendix provides more details about the current construction projects on the Bay Area's toll bridges. These projects present work that is ongoing or has been completed recently.

Richmond-San Rafael Bridge:

Contract No. 04-2W1204: Gusset Plate Strengthening

This contract will install additional gusset plates at the two main cantilever spans on the Richmond-San Rafael Bridge to strengthen those locations. The work will take place at a total of 16 gusset plate locations. Other related strengthening work will also be performed at the main cantilever as directed by the Engineer.

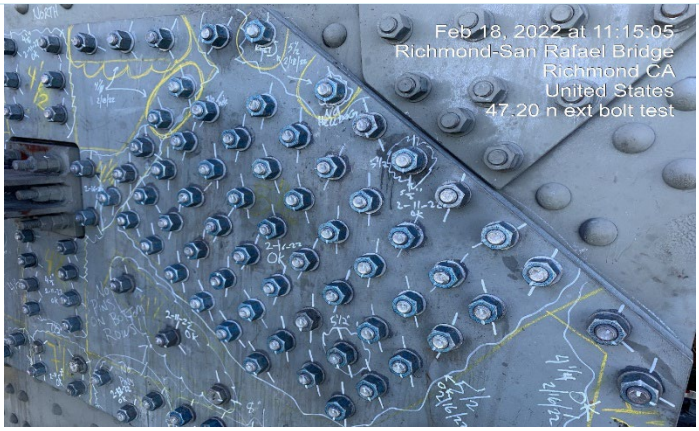
Approved Capital Outlay Budget: $10 Million

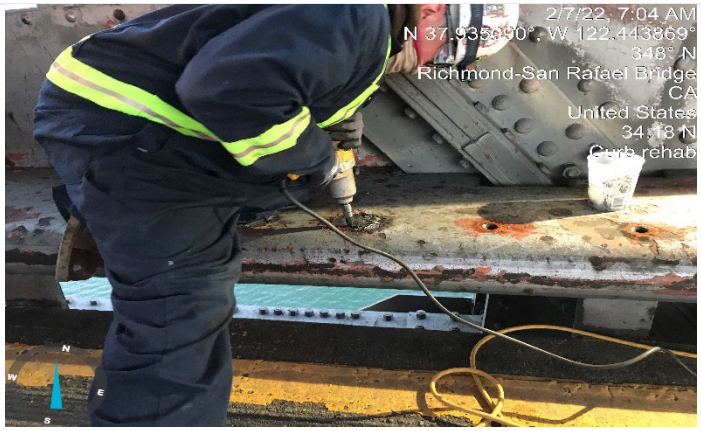
Contractor: Flatiron West, Inc.

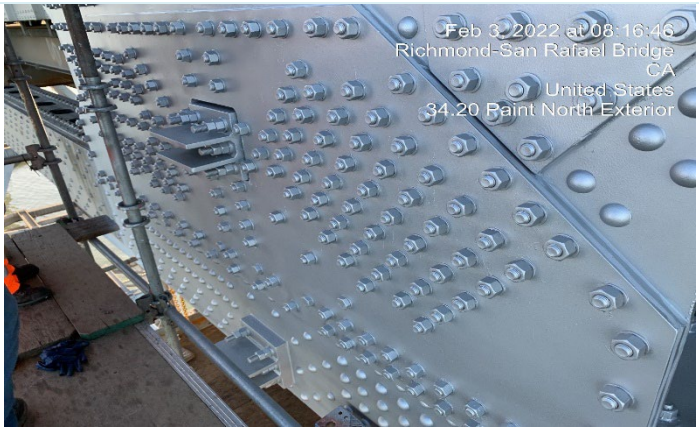
Construction Begins: January 2021

Construction Ends: April 2022

Percent of Work Completed: 100%







Contract No. 04-3G4744: Structural Steel Paint Repair

This project is part of a continuous effort to protect and preserve the steel components of the Richmond-San Rafael Bridge. When completed, this project will provide protective paint coatings to the steel girder spans floor system, which connects the east approach of the bridge to the concrete trestle portion of the bridge at the western approach. This work includes sandblasting to remove the old paint layers, then applying a primer coat with two finishing coats of protective paint. Other work on the project includes the reconstruction of deck joints on the lower deck, the removal of obsolete traveler rails and travelers, and other miscellaneous rehabilitation work.

Approved Capital Outlay Budget: $49 Million

Contractor: Allied Painting, Inc.

Construction Began: April 2021

Construction Ends: August 2023

Percent of Work Completed: 82%

San Francisco-Oakland Bay Bridge (SFOBB):

Contract No. 04-1W0604: SFOBB Rehabilitate Fire Protection System at YBI Tunnel

This project at the Yerba Buena Island (YBI) tunnel in the city and county of San Francisco to rehabilitate the old fire protection system, improve access for fire departments, and install portal hydrants.

Approved Capital Outlay Budget: $15 Million

Contractor: California Engineering Contractors, Inc.

Construction Begins: April 2021

Construction Ends: April 2023

Percent Completed: 18%

Contract No. 04-3G4424: Replace Seismic Dampers – West Span (WS)

This project will replace the seismic dampers on the West Span of the San Francisco-Oakland Bay Bridge with new dampers. Additional strengthening of the West Span steel structure is also being performed.

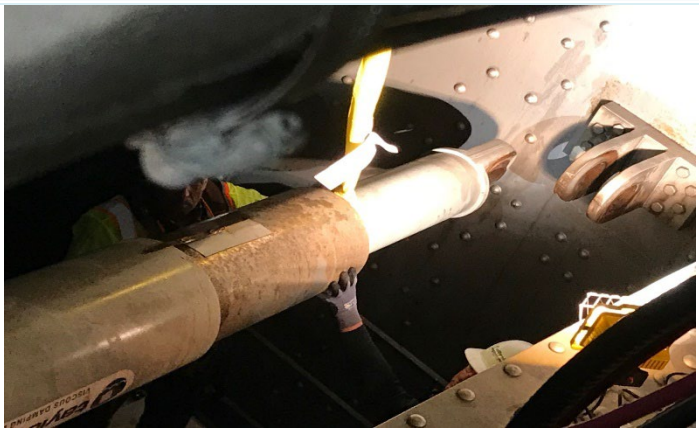
Approved Capital outlay budget: $23 Million

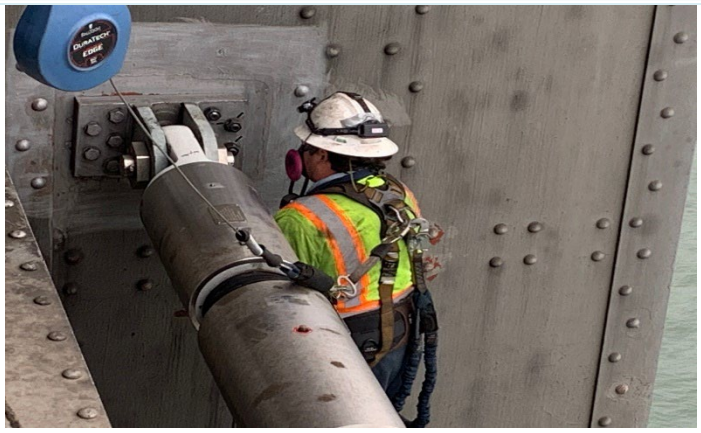
Contractor: California Engineering Contractors, Inc.

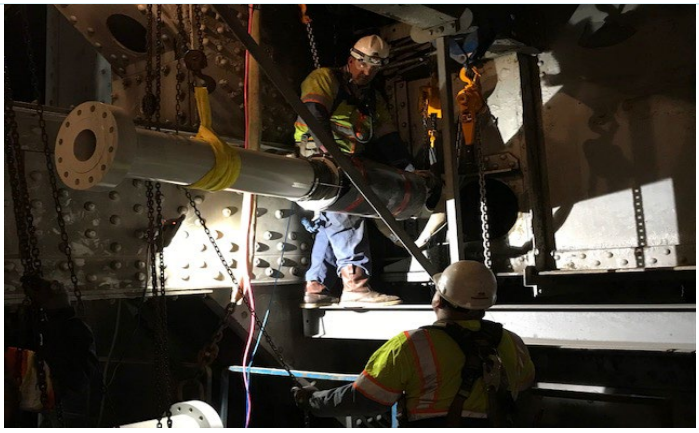
Construction Begins: March 2018

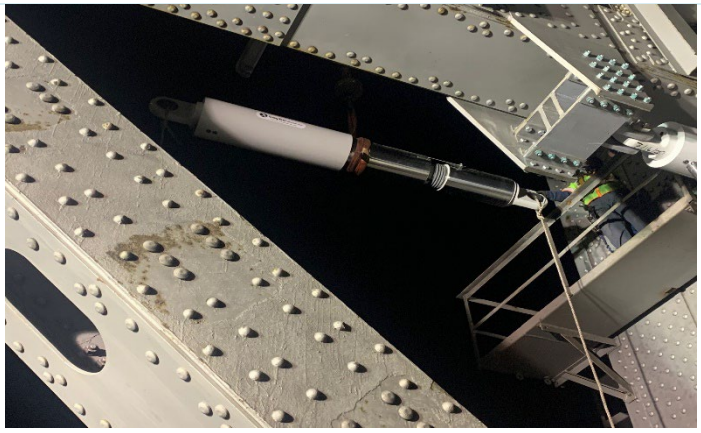
Construction Ends: June 2023

Percent Completed: 91%









Contract No. 04-4W0104: Interim repair of the SFOBB West Span fender system

This project will perform interim repairs to the fender system of the San Francisco-Oakland Bay Bridge's West Span; at Piers W3, W4, W5, and W6 from Yerba Buena Island to the touchdown in San Francisco. This work includes temporary reinforcement of the system's functionality by removing damaged portions of the existing fender system and sheathing and installing plastic lumber posts anchored to the innermost existing upper posts.

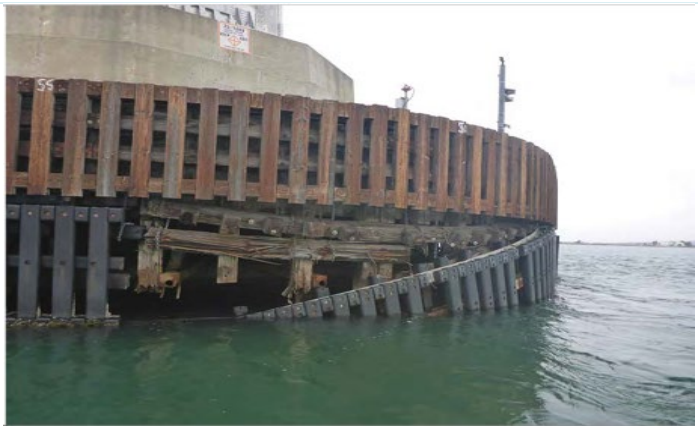
Approved Capital outlay budget: $7 Million

Contractor: The Dutra Group

Construction Began: January 2022

Construction Ends: March 2023

Percent Completed: 81%



San Mateo Hayward Bridge:

Contract No. 04-3G4544: Spandrel Beam Reconstruction and Pier Cap Repair-Phase 1

Spandrel beam and pier cap structural repairs on the high-rise section of the bridge from Piers 12 to 29 (excluding piers 19 and 20), and pier cap and girder repairs on Trestle Section from Piers 286 to the east abutment.

Approved Capital outlay budget: $34 Million

Contractor: Golden State Bridge, Inc.

Construction Begins: March 2020

Construction Ends: January 2024

Percent Completed: 77%

Contract No. 04-3G4884 – High-Rise Tower Painting

Painting of the steel towers at Piers 12-18 and 21-27 along with other miscellaneous structure rehabilitation work.

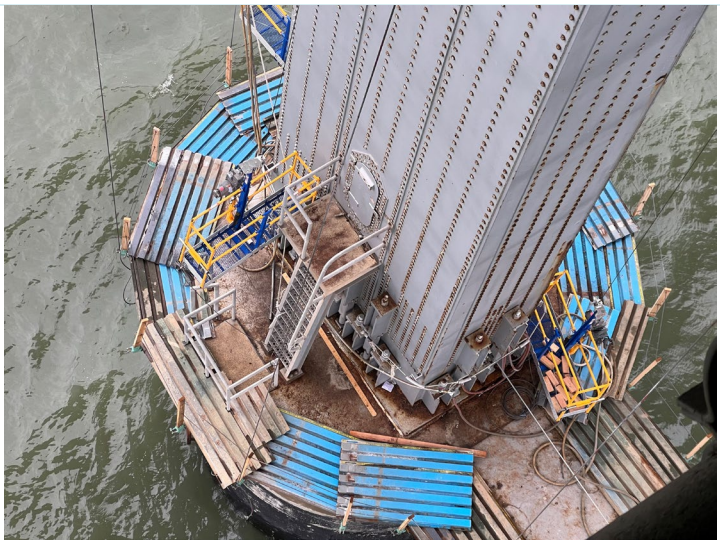
Approved Capital outlay budget: $9 Million

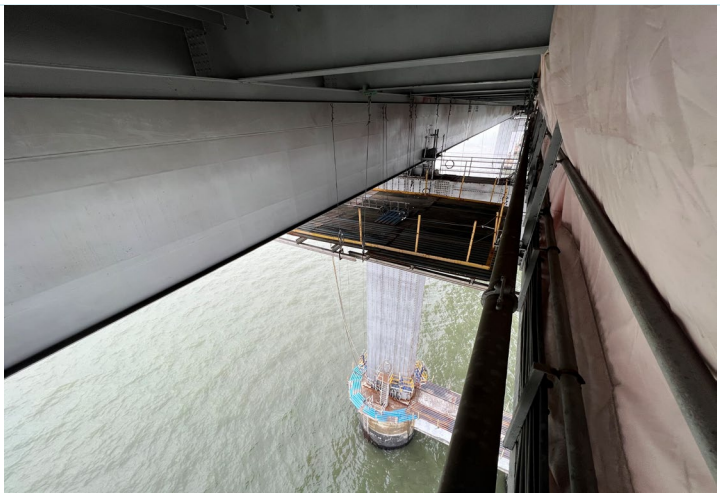
Contractor: CEKRA Inc.

Construction Begins: December 2022

Construction Ends: June 2024

Percent Completed: 2%





Appendix D: BATA Capital Improvement Plan (CIP)

A direct link to the most recent BATA CIP (as of February 8, 2023)

- BATA Resolution No. 166 - BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33
- Attachment A to BATA Resolution No. 166