



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Bay Area Toll Authority

Sue Noack, Chair Stephanie Moulton-Peters, Vice Chair

Wednesday, June 24, 2026

9:40 AM

Board Room – 1st Floor

The Bay Area Toll Authority is scheduled to meet at 9:40 a.m. or immediately following the preceding meeting, whichever occurs later.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/82653731148>

iPhone One-Tap: US:

+14086380968,,82653731148# US (San Jose)

+16694449171,,82653731148# US

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 826 5373 1148

International numbers available: <https://bayareametro.zoom.us/u/kd9h8OOJsV>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/u/kdR1hznEgA>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting’s web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line.

All comments received will be submitted into the record.

Roster

Sue Noack (Chair), Stephanie Moulton-Peters (Vice Chair),
Margaret Abe-Koga, Eddie Ahn, David Ambuehl*, Candace Andersen,
Marilyn Ezzy Ashcraft, Pat Burt, Noelia Corzo, Victoria Fleming,
Dorene M. Giacomini*+, Alicia John-Baptiste, Barbara Lee, Matt Mahan,
Amber Manfree, Mitch Mashburn, Myrna Melgar, Nate Miley, Gina Papan,
Belia Ramos, Libby Schaaf*

*Non-Voting Members

+Remote per Government Code s. 54953(c)

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Authority shall be a majority of its voting members (10).

2. Chair's Report

3. Consent Calendar

- 3a. [26-0727](#) Approval of the Authority Minutes of the May 27, 2026 Meeting.

Action: Authority Approval

Attachments: [3a 26-0727 May 27 2026 BATA Draft Meeting Minutes.pdf](#)

4. Authority Approval

- 4a. [26-0740](#) BATA Resolution No. 62, Revised - Readoption of BATA-Department of Transportation Master Cooperative Agreement #4-2078-A5.

A request for approval of BATA Resolution No. 62, Revised for readoption of the BATA-Department of Transportation Master Cooperative Agreement #4-2078-A5. This cooperative agreement, required by state law, governs the overall partnership between BATA and Caltrans on the seven Bay Area State-owned toll bridges.

Action: Authority Approval

Presenter: David Man

Attachments: [4a 26-0740 1 Summary Sheet BATA DoT Master Coop Agmt Update.pdf](#)

[4a 26-0740 2 Presentation BATA DOT Coop Agmt.pdf](#)

[4a 26-0740 3 BATA Resolution No 0062.pdf](#)

[4a 26-0740 4 BATA Reso No 0062 Attachment A A1.pdf](#)

[4a 26-0740 5 BATA Reso No 0062 Attachment A A2.pdf](#)

[4a 26-0740 6 BATA Reso No 0062 Attachment A A3.pdf](#)

[4a 26-0740 7 BATA Reso No 0062 Attachment A A4.pdf](#)

[4a 26-0740 8 BATA Reso No 0062 Attachment A A5.pdf](#)

- 4b. [26-0750](#) BATA Resolution No. 0195. Proposed Bay Area Toll Authority (BATA) Fiscal Year (FY) 2026-27 Operating and Capital Budgets

Adoption of BATA Resolution No. 0195, approving the BATA Proposed FY 2026-27 Operating and Capital Budget

Action: Authority Approval

Presenter: Derek Hansel

Attachments: [4b_26-0750_1_Summary_Sheet_Proposed_FY2026-27_BATA_RES-195_Budg](#)
[4b_26-0750_2_BATA_Resolution_No_195.pdf](#)
[4b_26-0750_3_Attachments_A-H_Proposed_FY2026-27_BATA_Budget.pdf](#)
[4b_26-0750_4_Presentation_Proposed_FY2026-27_BATA_Budget.pdf](#)

5. Public Comment / Other Business

*Commissioners and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

6. Adjournment / Next Meetings:

The next regular meeting of BATA is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on Wednesday, August 26, 2026. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Authority meetings by completing a request-to-speak card (available from staff) and passing it to the Authority secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Authority may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Authority meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Authority members, key staff and others as appropriate. Copies will be available at the meeting.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0727, **Version:** 1

Subject:

Approval of the Authority Minutes of the May 27, 2026 Meeting.

Recommended Action:

Authority Approval

Attachments: List any attachments.



Meeting Minutes

Bay Area Toll Authority

Sue Noack, Chair Stephanie Moulton-Peters, Vice Chair

Wednesday, May 27, 2026

9:55 AM

Board Room – 1st Floor

Roster

**Sue Noack (Chair), Stephanie Moulton-Peters (Vice Chair),
Margaret Abe-Koga, Eddie Ahn, David Ambuehl*, Candace Andersen,
Marilyn Ezzy Ashcraft, Pat Burt, Noelia Corzo, Victoria Fleming,
Dorene M. Giacomini*, Alicia John-Baptiste, Barbara Lee, Matt Mahan,
Amber Manfree, Mitch Mashburn, Myrna Melgar, Nate Miley, Gina Papan,
Belia Ramos, Libby Schaaf***

***Non-Voting Members**

Vice Chair Moulton-Peters called the meeting to order at 12:13 p.m.

Chair Noack cited Government Code 54953.8.3(c) just cause caregiving need of a parent and participated remotely.

Non-Voting Commissioners Absent: Commissioner El-Tawansy, Commissioner Giacomini and Commissioner Schaaf

1. Call to Order / Roll Call / Confirm Quorum

Present: 15 - Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Vice Chair Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Chair Noack, Vice Chair Moulton-Peters, Commissioner Papan and Commissioner Ramos

Absent: 3 - Commissioner Abe-Koga, Commissioner Burt and Commissioner Mahan

2. Chair's Report

3. Consent Calendar

Upon the motion by Commissioner Papan and seconded by Commissioner Ashcraft, the Authority unanimously approved the Consent Calendar by the following vote:

Aye: 15 - Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Vice Chair Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Chair Noack, Vice Chair Moulton-Peters, Commissioner Papan and Commissioner Ramos

Absent: 3 - Commissioner Abe-Koga, Commissioner Burt and Commissioner Mahan

- 3a. [26-0617](#) Approval of the Authority Minutes of the April 22, 2026 Meeting.
Action: Authority Approval

4. Authority Information

- 4a. [26-0592](#) Draft Bay Area Toll Authority (BATA) Fiscal Year (FY) 2026-27 Operating and Capital Budget.

An informational presentation to the Authority of the Draft BATA Fiscal Year 2026-27 Operating and Capital Budget

Action: Information

Presenter: Derek Hansel

5. Public Comment / Other Business

6. Adjournment / Next Meetings:

The next regular meeting of the Bay Area Toll Authority is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on June 24, 2026. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0740, **Version:** 1

Subject:

BATA Resolution No. 62, Revised - Reoption of BATA-Department of Transportation Master Cooperative Agreement #4-2078-A5.

A request for approval of BATA Resolution No. 62, Revised for reoption of the BATA-Department of Transportation Master Cooperative Agreement #4-2078-A5. This cooperative agreement, required by state law, governs the overall partnership between BATA and Caltrans on the seven Bay Area State-owned toll bridges.

Presenter:

David Man

Recommended Action:

Authority Approval

**BATA Resolution No. 62, Revised – Readoption of BATA-Department of Transportation
Master Cooperative Agreement #4-2078-A5**

Subject:

A request for approval of BATA Resolution No. 62, Revised for readoption of the BATA-Department of Transportation Master Cooperative Agreement #4-2078-A5. This cooperative agreement, required by state law, governs the overall partnership between BATA and Caltrans on the seven Bay Area State-owned toll bridges.

Background:

Pursuant to California Streets and Highways Code Section 30952, BATA and the California Department of Transportation (Caltrans) have entered into a cooperative agreement to stipulate the roles and responsibilities of each agency for the funding and operation of the seven State-owned toll bridges in the Bay Area (Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay, and San Mateo-Hayward.). This agreement was first adopted in 1998 and last re-adopted June 30, 2025. The cooperative agreement allows BATA and Caltrans to jointly manage the toll bridges and carry out their respective duties in an efficient manner.

The cooperative agreement addresses many topics, including:

- Toll Collection,
- Toll Bridge Operations and Maintenance,
- Toll Bridge Capital Improvement Program (also called the Rehabilitation Program) and Asset Management,
- Program Financial Management and Financing, and
- Program Oversight and Reporting.

Caltrans and BATA have made significant progress to update the cooperative agreement to reflect the current operating landscape and remove outdated provisions. Discussions are still ongoing

around three issues, specifically clarifications of approved project costs and funding responsibilities for bridge tow services and the freeway approaches to the bridges. Caltrans and BATA staff do not anticipate resolution of these issues before the current cooperative agreement expires on June 30, 2026.

To minimize any disruption to the day-to-day maintenance and operations and ongoing bridge rehabilitation projects, staff recommend re-adopting the cooperative agreement with mutually agreed upon changes, for a one-year term as reflected in Attachment A-6 to BATA Resolution No. 62, Revised. BATA and Caltrans staff intend to address the remaining three issues and bring an updated cooperative agreement to the Authority within one year.

Issues:

None identified.

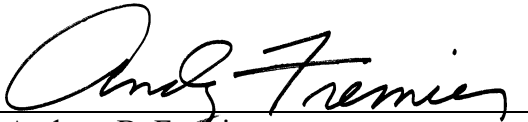
Recommendations:

Staff requests approval of BATA Resolution No. 62, Revised to authorize the Executive Director to negotiate and enter into an amended and restated cooperative agreement between BATA and Caltrans for one year through June 30, 2027. This includes authorization to make non-substantive changes to the recommended cooperative agreement prior to execution.

Attachments:

- Presentation
- BATA Resolution No. 62, Revised Cooperative Agreement Between the California Department of Transportation and the Bay Area Toll Authority Relating to the Bridges and Amendments
 - Attachment A – 1: Master Cooperative Agreement 4-2078-A-1
 - Attachment A – 2: Master Cooperative Agreement – Amendment No. 1

- Attachment A – 3: Master Cooperative Agreement – Amendment No. 2
- Attachment A – 4: Master Cooperative Agreement – Amendment No. 3
- Attachment A – 5: Master Cooperative Agreement – Amendment No. 4
- Attachment A – 6: Master Cooperative Agreement – Amendment No. 5


Andrew B. Fremier

BATA - Department of Transportation (Caltrans) Master Cooperative Agreement

June 24, 2026



Bridges are a Regional-State Partnership

- Caltrans is the owner of the state-owned toll bridges. In addition to day-to-day maintenance, Caltrans plans and develops maintenance and rehabilitation projects.
- BATA was created by the California Legislature in 1997 to administer toll revenues from the seven state-owned toll bridges.
- BATA is responsible for funding projects to preserve and protect the bridges.
- Master Cooperative Agreement memorializes partnership and is required by statute.



Master Cooperative Agreement

Governs BATA's Partnership with Caltrans

- Enables efficient fund transfers to Caltrans
- Summarizes agency roles
- Delineates funding responsibilities
- Establishes business rules
- Expiration Date: June 30, 2026
 - 1 Year Extension approved in 2025



Evolving Relationship

Agreement Updates Reflect Changes to Laws & Needs

BATA's Expanding Role

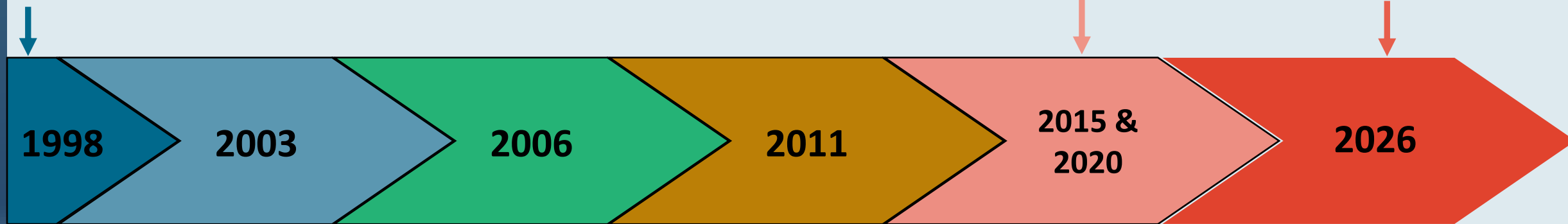
Established roles: BATA's initial role limited to oversight of planning and revenue tied to RM1; Caltrans role includes operations and maintenance.

Continuing Partnership

Extended agreements with minimal changes to terms in 2015, 2020

Current Landscape

Open Road Tolling, Asset Management



Consolidated Master Coop

Consolidated prior agreements and established a clear framework for bridge management. Based on AB 144 (2005) where authority of the California Transportation Commission over toll bridges transferred to BATA.

Re-adopted Master Coop

Reinforced shared funding and oversight responsibilities. Updated the map in Exhibit "A" showing the Geographic Limits on Funding.

Current Landscape

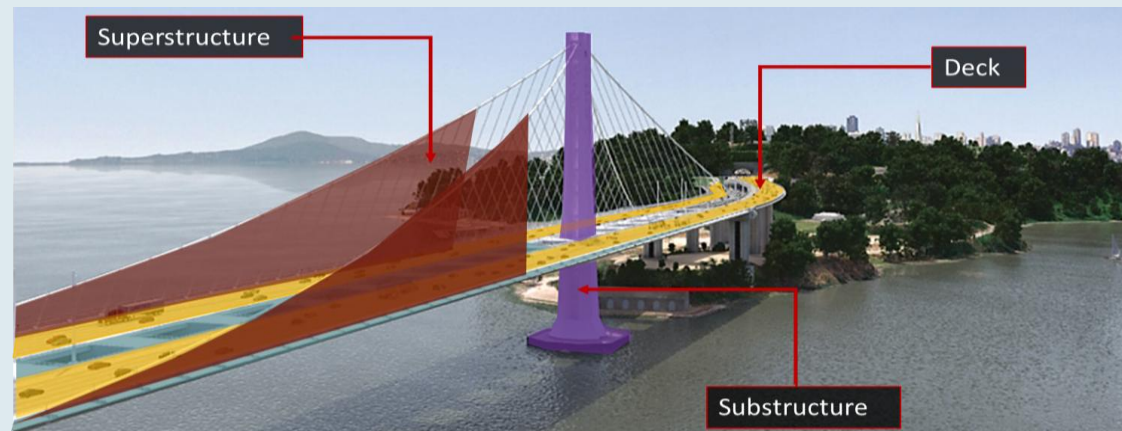
Reflecting Changes to Toll Bridge Management



Conclusion of Seismic Program



Electronic Toll Collection



Asset Management

Continuing Discussions



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Geographic Limits on Funding



Funding for Toll Bridge Tow Services

Recommendation and Next Steps

Recommendation

- Adopt BATA Resolution No. 62, Revised and authorize Executive Director to enter into amended and restated master cooperative agreement between BATA and Caltrans incorporating mutually agreed-upon changes.
 - One-year term ending June 30, 2027

Next Steps

- Staff to continue discussions with Caltrans on outstanding issues.

Date: March 22, 2006
W.I.: 1253
Referred by: BATA Oversight
Revised: 04/27/11-BATA
06/24/15-BATA
06/24/20-BATA
06/25/25-BATA
06/24/26-BATA

ABSTRACT

BATA Resolution No. 62, Revised

This resolution authorizes the Bay Area Toll Authority (BATA) to enter into a cooperative agreement with the California Department of Transportation for the management and operation of the state-owned toll bridges in the Bay Area.

Attachment A to this resolution includes the following:

- Attachment A – 1: Master Cooperative Agreement 4-2078-A-1
- Attachment A – 2: Master Cooperative Agreement – Amendment No. 1
- Attachment A – 3: Master Cooperative Agreement – Amendment No. 2
- Attachment A – 4: Master Cooperative Agreement – Amendment No. 3
- Attachment A – 5: Master Cooperative Agreement – Amendment No. 4
- Attachment A – 6: Master Cooperative Agreement – Amendment No. 5

This resolution was revised on April 27, 2011, to revise the identification of the geographical limits of the bridges.

This resolution was revised on June 24, 2015, to re-adopt the cooperative agreement and to reduce subsequent periods for re-adoption from ten years to five-year terms.

This resolution was revised on June 24, 2020, to re-adopt the cooperative agreement.

This resolution was revised on June 25, 2025, to re-adopt the cooperative agreement.

This resolution was revised on June 24, 2026, to re-adopt the amended and restated cooperative agreement to reflect the current operating landscape and remove outdated provisions.

ABSTRACT

BATA Resolution No. 0062

Page 2

Further discussion of this resolution is contained in the Executive Director's memoranda to the BATA Oversight Committee dated April 6, 2011, June 3, 2015, June 10, 2020, and June 11, 2025 and to the Bay Area Toll Authority dated March 15, 2006, and June 24, 2026.

Date: March 22, 2006
W.I.: 1253
Referred by: BATA Oversight

RE: Authorizing a Cooperative Agreement with the State Department of Transportation

BAY AREA TOLL AUTHORITY

RESOLUTION NO. 62

WHEREAS, Streets and Highways Code Section 30950 creates the Bay Area Toll Authority (BATA) that is the same as the Metropolitan Transportation Commission (MTC); and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* transfers to BATA certain current California Transportation Commission and California Department of Transportation (DEPARTMENT) duties and responsibilities for the bridges owned and operated by the DEPARTMENT in the San Francisco Bay Area; and

WHEREAS, the bridges subject to this agreement as defined in Streets and Highways Code Section 30910 are the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges, and

WHEREAS, Streets and Highways Code Section 30952 provides that BATA and the DEPARTMENT shall enter into a cooperative agreement, upon mutually agreed terms and conditions, setting forth the methodology by which the DEPARTMENT shall operate the bridges and be responsible for the planning, design and construction of improvements, repairs or alterations to the bridges; and

WHEREAS, Streets and Highways Code Section 30950.2, gives BATA the responsibility for administering all toll revenues from the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission, once the obligations of the California Infrastructure and Economic Development Bank secured by the seismic retrofit surcharge imposed pursuant to subdivision (a) of SHC section 31010 are no longer outstanding (as defined by the constituent instruments), currently the Bay Area Toll Bridges Seismic Retrofit Revenue Bonds Series 2003A First Lien Bonds and Seismic Retrofit Revenue Notes Series 2005A Second Lien Commercial Paper.

WHEREAS, BATA now wishes to enter into a cooperative agreement with the DEPARTMENT; now, therefore, be it

RESOLVED, that the BATA authorizes the Executive Director, or his designee, to enter into a cooperative agreement with the DEPARTMENT, substantially as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director is delegated the authority to make modifications to Attachment A prior to its execution without further review by BATA, as long as such changes do not materially amend the terms of the cooperative agreement.

RESOLVED, that the agreement as set forth in Attachment A, supercedes and replaces all previous Cooperative Agreements between BATA and DEPARTMENT pertaining to the management and operations of the state-owned toll bridges in the Bay Area.

BAY AREA TOLL AUTHORITY

Jon Rubin, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California on March 22, 2006.

Date: March 22, 2006
W.I.: 1253
Referred by: BATA Oversight
Revised: 04/27/11-BATA
06/24/15-BATA
06/24/20-BATA
06/25/25-BATA
06/24/26-BATA

Attachment A
BATA Resolution No. 62, Revised

**COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND
THE BAY AREA TOLL AUTHORITY**

**RESTATED AND AMENDED
COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE BAY AREA TOLL AUTHORITY
RELATING TO THE BRIDGES**

THIS AGREEMENT, IS MADE ENTERED INTO AND EFFECTIVE ON April 25, 2006, the date of the defeasance of the existing bonds secured by the toll bridge seismic retrofit surcharge imposed under subdivision (a) of SHC section 31010, and is amended and restated as of June 13, 2011, between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as "DEPARTMENT," and the BAY AREA TOLL AUTHORITY (BATA), hereinafter referred to as "AUTHORITY."

RECITALS

1. AUTHORITY was created pursuant to Section 30950, *et seq.* of the California Streets and Highways Code (SHC), which transferred certain California Transportation Commission (CTC) and DEPARTMENT responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
2. Department's toll bridges subject to this AGREEMENT (identified in SHC section 30910) are the Antioch Bridge, Benicia-Martinez Bridges, Carquinez Bridges, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge and San Mateo-Hayward Bridge, hereinafter individually referred to as "BRIDGE" and collectively referred to as "BRIDGES".
3. The respective statutory geographic limits of certain of the BRIDGES and the approaches to the BRIDGES are found in the SHC and others are established by post mile or other locators as defined in original project documents. The extent of the San Francisco-Oakland Bay Bridge is defined in SHC section 30600 as the bridge and its approaches; the limits of the Carquinez and Benicia-Martinez Bridges are found in SHC section 30750; the extent of the Antioch Bridge is defined in SHC section 30760; the limits of the San Mateo-Hayward and Dumbarton Bridges are defined in SHC section 30790 (the Dumbarton Bridge limits are redefined in SHC section 30792.2); and the limits of the Richmond-San Rafael Bridge are not statutorily defined. The respective statutory geographic limits of certain of the BRIDGES and the approaches to the BRIDGES, and those limits established by agreement as to the Richmond-San Rafael Bridge, are delineated in Exhibit "A", attached hereto and made an express part of this AGREEMENT.
4. SHC sections 30150 and 30952 provide that DEPARTMENT shall collect tolls, operate, maintain, and provide rehabilitation of the BRIDGES, including all related toll facilities, and shall be responsible for the design and construction of eligible projects which may include, without limitation, capital improvements, seismic retrofit, emergency repairs and restorations, rehabilitation, Regional Measure One and Category B Maintenance (as defined in SHC section 188.4) projects, which are hereinafter collectively referred to as

"Eligible Projects", affecting the BRIDGES in accordance with programming and scheduling requirements of the CTC and AUTHORITY.

5. SHC section 30952 further provides that DEPARTMENT and AUTHORITY shall enter into a cooperative agreement, upon mutually agreed terms and conditions, setting forth the methodology by which DEPARTMENT will operate the BRIDGES and be responsible for the planning, design, and construction of improvements, repairs or alterations to the BRIDGES to be funded from the AUTHORITY'S toll bridge revenues.
6. DEPARTMENT and AUTHORITY first entered into a cooperative agreement pursuant to SHC section 30952 in 1998, which agreement was subsequently superceded by a new cooperative agreement on July 1, 2003, and amended on December 15, 2004.
7. Pursuant to Assembly Bill No. 144 ("AB 144"), enacted and made effective on July 18, 2005, certain project oversight and control responsibilities relative to the construction of the Benicia Martinez Bridge and the state Toll Bridge Seismic Retrofit Program projects (hereinafter referred to as "Seismic Projects") were given to AUTHORITY. The Seismic Projects are more particularly described in SHC section 188.5.
8. As part of AB144, SHC section 30950.2, gives AUTHORITY the responsibility for administering all toll revenues from the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission, once the obligations of the California Infrastructure and Economic Development Bank secured by the seismic retrofit surcharge imposed pursuant to subdivision (a) of SHC section 31010 are no longer outstanding (as defined by the constituent instruments), currently the Bay Area Toll Bridges Seismic Retrofit Revenue Bonds Series 2003A First Lien Bonds and Seismic Retrofit Revenue Notes Series 2005A Second Lien Commercial Paper.
9. AB 144 further added section 30952.05 to the SHC requiring DEPARTMENT and AUTHORITY to amend their cooperative agreement to incorporate the project oversight and control responsibilities described therein relative to the Benicia Martinez Bridge and the Seismic Projects.
10. In accordance with SHC Sections 30952 and 30952.05, AUTHORITY and DEPARTMENT now set forth herein the terms of a revised and amended AGREEMENT to set forth the parties respective obligations.

This AGREEMENT supersedes and replaces the prior amended Cooperative Agreements entered into on July 1, 2003, as amended on December 15, 2004, and any prior agreements or memoranda of understanding between the parties relating to the BRIDGES.

SECTION I - ELECTRONIC AND MANUAL TOLL COLLECTION**DEPARTMENT AGREES:**

1. To cooperate with the AUTHORITY and its vendors, consultants and contractors regarding oversight and management of the operations of the electronic toll collection system customer service center (CSC) for the BRIDGES. The DEPARTMENT's tasks in support of the AUTHORITY's operation of the CSC shall include, but not be limited to, establishing and maintaining DMV access for processing violation notices.
 2. That the AUTHORITY is granted all the DEPARTMENT'S right, title and interest in and to the Advanced Toll Collection And Accounting System (ATCAS) application software as defined in Purchase Orders 25154, as amended, and Purchase Order 57042, as amended, provided however, the DEPARTMENT shall likewise retain a non-exclusive, unlimited, irrevocable right to use, transfer, and distribute all ATCAS application software as defined above. In the event the AUTHORITY shall enhance the ATCAS application software through modification, amendment and /or additions thereto, the DEPARTMENT shall have the royalty free, non-exclusive, irrevocable right to use, transfer, distribute and modify for its purposes such enhancements, including all associated source code and source code documentation.
-
3. To provide staffing and supervision for the manual collection of toll revenues related to the BRIDGES; including, but not limited to, management of toll collectors and all related personnel and reviewing disputes related to the manual collection of tolls. The DEPARTMENT will staff and operate manual toll collection operations in accordance with state law and consistence with the AUTHORITY's adopted budgets.

AUTHORITY AGREES:

4. To operate, manage and maintain the operations of the electronic toll collection CSC, including, but not limited to, maintenance of the electronic toll collection customer accounts, administering service contracts in relation to these operations, the identification of toll violators and the processing of toll violations, processing of customer and violation disputes, financial management including procurement of credit card processing services, reciprocal relationships with other California toll operators, the procurement of electronic toll collection transponders, and the integration of these operations with other transportation related operations.
5. To provide management oversight of DEPARTMENT's manual toll collections operations, including, but not limited to, reviewing procedures for the manual collection, handling and reconciliation of cash toll revenues, reviewing staffing plans for the manual toll collection operations, and reviewing training and training procedures for DEPARTMENT's manual toll collection staff.

SECTION II - CASH COUNTING, BANKING AND TOLL ACCOUNTING**DEPARTMENT AGREES:**

1. To cooperate with the AUTHORITY and its vendors, consultants and contractors in the AUTHORITY'S financial oversight and management of the toll revenues collected on the BRIDGES, including, but not limited to, toll accounting, armored car, vault and bank services.
2. To transfer to the AUTHORITY equipment used for toll accounting acquired solely with toll revenue funds and to fully assist the AUTHORITY in the operation and relocation of the host toll collection equipment and systems from the DEPARTMENT'S District offices to the AUTHORITY'S offices or other location as determined by the AUTHORITY.

AUTHORITY AGREES:

3. To provide armored car, vault and bank services for cash toll revenues collected by the Department on the BRIDGES.
 4. To provide toll accounting services, including, but not limited to, accounting for toll revenues, preparing toll revenue and traffic reports, reconciliation of manual and electronic toll revenues, and toll auditing.
-

SECTION III - TOLL BRIDGE OPERATIONS AND MAINTENANCE**DEPARTMENT AGREES:**

1. To maintain (Category A Maintenance), and operate the bridge structures and maintain (Category B Maintenance) and operate the toll plaza buildings and facilities in a safe and efficient manner in accordance with applicable DEPARTMENT policies and standards for the BRIDGES, excepting for those items identified in Article 7 of Section III, 7 which the AUTHORITY will own, maintain, repair, and operate. Operational and maintenance tasks shall include but are not limited to, managing maintenance staff and all related personnel and contracts and contract employees, maintaining bridge infrastructure and equipment, obtaining necessary permits for the operation and maintenance of the BRIDGES, and generating and maintaining proper records relating to the BRIDGES. Excepting tasks related to emergency repairs performed pursuant to Article 5, of Section III all tasks will be planned to be consistent with the annually adopted AUTHORITY operations and capital budget and long-range plans of toll related costs to be reimbursed to DEPARTMENT from the bay area toll account by AUTHORITY. Category A expenditures shall include, but are not limited to, the following: maintenance of the BRIDGES and related structures, roadbeds, pavement, drainage, debris removal, landscaping, traffic guidance systems, ice control, dedicated bridge maintenance stations, maintenance training, electrical maintenance and electrical energy other than the architectural lighting. Category B operational and maintenance expenditures shall include, but are not limited to, toll administration building and toll facilities, toll system related energy, architectural lighting energy, booth maintenance and repair, reconstruction and replacement of mechanical and electronic toll equipment.
2. To cooperate with the AUTHORITY and its vendors in the Authority's maintenance, repair and replacement services for the toll lane, plaza and host toll collection equipment and systems for the BRIDGES, including, but not limited to, providing the AUTHORITY staff and its contractors (a) access to toll lane, plaza and host toll collection equipment and systems; (b) processing requests for all necessary encroachment permits; (c) administering or facilitating the transfer of any service or equipment contracts related to the maintenance of the toll lane, plaza and host toll collection equipment and systems; (d) assisting the AUTHORITY or its contractors with the closure of lanes and management of traffic to carryout maintenance activities for the toll lane, toll plaza and host toll collection equipment and systems; and (f) assisting the AUTHORITY and its contractors in the development of processes and procedures for the reporting of problems related to toll lane, plaza and host toll collection equipment and systems.
3. To provide AUTHORITY a detailed anticipated fiscal year budget, description of work activities and charges for Category A and Category B Maintenance expenditures as defined in SHC section 188.4, and an annual report of actual expenditures upon completion of each fiscal year.

4. To inform AUTHORITY of any non-emergency activities undertaken by DEPARTMENT that may affect the operation, appearance or safety of the BRIDGES, and to provide advance notice to AUTHORITY of any DEPARTMENT activities that would require any amendment to AUTHORITY's adopted annual operations and capital budget and Long Range Plans.
5. To take whatever immediate actions are necessary for emergency repairs to any of the BRIDGES which have been damaged or are in immediate danger and report to AUTHORITY as soon as possible, but not later than ten (10) working days, after any occurrence requiring the expenditure of toll funds for emergency repair on the BRIDGES.
6. To provide tow truck services on the BRIDGES from state-funded sources for as long as authorized by California law and budgeted in the annual State Budget Act.

AUTHORITY AGREES:

7. To own, operate, and provide maintenance services for the toll lane, plaza and host toll collection equipment and systems for the BRIDGES as a necessary component of audit, internal, and cash controls, which shall include but are not limited to software, hardware, computer equipment, lane readers, violation enforcement system, automatic vehicle classification (AVC) system, and telecommunications for these systems. These systems shall be maintained in such a manner as to provide consistent and functional interface to the CSC system.
8. To give first priority to projects and expenditures that are deemed necessary by DEPARTMENT to preserve and protect the BRIDGES as provided by SHC section 30950.3 (b).
9. To pay all of the DEPARTMENT's costs approved by the DEPARTMENT and the AUTHORITY incurred for toll operations maintenance and support provided by the DEPARTMENT. Costs will be compiled and computed in accordance with the DEPARTMENT's standard accounting practices and the State Administrative Manual.

SECTION IV - TOLL BRIDGE CAPITAL IMPROVEMENT PROGRAM**DEPARTMENT AGREES:**

1. To assist AUTHORITY in connection with AUTHORITY's preparation and adoption of Long Range Plans, as required by SHC section 30950.3, and any subsequent amendments to said Plans.
 2. To plan, design and construct Eligible Projects for the BRIDGES in accordance with the Long Range Plans that reflect AUTHORITY's approved long term multi-year capital outlay and capital outlay support budgets for eligible capital projects, consistent with AUTHORITY's annual operations and capital budgets, that conform to AUTHORITY's approved operations, maintenance, and capital reimbursement limits (subject to modification when required) for a given fiscal year when adopted by AUTHORITY.
 3. To develop contract specifications and bid documents and invite bid and award contracts for capital improvements to the BRIDGES.
 4. To provide, subject to annual State Budget Act authorization, sufficient staff resources within DEPARTMENT to assure timely implementation of projects in the Long Range Plans adopted by AUTHORITY.
-
5. To maintain and provide, on a monthly basis, a current schedule of Eligible Projects funded from the bay area toll account.
 6. To provide AUTHORITY with complete monthly reports of costs incurred by DEPARTMENT for bridge operations, toll collections and capital projects affecting the BRIDGES for which subsequent reimbursement will be made to DEPARTMENT by AUTHORITY. These reports will be prepared for each bridge within the BRIDGES listed by SHC section 30910.
 7. To provide AUTHORITY access to all project development information regarding the projects identified in the Long Range Plan and the Toll Bridge Seismic Program, including, but not limited to, project files kept in accordance with project development procedures and manuals, project initiation documents, environmental technical studies, environmental documents and plans, and specifications and estimates for the identified projects in the Capital Improvement Program.
 8. To acquire property essential to complete Eligible Projects contained in the Long Range Plans. Any subsequent sale of excess land, property, equipment or any other assets that were purchased with toll funds shall be reverted to the bay area toll account. Any sale of excess land require the approval of the CTC and maybe subject to the reimbursing the federal government its proportional contribution, if any.
 9. To perform all other activities necessary for the extended operation, maintenance, and protection of the BRIDGES, including, but not limited to, obtaining and maintaining all regulatory permits necessary to authorize those maintenance and construction activities.

DEPARTMENT will inform AUTHORITY of any anticipated unique or significantly unusual DEPARTMENT activities affecting the BRIDGES as they arise.

10. As required by SHC section 30952.1, to establish and participate, in conjunction with the AUTHORITY and the CTC, in a Toll Bridge Program Oversight Committee, to oversee and provide direction for the Seismic Projects and the Benicia-Martinez Bridge New Span project.

AUTHORITY AGREES:

11. To review and approve as necessary and appropriate all project initiation documents, environmental documents, right of way agreements and project bid documents for all Eligible Projects identified in the Capital Improvement Program.
12. To update the Long Range Plans, as specified in SHC section 30950.3, when necessary.
13. As required by SHC section 30952.1, to establish and participate, in conjunction with the DEPARTMENT and the CTC, in a Toll Bridge Program Oversight Committee, to oversee and provide direction for Toll Bridge Seismic Retrofit Program projects and the Benicia-Martinez Bridge New Span project.
14. To contract with and oversee one or more consulting firms to provide project oversight and control services for the Benicia-Martinez Bridge project and the Toll Bridge Seismic Retrofit Program projects as specified in subsection (d) of SHC section 30952.05. The Toll Bridge Oversight Committee shall review and approve all such contracts, as specified in subsection (d) of SHC section 30952.05.
15. To review and approve all contract specifications and bid documents prepared by DEPARTMENT prior to advertising the bid documents for the Benicia-Martinez Bridge project and the Toll Bridge Seismic Retrofit Program projects in accordance with subsection (b) of SHC section 30952.05.

SECTION V – PROGRAM/PROJECT FINANCIAL MANAGEMENT AND FINANCING

DEPARTMENT AGREES:

1. To cooperate with the AUTHORITY in the issuance of new or replacement bonds by AUTHORITY, including, but not limited to, developing and updating project schedules, projected cash flows and risk management plans for each of the Eligible Projects identified in the seismic or long range plan programs.
2. To cooperate with the AUTHORITY, in all actions necessary for the defeasance of the existing bonds issued on behalf of the DEPARTMENT and secured by the toll bridge seismic retrofit surcharge imposed under subdivision (a) of SHC section 31010.
3. To cooperate fully with the Toll Bridge Seismic Retrofit Account close out audit to be conducted subsequent to the defeasance of the bonds, retirement of the commercial paper, and any other outstanding seismic obligations of the California Infrastructure and Economic Development Bank.
4. Upon defeasance of the Bonds, retirement of the commercial paper, and any other outstanding seismic financial obligations of the California Infrastructure and Economic Development Bank and after satisfying the immediate cash flow requirements of the Toll Bridge Seismic Retrofit Program projects, transfer the revenues and fund balances in the Toll Bridge Seismic Retrofit Account to the AUTHORITY for deposit in the bay area toll account.
5. To work in consultation with the AUTHORITY and the CTC to adopt a schedule for the payment of the remaining state contributions identified in SHC sections 188.5 and 188.6 for the Toll Bridge Seismic Retrofit Program projects identified in SHC section 188.5.
6. To develop procedures for the timely allocation and payment of all toll bridge seismic retrofit funds due to the Toll Bridge Seismic Retrofit Program, including, but not limited to: 1) approving invoices as submitted by BATA that are consistent with CTC allocations; 2) providing best efforts to ensure that the state budget includes any necessary provisions to allow for the transfer of funds to BATA for the Toll Bridge Seismic Retrofit Program; 3) confirming that the Controller makes payments into BATA accounts in accordance with the CTC adopted allocation schedule; and 4) cooperating with the CTC in the scheduling and allocation of funds committed to the Toll Bridge Seismic Retrofit Program.

AUTHORITY AGREES:

7. To manage all of the toll revenues, including, but not limited to, keeping full and complete accounts for toll revenues and expenses and preparing balance sheets on an annual fiscal year basis showing the financial condition of the BRIDGES. If and when

necessary and at the AUTHORITY's discretion: (1) to increase the amount of the seismic surcharge, pursuant to SHC section 31011 for the purpose of completing the Toll Bridge Seismic Retrofit Program projects; (2) to issue toll bridge revenue bonds pursuant to SHC section 30920; and, (3) pursuant to SHC 30916(c), to increase the base toll in order to meet its obligations on any such bonds or to satisfy bond covenants.

8. To work in consultation with the DEPARTMENT and the CTC to adopt a schedule for the payment of the remaining state contributions identified in SHC Sections 188.5 and 188.6 for the Toll Bridge Seismic Retrofit Program projects in SHC section 188.5.
 9. To work cooperatively with the DEPARTMENT and CTC on the schedule and allocation of seismic retrofit funds due to the Toll Bridge Seismic Retrofit Program funds, utilizing all funds designated in AB 144 and allocated by the CTC exclusively for the Toll Bridge Seismic Retrofit Program, as defined in state law, and to establish appropriate accounts and accounting procedures for management of toll the bridge seismic retrofit funds.
-

SECTION VI - TOLL PROGRAM PROJECT FUNDING**DEPARTMENT AGREES:**

1. To continue to budget to fund tow truck services on the BRIDGES from state-funded source until directed otherwise.
2. To continue to fund from state-funded sources the Category A BRIDGES expenditures that are part of the seismic retrofit and replacement program specified in SHC section 188.5 until the seismic retrofit or replacement work is complete on those BRIDGES and the AUTHORITY undertakes that duty using toll revenues.

AUTHORITY AGREES:

3. To allocate toll revenues consistent with AUTHORITY's annual operations and capital budget for Eligible Projects conforming with AUTHORITY-approved Long Range Plans, and to pay for the DEPARTMENT's toll related costs incurred pursuant to this AGREEMENT consistent with the AUTHORITY's adopted budgets.
4. To pay for maintenance and operations of the current Transbay Transit Terminal as long as it is owned and operated by the DEPARTMENT, (a statutory part of the San Francisco-Oakland Bay Bridge, located in downtown San Francisco) from toll bridge revenues. Said costs are subject to the annual BATA budget process.
5. To fund Category A maintenance expenditures on the BRIDGES from toll revenues, except for those toll bridges that are part of the seismic retrofit program specified in SHC section 188.5 for which the seismic retrofit or replacement work is not complete. Such maintenance expenditures shall be funded by AUTHORITY from toll revenues upon completion of the seismic retrofit or replacement work.
6. To maintain self insurance of not less than \$50 million as an extraordinary loss account solely for the purpose of funding major emergency reconstruction, repair and operations of any of the BRIDGES.

SECTION VII – PROGRAM/PROJECT BUDGETING AND INVOICING**DEPARTMENT AGREES:**

1. To provide AUTHORITY, consistent with the schedule for developing DEPARTMENT's annual fiscal year budget, information necessary for AUTHORITY to adopt an annual operations and capital budget for operations, maintenance, repairs and construction of Eligible Projects on the BRIDGES which is, to the extent possible, consistent with DEPARTMENT's statutory and contractual obligations assumed herein and AUTHORITY's approved Long Range Plans.
 2. To report to the AUTHORITY the level of services that the DEPARTMENT will be able to provide if, in the judgment of the DEPARTMENT, the AUTHORITY's adopted annual operations and capital budget does not provide funding adequate for the DEPARTMENT's services as defined in this AGREEMENT.
 3. To cooperate fully with AUTHORITY in the annual auditing and reporting process, as well as any other audit, financial, or internal control reports that may be undertaken by AUTHORITY or DEPARTMENT relating to the bay area toll accounts and the BRIDGES. AUTHORITY shall issue these audit reports relative to the bay area toll accounts and the BRIDGES to AUTHORITY and DEPARTMENT.
-
4. To provide AUTHORITY a monthly request for thirty (30) days advance funding based upon the DEPARTMENT'S estimate of the anticipated costs that it will incur by the DEPARTMENT in performance of this AGREEMENT. DEPARTMENT will provide the AUTHORITY, along with the estimate, the DEPARTMENT's published electronic fund transfer (EFT) invoice schedule. The DEPARTMENT will submit, within thirty (30) days after submission of each funding advance request, a detailed expenditure report for the charges contained therein, including project closeout adjustments within the adopted budget. Each succeeding monthly estimate will be adjusted to reflect actual costs expended and any reallocation or additional costs anticipated over that succeeding month.
 5. Upon receipt of a notice of invoice discrepancy from AUTHORITY, DEPARTMENT shall review the notice and credit undisputed claims to AUTHORITY in its following invoice. If DEPARTMENT disputes any discrepancy claim, in whole, or in part, DEPARTMENT shall endeavor to notify AUTHORITY in writing within seven (7) working days of receipt of the notice of invoice discrepancy. Upon final resolution of a disputed claim, STATE shall make the appropriate credit or debit to AUTHORITY's account and notify AUTHORITY in writing of any such action.
 6. To provide to AUTHORITY a detailed fiscal year-end accounting of expended and accrued costs within sixty (60) days of the end of the fiscal year with supporting information.

AUTHORITY AGREES:

7. To adopt an annual operations and capital budget by July 1st of each fiscal year, which includes DEPARTMENT's costs associated with operations, maintenance, toll collection, and the support and capital costs of Eligible Projects relating to the BRIDGES, which costs are funded from the bay area toll accounts and consistent with AUTHORITY approved Long Range Plans. Costs are defined as including all documented direct and indirect charges together with functional and administrative overhead charges authorized by the State Administrative Manual as part of DEPARTMENT's standard accounting practice, except that administrative overhead cost assessments will not be included for the Toll Bridge Seismic Retrofit Program pursuant to SHC, section 31021. Each budget shall be subject to regular review and revision during the year as appropriate and shall contain funds to cover unanticipated efforts to be undertaken by DEPARTMENT as may be required for the continued operation, maintenance, repair, protection and improvement of the BRIDGES.
8. To act promptly on requests by DEPARTMENT for actions necessary to implement Eligible Projects contained in the Long Range Plans and for urgent unbudgeted operating or maintenance requirements affecting the annual operations maintenance and capital budgets adopted by AUTHORITY.
9. On a monthly basis, and within four (4) working days of the receipt of DEPARTMENT's request for advance funding as described in Article 4 of this Section VII above, to electronically transfer (wire) to DEPARTMENT funds equal to the amount of eligible costs incurred or anticipated, subject to provisions of Articles 10 and 11 of Section VII of this AGREEMENT below.
10. Upon receipt of DEPARTMENT's detailed expenditure report, AUTHORITY will endeavor to notify DEPARTMENT in writing within thirty (30) days of those charges with which AUTHORITY disagrees by issuing a specific notice of discrepancy.
11. To adopt formal resolutions and any supplemental documents necessary to implement the requirements of SHC section 30950 *et seq.* and to establish detailed AUTHORITY policies and procedures applicable to the BRIDGES and the bay area toll accounts consistent with the terms and conditions of this AGREEMENT.
12. To act promptly on requests by DEPARTMENT for the expenditure of bay area toll account funds by DEPARTMENT in response to emergency occurrences, subject to the notification requirements of Article 5 in Section III of this AGREEMENT above.
13. To contract for annual financial audits, to be conducted by an outside independent auditor, of the bay area toll accounts, toll receipts collected on the BRIDGES, and all expenses of DEPARTMENT and AUTHORITY funded by the bay area toll accounts; and to submit all required financial statements to the Legislature in accordance with SHC section 30961(b).

SECTION VIII – MUTUAL PROVISIONS**IT IS MUTUALLY AGREED:**

1. Nothing in this AGREEMENT is intended to affect the legal liability of either party to the AGREEMENT by imposing any standard of care with respect to the BRIDGES different from the standard of care imposed by law.
2. Neither DEPARTMENT nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this AGREEMENT. It is understood and agreed that AUTHORITY shall fully defend, indemnify and save harmless DEPARTMENT, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury, or any other damage sustained by a third party, occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this AGREEMENT.
3. Neither AUTHORITY nor any Commissioner, officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by DEPARTMENT under or in connection with any work, authority or jurisdiction delegated to DEPARTMENT under this AGREEMENT. It is understood and agreed that, DEPARTMENT shall defend, indemnify and save harmless AUTHORITY, its Commissioners, officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury, or any other damage sustained by a third party, occurring by reason of anything done or omitted to be done by DEPARTMENT under or in connection with any work, authority or jurisdiction delegated to DEPARTMENT under this AGREEMENT.
4. This AGREEMENT shall be amended or superseded by another agreement as necessary with the enactment of future legislation or by mutual agreement.
5. Regular meetings will be held to fulfill the intent of this AGREEMENT. More detailed working agreements and procedures may be developed and documented in operating memoranda to establish mutually supportive policies.
6. This AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2015, and every ten (10) years thereafter. This AGREEMENT may also be amended in writing at any time by mutual consent. Each amendment must be in writing and no alteration or variation to the terms of this AGREEMENT shall be valid unless made in writing and signed by both parties. No oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
7. No State, DEPARTMENT, or AUTHORITY funds are encumbered or allocated under this AGREEMENT.

8. The transfer of funds by AUTHORITY to DEPARTMENT as advance payments for support and capital outlay for the BRIDGES shall in no way be construed as an unconditional acceptance of such actual and proposed charges. Approval of DEPARTMENT charges by AUTHORITY will occur only after complete review of detailed program and project expenditure information in a format mutually acceptable to both DEPARTMENT and AUTHORITY.
 9. In the event of an emergency and/or unforeseen difficulty where DEPARTMENT is unable to obtain a construction progress payment on time, DEPARTMENT will include an estimate of such charges in DEPARTMENT's next monthly invoice, submitted pursuant to Article 4 of Section VII above and AUTHORITY agrees to pay that estimated amount subject to subsequent adjustment.
 10. The AUTHORITY, upon request by the DEPARTMENT, and following review and consultation with the DEPARTMENT, will provide funds to the DEPARTMENT using toll revenues, to the extent permitted by law, for the payment of any and all costs incurred by the DEPARTMENT to indemnify the California Infrastructure and Economic Development Bank, the State Treasurer and all other indemnified parties, as such costs are required by the DEPARTMENT'S obligations set forth in the Second Amendment to the Financing Agreement dated April 25, 2006, following defeasance of the Infrastructure Bank Debt as it is defined in the Second Amendment to the Financing Agreement.
-
11. That the AUTHORITY and the DEPARTMENT will enter into a Fund Transfer Agreement contemporaneously herewith, for the transfer of funds from the DEPARTEMNT to the AUTHORITY in accordance with a schedule adopted by the CTC in its resolution of December 15, 2005.
 12. Subject to the CTC's concurrence, if necessary, and to the Authority's acceptance, parcels of real property acquired and held by the DEPARTMENT are to be transferred by Director's Deed, or as the parties shall agree, to the AUTHORITY for its management and control as part of the BRIDGES or as needed for the support of the BRIDGES until such time as the AUTHORITY shall dispose of them by public sale at their fair market value. The costs of the DEPARTMENT to comply herewith are to be paid from toll revenues and the net proceeds of any sale or transfer to the AUTHORITY are to be deposited in the bay area toll account for use on the BRIDGES.

IN WITNESS WHEREOF, the Agreement has been executed by the parties hereto as of the day and year first written above.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

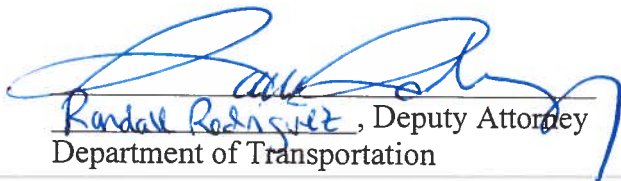
BAY AREA TOLL AUTHORITY

By: 
Bijan Sartipi, District Director

By: 
Steve Heninger, Executive Director

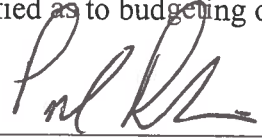
Approved as to form and procedure:

Approved as to form and procedure:


Randal Rodriguez, Deputy Attorney
Department of Transportation


Adrienne D. Weil, General Counsel
Bay Area Toll Authority

Certified as to budgeting of funds:


District Budget Manager
Department of Transportation

Certified as to financial terms and
Conditions:


HQ Accounting Administrator
Department of Transportation

Exhibit A-Revised Limits on Funding for Bay Area Bridges



Revised Exhibit A Geographic Limits on Funding for Bay Area District 4 Bridges

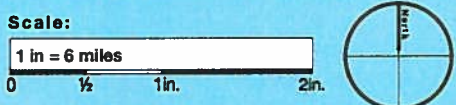
1. **Dumbarton Bridge**
 SM - 84 - 25.72/30.15
 SM - 109 - 1.35/1.87
 SM - 114 - 5.01/5.92
 ALA - 84 - 0.00/5.85
2. **San Mateo-Hayward Bridge**
 SM - 92 - 12.14/18.80
 ALA - 92 - 0.00/6.39
 ALA - 880 - 16.70/20.68
3. **San Francisco-Oakland Bridge**
 SF - 80 - 5.05/8.85
 ALA - 80 - 0.00/3.21
4. **Richmond-San Rafael Bridge**
 ALA - 580 - 47.05/48.04
 CC - 580 - 0/7.79
 MRN - 580 - 0.00/4.78
5. **Carquinez Bridge**
 CC - 80 - 10.04/14.14
 SOL - 80 - 0.00/5.92
6. **Benicia-Martinez Bridge**
 CC - 680 - 21.19/25.46
 SOL - 680 - 0.00/13.13
 SOL - 780 - 0.68/1.52
7. **Antioch Bridge**
 CC - 4 - 30.66/31.51
 CC - 160 - 0.00/1.33
 SAC - 160 - 0.00/10.80

Funding Limit

Note:
 Geographic funding limits are based on Caltrans post miles and were created using a linear referencing system with the postmiles as inputs.

Source: MTC, BATA

Path: G:\section\VAO\Arcmap_proj\Toll Bridge District 4 11x17



Date: March 22, 2006
Revised: April 27, 2011
W.I.: 1253

ABSTRACT

BATA Resolution No. 62, Revised

This resolution authorizes the Bay Area Toll Authority (BATA) to enter into a cooperative agreement with the California Department of Transportation for the management and operation of the state-owned toll bridges in the Bay Area.

This resolution was revised on April 27, 2011, to revise the identification of the geographical limits of the bridges.

Further discussion of this resolution is contained in the Executive Director's memorandum to the BATA Oversight Committee dated April 6, 2011 and the Bay Area Toll Authority dated March 15, 2006.

Date: March 22, 2006
Revised: April 27, 2011
W.I.: 1253

RE: Authorizing a Cooperative Agreement with the State Department of Transportation

BAY AREA TOLL AUTHORITY

RESOLUTION NO. 62, REVISED

WHEREAS, Streets and Highways Code Section 30950 creates the Bay Area Toll Authority (BATA) that is the same as the Metropolitan Transportation Commission (MTC); and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* transfers to BATA certain current California Transportation Commission and California Department of Transportation (DEPARTMENT) duties and responsibilities for the bridges owned and operated by the DEPARTMENT in the San Francisco Bay Area; and

WHEREAS, the bridges subject to this agreement as defined in Streets and Highways Code Section 30910 are the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges, and

WHEREAS, Streets and Highways Code Section 30952 provides that BATA and the DEPARTMENT shall enter into a cooperative agreement, upon mutually agreed terms and conditions, setting forth the methodology by which the DEPARTMENT shall operate the bridges and be responsible for the planning, design and construction of improvements, repairs or alterations to the bridges; and

WHEREAS, Streets and Highways Code Section 30950.2, gives BATA the responsibility for administering all toll revenues from the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission, once the obligations of the California Infrastructure and Economic Development Bank secured by the seismic retrofit surcharge imposed pursuant to subdivision (a) of SHC section 31010 are no longer outstanding (as defined by the constituent instruments), currently the Bay Area Toll Bridges Seismic Retrofit Revenue Bonds Series 2003A First Lien Bonds and Seismic Retrofit Revenue Notes Series 2005A Second Lien Commercial Paper.

BATA Resolution No. 62
Page 2

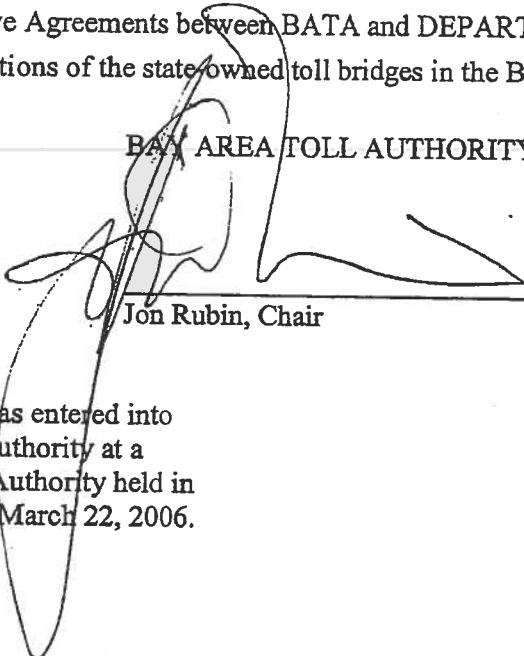
WHEREAS, BATA now wishes to enter into a cooperative agreement with the DEPARTMENT; now, therefore, be it

RESOLVED, that the BATA authorizes the Executive Director, or his designee, to enter into a cooperative agreement with the DEPARTMENT, substantially as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director is delegated the authority to make modifications to Attachment A prior to its execution without further review by BATA, as long as such changes do not materially amend the terms of the cooperative agreement.

RESOLVED, that the agreement as set forth in Attachment A, supercedes and replaces all previous Cooperative Agreements between BATA and DEPARTMENT pertaining to the management and operations of the state owned toll bridges in the Bay Area.

BAY AREA TOLL AUTHORITY



Jon Rubin, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California on March 22, 2006.

**AMENDMENT NO. 1 TO
RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE BAY AREA TOLL AUTHORITY
RELATING TO THE BRIDGES**

THIS AMENDMENT NO. 1 TO THE RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE BAY AREA TOLL AUTHORITY RELATED TO THE BRIDGES, IS MADE, ENTERED INTO AND EFFECTIVE ON July 1, 2015 by and between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as “DEPARTMENT,” and the BAY AREA TOLL AUTHORITY (BATA), hereinafter referred to as “AUTHORITY.”

RECITALS

1. AUTHORITY was created pursuant to Section 30950, *et seq.* of the California Streets and Highways Code (SHC), which transferred certain California Transportation Commission (CTC) and DEPARTMENT responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
2. STATE and AUTHORITY entered into an Agreement (Master Cooperative Agreement 4-2078-A1) on April 25, 2006, as amended and restated on June 13, 2011, hereinafter referred to as “AGREEMENT” to cooperatively maintain, operate, construct, rehabilitate, and retrofit the toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
3. Section VIII, Article 6 of AGREEMENT provides that AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2015, and every ten (10) years thereafter.
4. The parties hereto now intend to enter into this Amendment No. 1 to re-adopt the AGREEMENT and reduce the subsequent periods for re-adoption to five-year terms.

IT IS THEREFORE MUTUALLY AGREED:

1. The first sentence of Article 6 of Section VIII – Mutual Provisions, is deleted and replaced by the following: “This AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2020, and every five (5) years thereafter.”
2. As hereby amended, the terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This Amendment No. 1 to the AGREEMENT is hereby deemed to be part of Master Cooperative Agreement 4-2078-A1.

IN WITNESS WHEREOF, this Amendment No. 1 has been executed by the parties hereto as of the day and year first written above.

STATE OF CALIFORNIA
Department of Transportation

BAY AREA TOLL AUTHORITY

By: 
Deputy District Director

By: 
Steve Heminger, Executive Director

Approved as to form:


Adrienne D. Weil, General Counsel
Bay Area Toll Authority

Certified as to budgeting of funds:


District Budget Manager

Date: March 22, 2006
W.I.: 1253
Revised: 04/27/11-BATA
06/24/15-BATA

ABSTRACT

BATA Resolution No. 62, Revised

This resolution authorizes the Bay Area Toll Authority (BATA) to enter into a cooperative agreement with the California Department of Transportation for the management and operation of the state-owned toll bridges in the Bay Area.

This resolution was revised on April 27, 2011, to revise the identification of the geographical limits of the bridges.

This resolution was revised on June 24, 2015, to re-adopt the cooperative agreement and to reduce subsequent periods for re-adoption from ten years to five-year terms.

Further discussion of this resolution is contained in the Executive Director's memorandum to the BATA Oversight Committee dated April 6, 2011 and June 3, 2015 and the Bay Area Toll Authority dated March 15, 2006.

Date: March 22, 2006
Revised: April 27, 2011
W.L.: 1253

RE: Authorizing a Cooperative Agreement with the State Department of Transportation

BAY AREA TOLL AUTHORITY

RESOLUTION NO. 62, REVISED

WHEREAS, Streets and Highways Code Section 30950 creates the Bay Area Toll Authority (BATA) that is the same as the Metropolitan Transportation Commission (MTC); and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* transfers to BATA certain current California Transportation Commission and California Department of Transportation (DEPARTMENT) duties and responsibilities for the bridges owned and operated by the DEPARTMENT in the San Francisco Bay Area; and

WHEREAS, the bridges subject to this agreement as defined in Streets and Highways Code Section 30910 are the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges, and

WHEREAS, Streets and Highways Code Section 30952 provides that BATA and the DEPARTMENT shall enter into a cooperative agreement, upon mutually agreed terms and conditions, setting forth the methodology by which the DEPARTMENT shall operate the bridges and be responsible for the planning, design and construction of improvements, repairs or alterations to the bridges; and

WHEREAS, Streets and Highways Code Section 30950.2, gives BATA the responsibility for administering all toll revenues from the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission, once the obligations of the California Infrastructure and Economic Development Bank secured by the seismic retrofit surcharge imposed pursuant to subdivision (a) of SHC section 31010 are no longer outstanding (as defined by the constituent instruments), currently the Bay Area Toll Bridges Seismic Retrofit Revenue Bonds Series 2003A First Lien Bonds and Seismic Retrofit Revenue Notes Series 2005A Second Lien Commercial Paper.

WHEREAS, BATA now wishes to enter into a cooperative agreement with the DEPARTMENT; now, therefore, be it

RESOLVED, that the BATA authorizes the Executive Director, or his designee, to enter into a cooperative agreement with the DEPARTMENT, substantially as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director is delegated the authority to make modifications to Attachment A prior to its execution without further review by BATA, as long as such changes do not materially amend the terms of the cooperative agreement.

RESOLVED, that the agreement as set forth in Attachment A, supercedes and replaces all previous Cooperative Agreements between BATA and DEPARTMENT pertaining to the management and operations of the state owned toll bridges in the Bay Area.

BAY AREA TOLL AUTHORITY



Jon Rubin, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California on March 22, 2006.

**AMENDMENT NO. 2 TO
RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE BAY AREA TOLL AUTHORITY
RELATING TO THE BRIDGES**

THIS AMENDMENT NO. 2 TO THE RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE BAY AREA TOLL AUTHORITY RELATED TO THE BRIDGES, IS MADE, ENTERED INTO AND EFFECTIVE ON July 1, 2020 by and between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as “DEPARTMENT,” and the BAY AREA TOLL AUTHORITY (BATA), hereinafter referred to as “AUTHORITY.”

RECITALS

1. AUTHORITY was created pursuant to Section 30950, *et seq.* of the California Streets and Highways Code (SHC), which transferred certain California Transportation Commission (CTC) and DEPARTMENT responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
2. DEPARTMENT and AUTHORITY (PARTIES) entered into an Agreement (Master Cooperative Agreement 4-2078) on April 25, 2006, which was amended and restated on June 13, 2011(4-2078-A1) and then amended again on July 1, 2015 (4-2078-A2), hereinafter referred to as “AGREEMENT” to cooperatively maintain, operate, construct, rehabilitate, and retrofit the toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
3. Section VIII, Article 6 of the amended and restated AGREEMENT (4-2078-A1) provides that AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2015, and every ten (10) years thereafter. PARTIES entered into an amendment 4-2078-A2 re-adopting the AGREEMENT and reducing the subsequent periods of re-adoption to five (5) year terms.
4. PARTIES were in the process of amending AGREEMENT prior to re-adoption this year. However, due to COVID-19 related circumstances, PARTIES have agreed to proceed with re-adoption without amending the terms of the AGREEMENT. PARTIES intend to execute an amendment to the AGREEMENT within one year from the date of re-adoption.
5. The PARTIES hereto wish to enter into this Amendment No. 2 to re-adopt the AGREEMENT.

IT IS THEREFORE MUTUALLY AGREED:

- 6. As hereby amended, the terms and conditions of the AGREEMENT shall remain in full force and effect to July 1, 2025.
- 7. This Amendment to the AGREEMENT (4-2078-A3) is hereby deemed to be part of AGREEMENT.

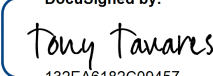
PARTIES have delegated to the undersigned the authority to execute this AMENDMENT on behalf of their respective agencies. PARTIES have followed all the necessary legal requirements and covenants to validly execute this AMENDMENT.

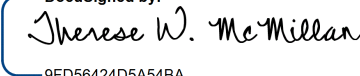
This AMENDMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or electronic mail (E-Mail), and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
Department of Transportation

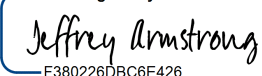
BAY AREA TOLL AUTHORITY

DocuSigned by:

 By: _____
 Tony Tavares, District Director
 Department of Transportation

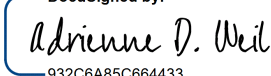
DocuSigned by:

 By: _____
 Therese W. McMillan, Executive Director
 Bay Area Toll Authority

Certified as to budgeting of funds:

Approved as to form:

DocuSigned by:


 District Budget Manager
 Department of Transportation

DocuSigned by:


 Adrienne D. Weil, General Counsel
 Bay Area Toll Authority

**AMENDMENT NO. 3 TO
RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE BAY AREA TOLL AUTHORITY
RELATING TO THE BRIDGES**

THIS AMENDMENT NO. 3 TO THE RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE BAY AREA TOLL AUTHORITY RELATED TO THE BRIDGES, IS MADE, ENTERED INTO AND EFFECTIVE ON Jun 30, 2025 by and between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as “DEPARTMENT,” and the BAY AREA TOLL AUTHORITY (BATA), hereinafter referred to as “AUTHORITY.”

RECITALS

1. AUTHORITY was created pursuant to Section 30950, *et seq.* of the California Streets and Highways Code (SHC), which transferred certain California Transportation Commission (CTC) and DEPARTMENT responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
2. DEPARTMENT and AUTHORITY (PARTIES) entered into an Agreement (Master Cooperative Agreement 4-2078) on April 25, 2006, which was amended and restated on June 13, 2011(4-2078-A1) and then amended again on July 1, 2015 (4-2078-A2), and extended on July 1, 2020 (4-2078-A3) hereinafter referred to as “AGREEMENT” to cooperatively maintain, operate, construct, rehabilitate, and retrofit the toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
3. Section VIII, Article 6 of the amended and restated AGREEMENT (4-2078-A1) provides that AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2015, and every ten (10) years thereafter. PARTIES entered into an amendment 4-2078-A2 re-adopting the AGREEMENT and reducing the subsequent periods of re-adoption to five (5) year terms.
4. PARTIES were in the process of amending AGREEMENT prior to re-adoption on July 1, 2020. However, due to COVID-19 related circumstances, PARTIES agreed to proceed with re-adoption without amending the terms of the AGREEMENT (4-2078-A3).
5. PARTIES are currently in the process of amending AGREEMENT prior to re-adoption on July 1, 2025. However, due to the need for additional time to resolve negotiations, PARTIES hereto wish to enter into this Amendment No. 3 to re-adopt the AGREEMENT for one year without altering any other terms of the AGREEMENT.

IT IS THEREFORE MUTUALLY AGREED:

6. As hereby amended, the terms and conditions of the AGREEMENT shall remain in full force and effect to July 1, 2026.
7. This Amendment to the AGREEMENT (4-2078-A4) is hereby deemed to be part of AGREEMENT.


PARTIES have delegated to the undersigned the authority to execute this AMENDMENT on behalf of their respective agencies. PARTIES have followed all the necessary legal requirements and covenants to validly execute this AMENDMENT.

This AMENDMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or electronic mail (E-Mail), and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
Department of Transportation

BAY AREA TOLL AUTHORITY

By: 

Dina El-Tawansy
District Director

By: 


Andrew B. Fremier
Executive Director

Certified as to budgeting of funds:


Approved as to form:



Jeffrey Kuehnel
District Budget Manager



Kathleen Kane
General Counsel



Meera Danday
HQ Legal Representative

AMENDED AND RESTATED
COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE BAY AREA TOLL AUTHORITY
RELATING TO THE BRIDGES

THIS AGREEMENT, IS MADE ENTERED INTO AND EFFECTIVE ON July 1, 2026, between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as “DEPARTMENT,” and the BAY AREA TOLL AUTHORITY (BATA), hereinafter referred to as “AUTHORITY.” DEPARTMENT and the AUTHORITY may collectively be referred to herein as “PARTIES”

DEFINITIONS

- i. **10 TO 20 YEAR PLAN** is a comprehensive document developed by DEPARTMENT that outlines anticipated needs and projects over a 20-year period, with detailed focus on the first ten years, and updated annually. It includes non-financially constrained projects, initial high-level schedules, and cost estimates, aiming to align with the TOLL BRIDGE ASSET MANAGEMENT PLAN.
- ii. **ANNUAL BUDGET** is the AUTHORITY’S approved fiscal year operations and capital budget.
- iii. **APPROVED PROJECTS** are AUTHORITY approved projects from the list of ELIGIBLE PROJECTS that are included in the ANNUAL BUDGET. Each of such projects shall be referred to as an APPROVED PROJECT.
- iv. **APPROACHES** is that stretch of roadway between the outermost abutment and the nearest highway that is not for the exclusive use of TOLL BRIDGE traffic located within the region under the jurisdiction of the Metropolitan Transportation Commission (MTC) consistent with Streets and Highways Code section 30885.
- v. **CAPITAL IMPROVEMENT PLAN (CIP)**, developed by AUTHORITY in collaboration with DEPARTMENT, outlines and prioritizes key infrastructure projects for the BRIDGES, focusing on maintenance, upgrades, and modernization to foster safety and resilience. It provides timelines and funding needs, helping to allocate resources effectively to meet current and future demands through the operations and capital budget process.
- vi. **ELIGIBLE PROJECTS** are those projects listed in the TOLL BRIDGE PLANs that include but are not limited to capital improvements, emergency repairs, restorations, rehabilitation, and maintenance projects, affecting the TOLL BRIDGES.

- vii. **MANUAL** is the Toll Bridge Procedures Manual, which documents guidelines for CALTRANS and the AUTHORITY, jointly developed by PARTIES to define the procedures to implement/fulfil the terms of this AGREEMENT. The MANUAL will be approved by the executive director of each PARTY and will be updated from time to time as needed. The contents shall include those subjects specifically referenced within this AGREEMENT as well as others deemed necessary by the executive directors.
- viii. **TOLL BRIDGES** means the state-owned toll bridges identified in Streets and Highways Code section 30910—namely, the Antioch Bridge, Benicia-Martinez Bridges, Carquinez Bridges, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge, and San Mateo-Hayward Bridge. “TOLL BRIDGES” also includes the APPROACHES. Each of the foregoing bridges is individually referred to as a “TOLL BRIDGE,” and collectively as “TOLL BRIDGES.”
- ix. **TOLL BRIDGE ASSET MANAGEMENT PLAN (TBAMP)** is jointly developed by the AUTHORITY and DEPARTMENT and provides a strategic guide for maintaining and operating BRIDGES. It informs stakeholders about bridge conditions, prioritizes maintenance needs, and outlines funding requirements to foster long-term safety. With inspection schedules, budgeting, and risk management strategies, it shows how resources are used to sustain bridge reliability. The TBAMP is updated every 4-6 years to reflect changing conditions and priorities.
- x. **TOLL BRIDGE PLANS** collectively refers to the TOLL BRIDGE ASSET MANAGEMENT PLAN, the 10 TO 20 YEAR PLAN, and the CAPITAL IMPROVEMENT PLAN
- xi. **TOLL COLLECTION SYSTEM** is defined as toll lane, plaza, and host toll collection equipment and systems for the TOLL BRIDGES which shall include but are not limited to software, hardware, computer equipment, lane readers, violation enforcement system, automatic vehicle classification (AVC) system, and telecommunications for these systems.
- xii. **LONG RANGE PLAN** as defined and required by SHC section 30950.3 is prepared from time to time by AUTHORITY to provide a framework for completion of projects within the jurisdiction of MTC, including but not limited to voter-approved regional measures that fund bridge rehabilitation, congestion-relief projects, seismic retrofit programs, and other regional mobility initiatives.

RECITALS

1. AUTHORITY was created pursuant to Section 30950, *et seq.* of the California Streets and Highways Code (SHC), which transferred certain California Transportation Commission (CTC) and DEPARTMENT responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area. Section 30950.4 transferred all CTC responsibilities related to the TOLL BRIDGES to AUTHORITY.
2. The respective statutory geographic limits of certain of the TOLL BRIDGES and their APPROACHES to the TOLL BRIDGES are found in the SHC and others are established by post mile or other locators as defined in original project documents. The extent of the San Francisco-Oakland Bay Bridge is defined in SHC section 30600 as the bridge and its APPROACHES; the limits of the Carquinez and Benicia-Martinez Bridges are found in SHC section 30750; the extent of the Antioch Bridge is defined in SHC section 30760; the limits of the San Mateo-Hayward and Dumbarton Bridges are defined in SHC section 30790 (the Dumbarton Bridge limits are redefined in SHC section 30792.2); and the limits of the Richmond-San Rafael Bridge are not statutorily defined. The respective statutory geographic limits of certain of the TOLL BRIDGES, and those limits established by agreement as to the Richmond-San Rafael Bridge, are delineated in Exhibit "A", attached hereto and made an express part of this AGREEMENT.
3. SHC sections 30150, 30152 and 30952 provide that DEPARTMENT shall collect tolls, operate, maintain, and provide rehabilitation of the TOLL BRIDGES, including all related toll facilities, and shall be responsible for the design, right of way acquisition, construction, and implementation of ELIGIBLE PROJECTS which may include, without limitation, capital improvements, emergency repairs and restorations, rehabilitation, and TOLL BRIDGE maintenance projects,
4. SHC section 30952 further provides that DEPARTMENT and AUTHORITY shall enter into a cooperative agreement, upon mutually agreed terms and conditions, setting forth the methodology by which DEPARTMENT will operate the TOLL BRIDGES and be responsible for the planning, design, and construction of improvements, repairs or alterations to the TOLL BRIDGES to be funded from the AUTHORITY'S toll bridge revenues. DEPARTMENT may delegate responsibility for toll collection to the AUTHORITY in the cooperative agreement.
5. DEPARTMENT and AUTHORITY first entered into a cooperative agreement pursuant to SHC section 30952 in 1998, which agreement was subsequently superseded by a new cooperative agreement on July 1, 2003, and amended on December 15, 2004, which was subsequently superseded by a new cooperative agreement on April 25, 2006, as restated and amended on June 13, 2011, July 1, 2015, July 1, 2020, and June 30, 2025 hereinafter referred to as "OLD MASTER." DEPARTMENT and AUTHORITY have agreed to replace the OLD MASTER with this AGREEMENT. Upon execution of AGREEMENT, the terms of the OLD MASTER shall be replaced by terms of the AGREEMENT, setting forth the PARTIES' respective obligations for all prospective maintenance, operational, and capital project work on the TOLL BRIDGES.

6. Under this AGREEMENT, PARTIES intend to define the terms and conditions under which an APPROVED PROJECT is developed and implemented by DEPARTMENT and reimbursed by AUTHORITY using toll revenues.
7. Pursuant to the statutory authority vested in the DEPARTMENT, including but not limited to Streets and Highways Code sections 30952, 30150, and 30152, the DEPARTMENT shall retain full responsibility for the collection of tolls, and for the operation, maintenance, repair, and rehabilitation of the TOLL BRIDGES. The DEPARTMENT shall further retain responsibility for the design, right of way acquisition, construction, and implementation of projects on the TOLL BRIDGES, other toll highway crossings, transportation facilities, and additional transportation facilities on TOLL BRIDGES. If the PARTIES mutually agree that the DEPARTMENT will delegate specific responsibilities related to the TOLL BRIDGES to the AUTHORITY, the PARTIES shall execute separate agreements. Each such agreement shall establish the terms and conditions under which the AUTHORITY shall perform the delegated responsibility to ensure that the DEPARTMENT continues to satisfy all statutory obligations assigned to it under applicable law
8. The Toll Bridge Seismic Retrofit Program was completed as of December 2019.
9. All sections of this AGREEMENT, including Recitals, Definitions and Exhibits, are enforceable.
10. This AGREEMENT supersedes and replaces the OLD MASTER and any prior agreements or memoranda of understanding between the parties relating to the TOLL BRIDGES.

SECTION I - ELECTRONIC TOLL COLLECTION

DEPARTMENT AGREES:

1. To cooperate with the AUTHORITY and its vendors, consultants and contractors regarding oversight and management of the operations of the electronic toll collection system customer service center (CSC) for the TOLL BRIDGES.

AUTHORITY AGREES:

2. To operate, manage and maintain the operations of the electronic toll collection CSC, including, but not limited to, maintenance of the electronic toll collection customer accounts, administering service contracts in relation to these operations, identification of toll violators and the processing of toll violations, processing of customer and violation disputes, financial management including procurement of credit card processing services, reciprocal relationships with other California toll operators, the procurement of electronic toll collection transponders, and the integration of these operations with other transportation related operations.

SECTION II - TOLL ACCOUNTING

DEPARTMENT AGREES:

1. To cooperate with the AUTHORITY and its vendors, consultants and contractors in the AUTHORITY'S financial oversight and management of the toll revenues collected on the TOLL BRIDGES, including, but not limited to, toll accounting services.

AUTHORITY AGREES:

2. To provide toll accounting services, including, but not limited to, accounting for toll revenues, preparing toll revenue and traffic reports, reconciliation of electronic toll revenues, and toll auditing.

SECTION III - TOLL BRIDGES OPERATIONS AND MAINTENANCE

DEPARTMENT AGREES:

1. To maintain and operate TOLL BRIDGES, including the bridge structures; the toll plaza buildings and facilities in a safe and efficient manner in accordance with applicable DEPARTMENT policies and standards for the TOLL BRIDGES, except for the TOLL COLLECTION SYSTEM which the AUTHORITY will own, maintain, repair, and operate. Operational and maintenance tasks shall include but are not limited to managing maintenance staff and all related personnel and contracts and contract employees, maintaining bridge infrastructure and equipment, obtaining necessary permits for the operation and maintenance of the TOLL BRIDGES, and generating and maintaining proper records relating to the TOLL BRIDGES Excepting tasks related to emergency repairs performed pursuant to Article 7 of Section III, all tasks will be planned to be consistent with the ANNUAL BUDGET and the LONG RANGE PLAN for toll related costs to be reimbursed to DEPARTMENT from the Bay Area Toll Account by AUTHORITY.
2. To cooperate with the AUTHORITY and its vendors in the AUTHORITY'S maintenance, repair and replacement services for the toll lane, plaza and host toll collection equipment and systems for the TOLL BRIDGES, including, but not limited to, providing the AUTHORITY staff and its contractors (a) access to toll lane, plaza and host toll collection equipment and systems; (b) processing requests for all necessary encroachment permits; (c) administering or facilitating the transfer of any service or equipment contracts related to the maintenance of the toll lane, plaza and host toll collection equipment and systems; (d) assisting the AUTHORITY or its contractors with the closure of lanes and management of traffic to carry out maintenance activities for the toll lane, toll plaza and host toll collection equipment and systems; and (e) assisting the AUTHORITY and its contractors in the development of processes and procedures for the reporting of problems related to toll lane, plaza and host toll collection equipment and systems.

3. To provide AUTHORITY with a detailed anticipated fiscal year operations and capital budget request for the ANNUAL BUDGET; including a description of work activities and charges for Category A and Category B Maintenance expenditures as defined in SHC section 188.4; and an annual report of actual expenditures upon completion of each fiscal year; As part of the budget request, DEPARTMENT will provide AUTHORITY a description of its planned use of all toll plaza facilities for both tolled and non-tolled uses in the upcoming fiscal year. The details of this annual submittal are detailed in the MANUAL.
4. To provide AUTHORITY consistent with the MANUAL complete monthly reports of costs incurred by DEPARTMENT for bridge operations and toll collections affecting the TOLL BRIDGES for which subsequent reimbursement will be requested by DEPARTMENT. These reports will be prepared for each BRIDGE listed in SHC section 30910.
5. To inform AUTHORITY of any non-emergency activities undertaken by DEPARTMENT that may affect the operation, appearance or safety of the TOLL BRIDGES, and to provide advance notice to AUTHORITY of any DEPARTMENT activities that would require amendment to the ANNUAL BUDGET, the LONG RANGE and/or TOLL BRIDGE PLANS.
6. To take whatever actions are necessary for emergency repairs to any of the TOLL BRIDGES which have been damaged or are in immediate need and report consistent with the MANUAL to AUTHORITY as soon as possible, but not later than ten (10) working days, after any occurrence requiring the expenditure of toll funds for emergency repair on the BRIDGES.
7. Consistent with the procedure defined in the MANUAL, to request the purchase of equipment for use on the TOLL BRIDGES. The procedure will define how the cost of equipment would be shared between PARTIES where use is intended, in part, for non-tolling purposes.
8. To provide tow truck services on the TOLL BRIDGES from the State Highway Account.

AUTHORITY AGREES:

9. To allocate toll revenues consistent with AUTHORITY's ANNUAL BUDGET for TOLL BRIDGES operations and maintenance conforming with the CIP and LONG RANGE PLAN.
10. To own, operate, and provide maintenance services for the TOLL COLLECION SYSTEM. These systems shall be maintained in such a manner as to provide consistent and functional interface to the CSC system.
11. To give first priority to projects and expenditures that are deemed necessary by DEPARTMENT and AUTHORITY to preserve and protect the bridge structures of the TOLL BRIDGES as provided by SHC section 30950.3 (b).
12. To pay the DEPARTMENT's TOLL BRIDGE costs approved by the DEPARTMENT and the AUTHORITY, incurred for toll operations maintenance and support. Costs will be

compiled and computed in accordance with the DEPARTMENT's standard accounting practices and the State Administrative Manual. Such costs include, but are not limited to: maintenance of the TOLL BRIDGES and related structures, roadbeds, pavement, drainage, debris removal, landscaping, traffic guidance systems, ice control, dedicated bridge maintenance stations, maintenance training, electrical maintenance and energy.

SECTION IV - TOLL BRIDGES CAPITAL IMPROVEMENT PROGRAM/PROJECTS

DEPARTMENT AGREES:

1. To provide capital improvement recommendations and assist AUTHORITY in connection with AUTHORITY's preparation and adoption of the LONG RANGE PLAN, as required by SHC section 30950.3, and the CIP and TOLL BRIDGE ASSET MANAGEMENT PLAN, along with any subsequent amendments to said plans.
2. To prepare and update the 10 TO 20 YEAR PLAN. A description of the 10 TO 20 YEAR PLAN is included in the MANUAL.
3. To plan, design and construct APPROVED PROJECTS for the TOLL BRIDGES consistent with AUTHORITY's approved ANNUAL BUDGET.
4. To develop APPROVED PROJECT contract specifications and bid documents, invite bids and award contracts for capital improvements to the TOLL BRIDGES.
5. To provide, subject to annual State Budget Act authorization, sufficient staff resources within DEPARTMENT to assure timely implementation of APPROVED PROJECTS.
6. To maintain and provide, on a monthly basis, a current schedule of APPROVED PROJECTS funded from the Bay Area Toll Account.
7. To provide AUTHORITY with complete monthly reports of costs incurred by DEPARTMENT for APPROVED PROJECTS affecting the TOLL BRIDGES for which subsequent reimbursement will be made to DEPARTMENT by AUTHORITY. These reports will be prepared for each TOLL BRIDGE listed in SHC section 30910.
8. To provide AUTHORITY access to all project development information regarding the projects identified in the LONG RANGE and CAPITAL IMPROVEMENT PLANS including, but not limited to, project files kept in accordance with project development procedures and manuals, project initiation documents, environmental technical studies, environmental documents and plans, and specifications and estimates for the identified projects in the CAPITAL IMPROVEMENT PLAN .
9. To acquire property essential to complete APPROVED PROJECTS. Any subsequent sale of excess land, property, equipment or any other assets that were purchased with toll funds shall be reverted to the Bay Area Toll Account. Any sale of excess land requires the approval of the CTC and may be subject to reimbursing the federal government its proportional contribution, if any.

10. To perform all other activities necessary for the extended operation, maintenance, and protection of the TOLL BRIDGES, including, but not limited to, obtaining and maintaining all regulatory permits necessary to authorize those maintenance and construction activities.
11. DEPARTMENT will inform AUTHORITY of any anticipated unique or unusual DEPARTMENT activities affecting the TOLL BRIDGES as they arise.

AUTHORITY AGREES:

12. To allocate toll revenues consistent with the ANNUAL BUDGET for APPROVED PROJECTS conforming with the CIP and LONG RANGE PLAN, and to pay for the DEPARTMENT's toll-related APPROVED PROJECT costs incurred pursuant to this AGREEMENT consistent with the ANNUAL BUDGET.
13. To review, and concur with as necessary and appropriate, all project initiation documents, environmental documents, right of way agreements and project bid documents for all APPROVED PROJECTS.
14. To update the LONG RANGE PLAN, as specified in SHC section 30950.3, and when necessary other plans described in the MANUAL.
15. To give first priority to projects and expenditures that are deemed necessary by DEPARTMENT and the AUTHORITY to repair or rehabilitate the TOLL BRIDGES as provided by SHC section 30950.3 (b).
16. To assist DEPARTMENT in connection with DEPARTMENT's preparation and adoption of the Caltrans 10-20 Year Plan.
17. To collaborate with the DEPARTMENT on developing the TOLL BRIDGE ASSET MANAGEMENT PLAN, along with any subsequent amendments to said plan.

IT IS MUTUALLY AGREED:

18. Upon project completion, ownership or title to all materials and equipment constructed or installed for the operations or maintenance of the State Highway System (SHS) within SHS right-of-way, with the exception of the AUTHORITY'S TOLL COLLECTION SYSTEM, becomes the property of DEPARTMENT. The procedures to transfer ownership to the DEPARTMENT of work performed by AUTHORITY shall be included in the MANUAL.
19. To describe in the MANUAL, the PARTIES' respective roles and responsibilities for asset management along with objectives and procedures to protect and preserve TOLL BRIDGES, consistent with the TOLL BRIDGE ASSET MANAGEMENT PLAN.
20. Where an APPROVED PROJECT cannot be completed within the funding allocated in ANNUAL BUDGET, the PARTIES agree to collaborate in efforts to either

rescope the project in accordance with Caltrans Project Development Procedure Manual, or secure additional funds, when necessary to complete the APPROVED PROJECT.

SECTION V – PROGRAM/PROJECT FINANCIAL MANAGEMENT AND FINANCING

DEPARTMENT AGREES:

1. To cooperate with the AUTHORITY in the issuance of new or replacement bonds by AUTHORITY, including, but not limited to, developing and updating project schedules, projected cash flows and risk management plans for each of the ELIGIBLE PROJECTS identified in the CIP and LONG RANGE PLANS.

AUTHORITY AGREES:

2. To manage all toll revenues, including, but not limited to, keeping full and complete accounts for toll revenues and expenses and preparing balance sheets on an annual fiscal year basis showing the financial condition of the TOLL BRIDGES. If and when necessary and at the AUTHORITY's discretion: (1) to issue toll bridge revenue bonds pursuant to SHC section 30920; and, (2) pursuant to SHC 30916(d), to increase the base toll in order to meet its obligations on any bonds or to satisfy bond covenants.
3. To maintain self-insurance of not less than \$50 million as an extraordinary loss account solely for the purpose of funding major emergency reconstruction, repair and operations of any of the TOLL BRIDGES.

IT IS MUTUALLY AGREED:

4. The DEPARTMENT has a set of statutorily prescribed responsibilities, the AUTHORITY has its set of statutorily prescribed responsibilities, and, subject to delegation by DEPARTMENT pursuant to Article 5 of Section 7 of this AGREEMENT, no actions assigned herein permit either PARTY to usurp the responsibility(ies) of the other. Such responsibilities require coordination between the PARTIES to collaboratively manage financial risks. The procedures to facilitate the necessary coordination of actions involving the expenditure of toll bridge funds are documented in the MANUAL.

SECTION VI – PROGRAM/PROJECT BUDGETING AND INVOICING

DEPARTMENT AGREES:

1. To provide AUTHORITY, consistent with the schedule for developing DEPARTMENT's annual fiscal year budget, information necessary for AUTHORITY to adopt its ANNUAL BUDGET for operations, maintenance, repairs and construction of APPROVED PROJECTS on the TOLL BRIDGES in accord with

DEPARTMENT's statutory and contractual obligations assumed herein and AUTHORITY's approved CIP and LONG RANGE PLAN.

2. To report to the AUTHORITY the level of services that the DEPARTMENT will be able to provide if, in the judgment of the DEPARTMENT, the ANNUAL BUDGET does not provide funding adequate for the DEPARTMENT's services as defined in this AGREEMENT.
3. To cooperate fully with AUTHORITY in the annual auditing and reporting process, as well as any other audit, financial, or internal control reports that may be undertaken by AUTHORITY or DEPARTMENT relating to the Bay Area Toll Account and the TOLL BRIDGES. AUTHORITY shall issue these audit reports relative to the Bay Area Toll Account and the TOLL BRIDGES to AUTHORITY and DEPARTMENT.
4. To provide AUTHORITY a monthly request for thirty (30) days advance funding based upon the DEPARTMENT's estimate of the anticipated costs that it will incur in performance of this AGREEMENT. DEPARTMENT will provide the AUTHORITY, along with the estimate, the DEPARTMENT's published electronic fund transfer (EFT) invoice schedule. The DEPARTMENT will submit, within thirty (30) days after submission of each funding advance request, a detailed expenditure report for the charges contained therein, including project closeout adjustments within the adopted budget. Each succeeding monthly estimate will be adjusted to reflect actual costs expended and any reallocation or additional costs anticipated over that succeeding month.
5. Upon receipt of a notice of invoice discrepancy from AUTHORITY, DEPARTMENT shall review the notice and credit undisputed claims to AUTHORITY in its following invoice. If DEPARTMENT disputes any discrepancy claim, in whole, or in part, DEPARTMENT shall endeavor to notify AUTHORITY in writing within seven (7) working days of receipt of the notice of invoice discrepancy. Upon final resolution of a disputed claim, DEPARTMENT shall make the appropriate credit or debit to AUTHORITY's account and notify AUTHORITY in writing of any such action.
6. To provide to AUTHORITY a detailed fiscal year-end accounting of expended and accrued costs within sixty (60) days of the end of the fiscal year with supporting information.
7. To submit invoices for maintenance and operations expenditures within the timeframe of the fiscal year in which the charges were incurred. However, this excludes those expenditures incurred due to the actions of 3rd parties and those expenditures incurred beyond DEPARTMENT'S control, fault or negligence. AUTHORITY request for documentation for such late invoices, as called for in the MANUAL, will duly be honored by DEPARTMENT.
8. Invoices for all APPROVED PROJECT costs shall be submitted within 6 months of the project close-out date.

AUTHORITY AGREES:

9. To adopt ANNUAL BUDGET by July 1st of each fiscal year, which includes

DEPARTMENT's costs associated with operations, maintenance, toll collection, and the support and capital costs of APPROVED PROJECTS relating to the TOLL BRIDGES, which costs are funded from the Bay Area Toll Account and consistent with AUTHORITY approved CIP and the LONG RANGE PLAN. Costs are defined as including all documented direct and indirect charges together with functional and administrative overhead charges authorized by the State Administrative Manual as part of DEPARTMENT's standard accounting practice. Each budget shall be subject to regular review and revision during the year as appropriate and shall contain funds to cover unanticipated efforts to be undertaken by DEPARTMENT as may be required for the continued operation, maintenance, repair, protection and improvement of the TOLL BRIDGES.

10. To act promptly on requests by DEPARTMENT for actions necessary to implement ELIGIBLE PROJECTS contained in the Long Range and TOLL BRIDGE PLANS and for urgent unbudgeted operating or maintenance requirements affecting the ANNUAL BUDGET
11. On a monthly basis, and within four (4) working days of the receipt of DEPARTMENT's request for advance funding as described in Article 4 of this Section VI above, to electronically transfer (wire) to DEPARTMENT funds equal to the amount of eligible costs incurred or anticipated, subject to provisions of Articles 12 and 13 of Section VI of this AGREEMENT below.
12. Upon receipt of DEPARTMENT's detailed expenditure report, AUTHORITY will endeavor to notify DEPARTMENT in writing within thirty (30) days of those charges with which AUTHORITY disagrees by issuing a specific notice of discrepancy.
13. To adopt formal resolutions and any supplemental documents necessary to implement the requirements of SHC section 30950 *et seq.* and to establish detailed AUTHORITY policies and procedures applicable to the TOLL BRIDGES and the Bay Area Toll Account consistent with the terms and conditions of this AGREEMENT.
14. To act promptly on requests by DEPARTMENT for the expenditure of Bay Area Toll Account funds by DEPARTMENT in response to emergency occurrences, subject to the notification requirements of Article 5 in Section III of this AGREEMENT above.
15. To contract for annual financial audits, to be conducted by an outside independent auditor, of the financial statements of the AUTHORITY in accordance with SHC section 30961(b).

SECTION VII – GENERAL PROVISIONS

1. All DEPARTMENT'S obligations and commitments under this AGREEMENT are subject to the appropriation of resources by the Legislature under the State Budget Act.
2. Nothing in this AGREEMENT is intended to create third party beneficiaries, define duties, obligations, or rights for entities not signatory to this AGREEMENT or affect

the legal liability of either PARTY to the AGREEMENT by imposing any standard of care with respect to the TOLL BRIDGES different from the standard of care imposed by law.

3. A PARTY shall not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without the prior written approval of the other PARTY.
4. No failure or delay on the part of any PARTY to exercise any right under this Agreement shall be construed to be a waiver of, or acquiescence in, any breach of this AGREEMENT, nor shall it be construed as further or continuing acquiescence to any breach.
5. Pursuant to the statutory authority vested in the DEPARTMENT, including but not limited to Streets and Highways Code sections 30952, 30150, and 30152, the DEPARTMENT shall retain responsibility for the operation, maintenance, repair, and rehabilitation of the TOLL BRIDGES. This includes responsibility for the design, right of way acquisition, construction, and implementation of projects on the TOLL BRIDGES, other toll highway crossings, transportation facilities, and additional transportation facilities on TOLL BRIDGES. If the PARTIES mutually agree, the DEPARTMENT may delegate specific responsibilities for the TOLL BRIDGES to the AUTHORITY. In such case, the PARTIES shall execute separate agreements establishing the terms and conditions under which the AUTHORITY shall perform the delegated responsibility to ensure that the DEPARTMENT continues to satisfy all statutory obligations assigned to it under applicable law. Upon execution of such separate agreement(s), this AGREEMENT shall no longer govern or apply to the delegated TOLL BRIDGE project.

MUTUAL INDEMNITY

- a. Neither DEPARTMENT nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this AGREEMENT. It is understood and agreed that AUTHORITY shall fully defend, indemnify and save harmless DEPARTMENT, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury, or any other damage sustained by a third party, occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this AGREEMENT.
- b. Neither AUTHORITY nor any Commissioner, officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by DEPARTMENT under or in connection with any work, authority or jurisdiction delegated to DEPARTMENT under this AGREEMENT. It is understood and agreed that, DEPARTMENT shall defend, indemnify and save harmless AUTHORITY, its Commissioners,

officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury, or any other damage sustained by a third party, occurring by reason of anything done or omitted to be done by DEPARTMENT under or in connection with any work, authority or jurisdiction delegated to DEPARTMENT under this AGREEMENT.

6. This AGREEMENT may be amended or superseded by another agreement as necessary by mutual agreement.
7. Regular meetings will be held to fulfill the intent of this AGREEMENT. In addition, procedures for successful fulfillment of terms included in this AGREEMENT shall be jointly developed and documented by PARTIES in the MANUAL. In the event of a conflict or inconsistency between the terms of this AGREEMENT and the MANUAL, the terms of this AGREEMENT shall govern and prevail.
8. This AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2027, and every five (5) years thereafter. This AGREEMENT may also be amended in writing at any time by mutual consent. Each amendment must be in writing and no alteration or variation to the terms of this AGREEMENT shall be valid unless made in writing and signed by both parties. No oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
9. No State, DEPARTMENT, or AUTHORITY funds are encumbered or allocated under this AGREEMENT.
10. The transfer of funds by AUTHORITY to DEPARTMENT as advance payments for support and capital outlay for the TOLL BRIDGES shall in no way be construed as an unconditional acceptance of such actual and proposed charges. Approval of DEPARTMENT charges by AUTHORITY will occur only after complete review of detailed program and project expenditure information in a format mutually acceptable to both DEPARTMENT and AUTHORITY.
11. **RECOVERY FROM 3RD PARTY DAMAGES**
 - a. DEPARTMENT shall pursue cost recovery in the event that a third party causes damage to state property within the TOLL BRIDGE limits. In doing so, DEPARTMENT will coordinate with AUTHORITY to ensure that recovery efforts are aligned, collaborative, and do not compromise the DEPARTMENT'S fiscal accountability or public trust.
 - b. DEPARTMENT shall reimburse AUTHORITY from the recovered costs, for any expenses incurred by AUTHORITY for repairing damage caused by third party(s).
 - c. If the DEPARTMENT elects not to pursue compensation for third party damages, the AUTHORITY may request delegation of the DEPARTMENT'S authority to seek reimbursement directly.
 - d. AUTHORITY reserves the right to pursue reimbursement from the responsible party or their insurer for any third-party incident that causes damage to the

TOLL COLLECTION SYSTEM. In doing so, AUTHORITY will coordinate with DEPARTMENT to ensure that recovery efforts are not duplicative or misaligned, and do not compromise the DEPARTMENT's fiscal accountability or public trust.

12. When disputes arise between PARTIES, they will be addressed in accordance with the dispute resolution process detailed in the MANUAL.

IN WITNESS WHEREOF, the Agreement has been executed by the parties hereto as of the day and year first written above.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

BAY AREA TOLL AUTHORITY

By: _____
David Ambuehl, Acting District Director

By: _____
Andrew B. Fremier, Executive Director

Approved as to form and procedure:

Approved as to form and procedure:

Meera Danday, Deputy Attorney
Department of Transportation

Kathleen Kane, General Counsel
Bay Area Toll Authority

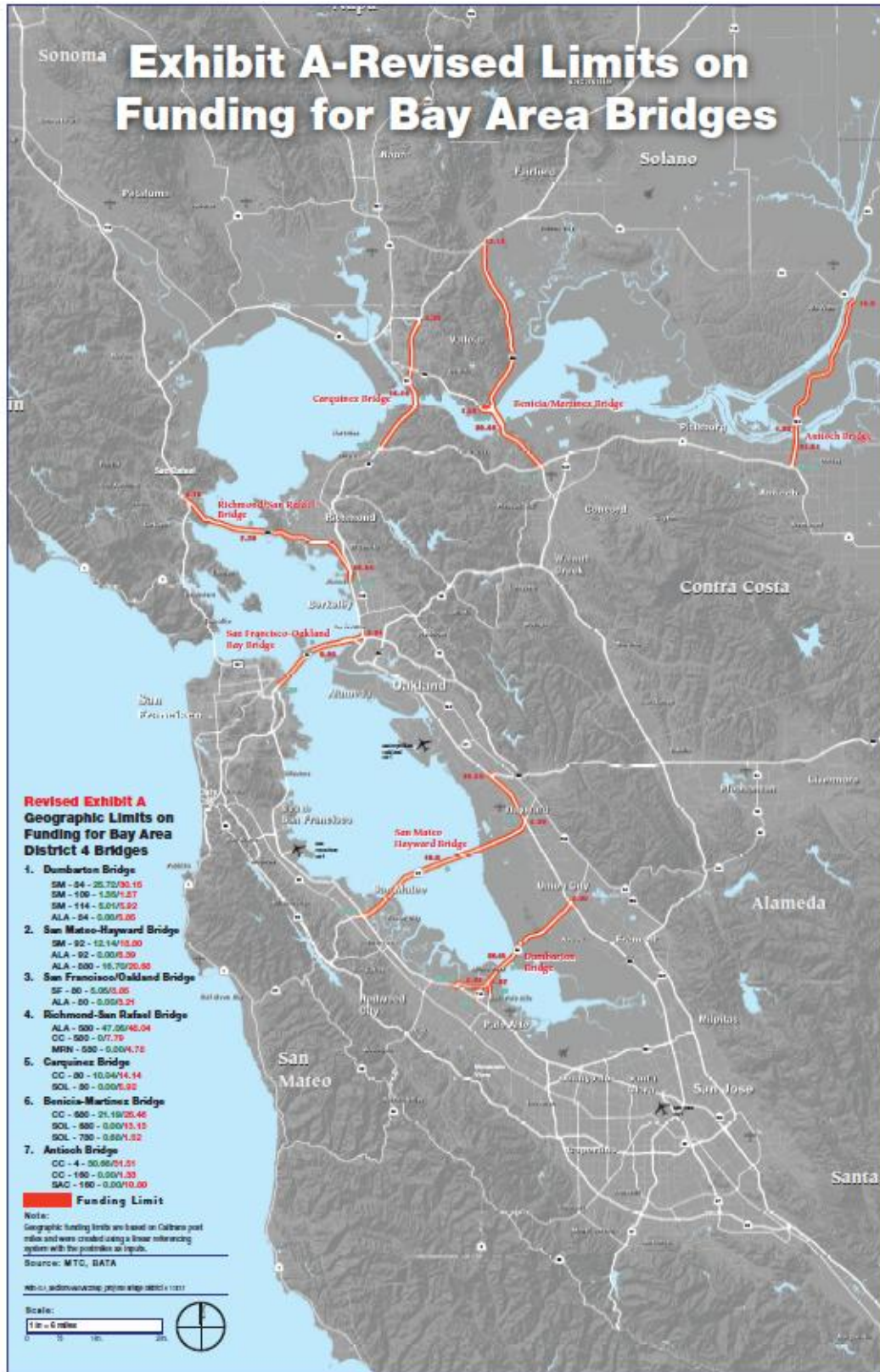
Certified as to budgeting of funds:

District Budget Manager
Department of Transportation

**Certified as to financial terms and
Conditions:**

HQ Accounting Administrator
Department of Transportation

Exhibit A





Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0750, **Version:** 1

Subject:

BATA Resolution No. 0195. Proposed Bay Area Toll Authority (BATA) Fiscal Year (FY) 2026-27
Operating and Capital Budgets

Adoption of BATA Resolution No. 0195, approving the BATA Proposed FY 2026-27 Operating and
Capital Budget

Presenter:

Derek Hansel

Recommended Action:

Authority Approval

**Bay Area Toll Authority
BATA**

June 24, 2026

Agenda Item 4b - 26-0750

**Bay Area Toll Authority Resolution No. 195
Proposed Fiscal Year 2026-27 Operating and Capital Budget**

Subject:

Staff request adoption of the Bay Area Toll Authority (BATA) Resolution No. 195, approving the Proposed Fiscal Year (FY) 2026-27 Operating and Capital Budget.

Summary of Changes from May Draft:

On May 27, 2026, staff presented the draft FY 2026-27 Operating and Capital Budget to the Authority as an information item. The proposed budget includes a \$9.3 million increase in projected interest revenue, reflecting higher interest rate expectations based on recent economic trends. Toll bridge administration costs are projected to increase by \$590 thousand, primarily due to the updated cost-of-living adjustments (COLA), consistent with Metropolitan Transportation Commission (MTC) labor agreements and recent Consumer Price Index (CPI) projections from the U.S. Bureau of Labor Statistics, as well as the reallocation of positions to BATA. In addition, the proposed budget reflects a \$397 thousand increase in transfers to MTC for consulting projects, administrative draw adjustment, and a \$78 thousand contribution to the Oracle Enterprise Resource Planning (ERP) system. These expense changes, totaling approximately \$1.0 million, are partially offset by higher revenue projections, resulting in a net increase in the total operating surplus of approximately \$8.3 million.

Background:

BATA is responsible for collecting and administering toll revenues across the seven state-owned bridges in the Bay Area. These funds not only support the day-to-day operation, maintenance, and long-term rehabilitation of the bridges, but also help finance major improvements across the region's transportation network.

BATA invests toll dollars in a wide range of voter-approved programs, including Regional Measure 1 (RM1), Regional Measure 2 (RM2), and Regional Measure 3 (RM3), which fund

highway and transit upgrades, seismic retrofitting of critical infrastructure, congestion-reduction initiatives, and other mobility enhancements that benefit travelers throughout the Bay Area.

In addition, BATA oversees FasTrak®, the region's electronic toll collection system used on toll bridges and Bay Area express lanes. While BATA manages toll revenue and FasTrak® operations, ownership, maintenance and rehabilitation of the state-owned bridges remain under the authority of Caltrans.

The BATA Proposed FY 2026-27 Operating and Capital Budget reflects a strong and growing revenue base, which supports the operation and maintenance of the bridge system, continued investment in preservation and rehabilitation of the bridge system, and funding of other capital programs. The budget also includes planned repayment toward outstanding debt obligations. The BATA proposed operating budget presents a balanced financial plan for the year, with total operating revenues projected at \$1.27 billion, including \$1.05 billion from bridge toll collections. Planned operating expenditures covering maintenance, administrative functions, debt service, transfers, and one-time costs, total \$1.04 billion. This leaves an estimated \$225.3 million in operating surplus, which will be held in reserve to support capital investments such as the \$4.45 billion Regional Measure 3 program and the \$2.3 billion 10-Year Toll Bridge Capital Improvement Plan (CIP).

FY 2025-26 Operational Highlights:

Key achievements and challenges from FY 2025-26 include:

- Implementation of the Board approved 2026 toll increase of 50 cents effective January 1, 2026.
- Continued modest growth in bridge traffic, with year-end estimate at approximately 100% of FY 2025-26 budget while remaining at 84% of pre-pandemic FY 2018-19 levels.
- Started construction to convert the Richmond–San Rafael Toll Plaza to Open Road Tolling (ORT), which will be the first of seven bridges to have toll plazas removed.
- Completed a license plate camera replacement project at all bridges, reducing the number of unreadable images by 23% to reduce toll evasion.

FY 2026-27 Budget:

The following are the key assumptions for the development of the FY 2026-27 budget:

- Traffic growth of 0.5% from current FY 2025-26 budget levels.
- Includes the January 1, 2026 toll increase of 50 cents for two-axle vehicles and per-axle for multi-axle vehicles. The second of the five-year plan of toll increases of 50 cents will be effective on January 1, 2027.
- On January 1, 2027, BATA is also implementing a toll differential for customers using license plate accounts or paying by invoice. The proposed budget does not include any increase in revenue or decrease in expenses associated with this change, pending a better understanding of the behavior/financial results of this change.
- 3.8% cost-of-living adjustment (COLA), consistent with MTC labor agreements and based on current consumer price index (CPI) projections based on figures released by the Bureau of Labor Statistics on May 12, 2026.
- The budget applies a 46% benefit rate to salaries to allocate projected employer-paid employee benefits, including retirement, health insurance, transit subsidies, and other post-employment benefits.
- An 8% vacancy rate assumption is included, which is in alignment with ongoing staffing trends.
- A net interest yield of 3.6%.
- The Authority's tax-exempt variable rate debt average of 3.15%.

Operating Revenue:

Total bridge toll revenues for the FY 2026-27 budget are projected at \$1.05 billion, based on a modest 0.5% traffic increase, maintaining 90.3% paid traffic, and incorporating the January 2026 \$0.50 per axle toll increase. By March 2026, toll collections reached \$712.0 million, or 72.3% of the FY 2025-26 annual budget, as amended.

Violation revenues are projected at \$32.1 million, which exceeds the FY 2025-26 budget by 10.3%. It should be noted, however, that this increase due to increased traffic will be partially offset following the completion of DMV hold catch up activity from COVID-era backlogs.

The FY 2026-27 budget reflects an upward revision in interest revenue assumptions to \$108.7 million, driven by stronger interest rate expectations. Reimbursement revenue for FasTrak® processing from other agencies is expected to increase by 18.9% to \$19.5 million. At the same time Build America Bond (BAB) subsidies are projected to decrease to \$52.5 million from the \$61.9 million budgeted in FY 2025-26 following the partial refunding of the 2010 S1 bonds, with refunding savings shown in debt service expense.

Operating Expenses:

Total operating expenses and transfers for the fiscal year are projected at \$1.04 billion, reflecting a 10.5% increase over the prior year. This growth is driven by higher toll-system operating costs, increased FasTrak® and customer service expenditures (including one-time Title 21 tag-swap activities), rising debt service obligations, and the reclassification of select Caltrans recurring bridge preservation costs from the rehabilitation program into operating activities.

Toll Bridge operating and maintenance costs rise primarily due to the shift of existing Caltrans work into the operating budget, adding \$14.1 million for BASE cameras, bridge inspections, and traffic-operations support. Caltrans A and B maintenance totals \$19.7 million, a 7.0% increase from the FY 2025-26 budget reflecting expanded electrical responsibilities and higher materials and contract pricing.

FasTrak® operating and maintenance costs are projected to rise, primarily due to Regional Customer Service Center (RCSC) costs that increase 9.0% to \$96.3 million, driven by higher

processing volumes, and additional technical support. Merchant and banking fees continue to rise with increased credit-card usage, while DMV and collection fees decline as violation backlogs normalize. FasTrak® costs also budget a one-time allocation of \$13.5 million to cover Title 21 tag-swap expenses, ensuring compliance with the statewide retirement of the Title 21 protocol on January 1, 2027.

Staffing costs are projected to increase by 8.9% to \$21.5 million. This increase reflects a 3.8% salary adjustment and a net increase of 3.5 full time equivalent (FTE) allocated to BATA, partially offset by vacancy savings. Other operating costs decrease modestly due to consolidation of electronic toll collection marketing contracts and the transfer of the Bay Lights project to the rehabilitation program.

Debt service expenses are projected to increase by 11.2% to \$652.8 million, driven by issuance of new money bonds and interest-rate volatility. Transit operating assistance funded through RM2 and RM3 remains a major expenditure, representing 35% and 16% of their respective toll revenues. RM2 transit support increased slightly to \$41.2 million, while RM3 transit operating assistance totals \$61.3 million. However, this increase is partially offset by lower Express Bus carryover funding from prior year retained revenue compared to FY 2025-26.

Transfers rise modestly due to higher MTC administrative draws tied to revenue growth, while liability-reserve contributions remain at \$5.0 million. Transfers to MTC projects decline by \$934 thousand due to fewer technology support commitments, partially offset by increased contributions to the Enterprise Resource Planning (ERP) system.

After accounting for all operating costs, transfers, and one-time expenditures, the FY 2026-27 budget projects an operating surplus of approximately \$225.3 million. The budget proposes that this funding will be directed to capital programs supporting long-term bridge and transportation investments.

Rehabilitation Program:

The Toll Bridge Rehabilitation Program has been under BATA Oversight since 2007. Each year BATA works closely with Caltrans to develop the budget for the program. Over the past 19 years

both Caltrans and BATA have administered nearly \$3.0 billion in bridge rehabilitation projects as follows:

Budget vs. Actual (in millions)

	<u>Life-to-date</u> <u>Budget</u> <u>Thru FY 2025-26</u>	<u>Actual</u> <u>Expenses</u> <u>Thru 03/31/26</u>	<u>Remaining</u> <u>Balance</u>
Caltrans	\$1,866.1	\$1,132.0	\$734.1
BATA	\$962.6	\$675.7	\$286.9
Total	\$2,828.7	\$1,807.7	\$1,021.0

Looking forward, BATA’s FY 2024-33 CIP provides a baseline for the FY 2026-27 budget request. The CIP, first adopted in February 2023 and amended by BATA in January 2025, outlines projects that BATA intends to fund and implement with Caltrans to preserve the bridges and BATA managed tolling infrastructure on a multi-year basis. As projects advance, a more precise schedule and cost estimate are developed, and some variance between the plan and the budget is expected. A new 10-year CIP for FY 2027-2036 will be proposed later this year, using the adopted FY 2026-27 budget as the starting point and incorporating analysis from the first edition of the Toll Bridge Asset Management Plan that was adopted by BATA in January 2026.

The proposed FY 2026-27 BATA Rehabilitation program life-to-date budget totals \$2.959 billion. It includes \$130.0 million in additional funding for FY 2026-27, a decrease from the FY 2025-26 approved budget of \$643.0 million. This difference reflects a concentration of high-cost construction projects Caltrans advertised during the current fiscal year, including the Richmond–San Rafael Bridge Structural Steel Paint (Phase 3) project, the San Mateo–Hayward Bridge Trestles Repair (Phase 2) project, and the San Francisco–Oakland Bay Bridge West Span Paint project. Future annual budgets, such as the proposed budget for FY 2026-27, are not expected to consistently reach the same level as observed in FY 2025-26.

Major components of the FY 2026-27 budget (in millions) are as follows:

	Proposed Budget FY 2026-27
Bridge Preservation	\$63.0
Technology & Transport Support Elements	\$42.0
Routine Preservation	\$25.0
Total	\$130.0

As in past years, bridge preservation remains the largest component of the FY 2026-27 proposed rehabilitation budget, as Caltrans continues to advance rehabilitation projects through the project development process and prepare projects for construction. Two examples include the structural steel painting projects on the Carquinez and San Mateo-Hayward bridges.

The budget for navigational aid and fender rehabilitation projects continues to be prioritized to ensure existing systems that help reduce risk to toll bridges from vessel allisions remain in good condition. Additional budget needs are anticipated, and Staff may present an amendment once design and studies included in the FY 2026-27 proposed rehabilitation budget for emergency warning systems and support contracts for development of risk reduction plans are completed. This work is prompted by the National Transportation Safety Board Marine Investigation Report MIR-25-10 *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* recommendations and industry peer review.

Caltrans and BATA staff collaborate throughout the year to ensure optimal capital outlay and timing of projects. As projects progress towards the construction phase, staff may request budget amendments as needed for awarding those contracts. The complete list of proposed FY 2026-27 Bridge Rehabilitation Program projects can be found in Attachments C-1 and C-2.

Capital Programs:

The budget advances several other strategic capital priorities. A new FasTrak® Capital Systems program has been established with \$10.0 million reallocated from BATA Rehabilitation to support digital initiatives, tolling system enhancements, and related staff costs. Analysis of requirements necessary to support a new FasTrak® Back-Office System is underway, and staff may present a budget amendment in the second half of FY 2026-27 with additional details. The details of the proposed FY 2026-27 FasTrak® Capital Systems can be found in Attachment G.

In addition, the budget includes a \$3.0 million increase for the Cutting Boulevard Transit Priority Project within the Other Capital Projects program.

Other capital projects are underway in the following programs (in millions).

	FY 2025-26 Budget	Actual*	Balance
AB1171	\$570.0	\$544.0	\$26.0
RM2	\$1,589.0	\$1,559.0	\$30.0
RM3	\$4,450.0	\$914.0	\$3,536.0
Core Capacity Challenge	\$250.0	\$216.0	\$34.0
Other Capital Projects	\$10.0	\$0.7	\$9.3
Total Other Capital Projects	\$6,869.0	\$3,233.7	\$3,635.3

**As of March 2026*

The full lists of projects for these capital programs are included in Attachments B, D, E, and F.

The proposed FY 2026-27 BATA Operating and Capital Budget reflects a balanced and financially sound plan that supports continued operation, maintenance, and long-term investment in the Bay Area’s toll bridge system and regional transportation network. Modest updates since the May draft—primarily higher projected interest revenue and targeted expense adjustments—result in an improved overall operating position. With \$1.27 billion in revenues and \$1.04 billion in expenditures, the budget projects an operating surplus of approximately \$225.5 million, which will be reserved for critical capital programs, including bridge preservation, seismic safety, and

voter-approved regional improvements. Overall, the budget demonstrates prudent fiscal management, stable revenue growth, and continued commitment to sustaining and enhancing the region's transportation infrastructure

Operating and Capital Reserve:

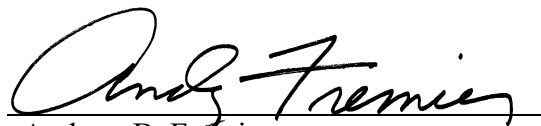
Staff is not proposing any changes to the designated reserves for Fiscal Year 2026-27. Information on these designated reserves is included in Attachment H.

Recommendations:

Staff recommends adoption of Resolution No. 195, approving the BATA FY 2026-27 Operating and Capital Budget.

Attachments:

- BATA Resolution No. 195
 - Attachment A - Operating Budget FY 2026-27
 - Attachment B - Capital Projects
 - Attachment C-1 - Rehabilitation Program Budget
 - Attachment C-2 - Rehabilitation Program Budget by Program
 - Attachment D - Regional Measure 2 Regional Traffic Relief Program Capital Budget Summary
 - Attachment E - AB 1171 Program Capital Budget Summary
 - Attachment F - Regional Measure 3 Bay Area Traffic Relief Plan Capital Budget Summary
 - Attachment G – FasTrak® Capital Systems
 - Attachment H - Fund Reserve Designations (effective July 1, 2026)


Andrew B. Fremier

Date: June 24, 2026
W.I.: 1251/1254, 1255/1256,1258

ABSTRACT

BATA Resolution No. 195

This resolution approves the Bay Area Toll Authority (BATA) FY 2026-27 Operating and Capital Budget.

Further discussion of the BATA Operating and Capital Budget is contained in the BATA Summary Sheets dated June 24, 2026. Budget schedules are included as Attachments A through H.

Date: June 24, 2026
W.I.: 1251/1254, 1255/1256,1258

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 195

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, Streets and Highways Code § 30950.1 requires BATA to adopt an annual operating budget; and

WHEREAS, Streets and Highways Code § 30958 authorizes MTC to retain an amount not to exceed 1 percent of the gross revenues collected from tolls annually on Bay Area bridges to pay for administrative costs, after payments for debt service on outstanding bonds, and BATA’s direct operating costs; and

WHEREAS, Streets & Highway Code § 30959 authorizes BATA to make direct contributions to MTC not to exceed 1 percent of annual bridge toll revenue and further authorizes BATA to make additional contributions in the form of loans to MTC provided such loans do not exceed 1 percent of bridge toll revenue and are fully repaid with interest at the rate that would apply to toll bridge revenue bonds of the same duration; and

WHEREAS, BATA staff has prepared a proposed budget for FY 2026-27 that includes anticipated revenues and expenses, as set forth in Attachment A to F, and reserve designations as set forth in Attachment G to this resolution, attached hereto and incorporated herein by this reference; 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, Caltrans has requested that BATA adopt budget for capital outlay and support costs of the Regional Measure 1 (RM1) Program, Rehabilitation (Rehab) Program on the state-owned toll bridges, as listed on attachments to this resolution; and

WHEREAS, pursuant to Streets and Highways Code § 30914, BATA is responsible for the budgeting and disbursing of Regional Measure 2 (RM2) toll revenues for capital and operating projects in the Regional Traffic Relief Program; and

WHEREAS, pursuant to Streets and Highway Code § 30914.7, BATA is responsible for the budgeting and disbursing of Regional Measure 3 (RM3) toll revenues for capital and operating projects in the Bay Area Traffic Relief Plan; and

WHEREAS, pursuant to Streets and Highways Code §§ 30913 and 31010(b), BATA is authorized to budget and fund eligible AB 1171 Capital Program projects from toll bridge seismic

retrofit surcharge funds exceeding legal requirements to fund and finance the Seismic Retrofit Program (SRP); and

WHEREAS, in accordance with the bond covenants adopted under the Master Indenture and Supplemental Indentures and the Cooperative Agreement between BATA and Caltrans, BATA is required to maintain certain reserves and contingencies including a reserve for operations and maintenance at twice the adopted operating budget and a Self-Insurance Reserve of at least \$50 million which are detailed in Attachment G of this resolution; and

WHEREAS, the proposed BATA budget for FY 2026-27 was presented to BATA for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2026-27 BATA operating and capital budget attached hereto as Attachment A to F and incorporated herein as though set forth in length; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BATA operating and capital budget for FY 2026-27, provided that there shall be no increase in the overall BATA operating budget and capital budget without prior approval of BATA; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures for operating and capital costs in BATA's budget for FY 2026-27, providing that there shall be no increase in the overall budget without prior approval of BATA; and be it further

RESOLVED, that the BATA Executive Director or the responsible BATA staff person designated by the Executive Director, shall submit written requests to the BATA Oversight Committee for approval of consultants, professional services, and other expenditures authorized in the BATA budget for FY 2026-27; and, be it further

RESOLVED, that BATA adopts FY 2026-27, capital budget for RM 2, RM 3, Rehab, AB 1171, Core Capacity Challenge, Other Capital Projects, and FasTrak® Capital Systems for the state-owned toll bridges, as listed in Attachments B through G; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to close projects and reallocate remaining budget within the authorized Rehabilitation Program Budget List and to move funds between designated contingency projects and active projects provided there is no overall increase to the total approved Rehabilitation Program Budget; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to utilize generally available cash and reserves to meet any operational and cash-flow shortfall and as an advance for project cash flow purposes provided the advance is repaid from project funds by the close of the fiscal year; and be it further

RESOLVED, that BATA's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts, projects, and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2026-27, and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective July 1, 2026, as listed in Attachment H; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to use available operating reserves to prepay or retire the BATA share of all pensions and OPEB obligations; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to utilize the resources authorized under Streets and Highway Code Section 30959 to make direct contributions to MTC to assist MTC with the retirement of MTC pension liabilities; and be it further

RESOLVED, that BATA's Chief Financial Officer is authorized to establish and restrict an operating reserve equivalent to two times the annual operations and maintenance budget and a risk reserve of \$750 million, and to fund the reserve with transfers approved in the annual adopted budget as well as all available funds; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to create and designate a liability reserve and to transfer from available funds up to \$5 million for FY 2026-27. The liability reserve may be used for all costs of defense including settlements, judgments and attorneys fees. Funds may be obligated by any of the General Counsel, Executive Director, and Chief Financial Officer consistent with their respective duties and existing authorizations as they relate to BATA. Any additional approvals for expenditures shall be reviewed by the BATA Oversight Committee, except that the General Counsel and/or Executive Director are authorized to take such actions as may be necessary to preserve BATA's rights or defend BATA on an urgent basis between meetings of the Committee. If such action is taken, it shall be reported on at the next Committee meeting for which the report can be placed on the agenda in compliance with the Brown Act. No further expenditures are authorized from the Liability Reserve without prior approval of the BATA Oversight Committee. These amendments are reflective of the intent of the original resolution and are retroactive in effect; and, be it further

RESOLVED, that the Executive Director or designee shall furnish the BATA Oversight Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Committee.

BAY AREA TOLL AUTHORITY

Sue Noack, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California and at other remote locations, on June 24, 2026.

Date: June 24, 2026
W.I.: 1251/1254, 1255/1256,1258

Attachments

BATA Resolution No. 195
FY 2026-27 Operating and Capital Budget

Attachment A: FY 2026-27 Operating Budget

Attachment B: Other Capital Project Budget, which shows the adopted capital budget for the Core Capacity Challenge and Other Capital Projects.

Attachment C: Rehabilitation Program, which shows capital outlay and capital outlay support budget for the toll bridges (comprised of Attachment C-1 and C-2 detailing the FY 2026-27 budget and allocations).

Attachment D: RM2 Capital Program Budget, which includes all RM2 capital projects listed as part of the Regional Traffic Relief Plan.

Attachment E: AB 1171 Capital Program Budget.

Attachment F: RM3 Capital Program Budget, which includes all RM3 capital projects listed as part of the Bay Area Traffic Relief Plan.

Attachment G: FasTrak® Capital Systems Budget.

Attachment H: Fund Reserve Designations, effective July 1, 2026.



**ATTACHMENT A
 BAY AREA TOLL AUTHORITY
 FY 2026-27 OPERATING BUDGET**

	Actual 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
General Toll Revenue	\$ 712,030,375	\$ 984,626,902	\$ 1,051,108,520	\$ 66,481,618	6.8%
Violation & Other Revenue	35,504,017	30,935,235	34,058,982	3,123,747	10.1%
Interest Revenue	100,881,904	103,506,630	108,714,485	5,207,855	5.0%
Reimbursement Revenue	11,296,819	16,400,000	19,500,000	3,100,000	18.9%
Rebate for Build America Bonds	46,269,324	61,937,407	52,488,279	(9,449,128)	-15.3%
Total Operating Revenue	\$ 905,982,439	\$ 1,197,406,174	\$ 1,265,870,265	\$ 68,464,091	5.7%
Total Operating Expense	\$ 489,495,669	\$ 907,749,062	\$ 995,431,521	\$ 87,682,460	9.7%
Operating Surplus/(Deficit) before Transfer	\$ 416,486,769	\$ 289,657,112	\$ 270,438,744	\$ (19,218,368)	-6.6%
Transfers Out and One-Time Expense	\$ 24,857,767	\$ 34,057,854	\$ 45,141,863	\$ 11,084,009	32.5%
Total Operating Surplus/(Deficit)	\$ 391,629,002	\$ 255,599,258	\$ -	\$ -	0.0%
Transfer to Capital Programs	\$ 137,381,041	\$ 255,599,258	\$ 225,296,881	\$ (30,302,377)	-11.9%
Transfer to/(from) Reserves	\$ 254,247,961	\$ -	\$ 225,296,881	\$ (30,302,377)	-11.9%

REVENUE DETAIL 0 0 0
FY 2026-27 BUDGET
1,198,425,000 0 0.0%

	Actual 03/31/2026	FY 2025-26 Amendment No. 1	1198425000 Proposed	0 Increase/(Decrease)	0 Increase/(Decrease)
Operating Revenue					
General Toll Revenue	\$ 385,523,918	\$ 538,671,101	\$ 604,758,887	\$ 66,087,786	12.3%
RM 2 Toll Revenues	80,340,696	108,228,094	108,314,978	86,884	0.1%
RM 3 Toll Revenues	246,165,761	337,727,706	338,034,654	306,948	0.1%
General Toll Revenue (subtotal)	\$ 712,030,375	\$ 984,626,902	\$ 1,051,108,520	\$ 66,481,618	6.8%
Violation	\$ 32,828,469	\$ 29,088,329	\$ 32,071,996	\$ 2,983,667	10.3%
Other	2,675,548	1,846,907	1,986,986	140,079	7.6%
Violation and Other Revenue (subtotal)	\$ 35,504,017	\$ 30,935,235	\$ 34,058,982	\$ 3,123,747	10.1%
General Interest Earnings	\$ 59,181,947	\$ 41,195,840	\$ 67,719,028	\$ 26,523,188	64.4%
RM2 Interest Earnings	4,832,032	4,368,730	4,736,491	367,761	8.4%
RM3 Interest Earnings	36,867,925	57,942,060	36,258,966	(21,683,094)	-37.4%
Interest Revenue (subtotal)	\$ 100,881,904	\$ 103,506,630	\$ 108,714,485	\$ 5,207,855	5.0%
GGBHTD FasTrak®	\$ 4,144,420	\$ 6,100,000	\$ 7,700,000	\$ 1,600,000	26.2%
ACTC	2,149,481	3,000,000	3,700,000	700,000	23.3%
VTA Express Lane	2,816,894	3,900,000	4,400,000	500,000	12.8%
SM Express Lane	2,186,024	3,400,000	3,700,000	300,000	8.8%
Reimbursement Revenue (subtotal)	\$ 11,296,819	\$ 16,400,000	\$ 19,500,000	\$ 3,100,000	18.9%
Rebate for Build America Bonds	\$ 46,269,324	\$ 61,937,407	\$ 52,488,279	\$ (9,449,128)	-15.3%
Rebate for Build America Bonds (subtotal)	\$ 46,269,324	\$ 61,937,407	\$ 52,488,279	\$ (9,449,128)	-15.3%
Total Current Year Revenue	\$ 905,982,439	\$ 1,197,406,174	\$ 1,265,870,265	\$ 68,464,091	5.7%

**EXPENSE DETAIL
FY 2026-27 BUDGET**

	Actual 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
Category A&B Toll Bridge & Facility Maintenance	\$ 10,190,442	\$ 18,442,000	\$ 19,732,000	\$ 1,290,000	7.0%
Other Toll Bridge & Facility Operations & Maintenance	-	-	14,063,000	14,063,000	0.0%
Caltrans Operations and Maintenance (Subtotal)	\$ 10,190,442	\$ 18,442,000	\$ 33,795,000	\$ 15,353,000	83.3%
RCSC Operations	\$ 42,745,298	\$ 88,323,817	\$ 96,275,838	\$ 7,952,021	9.0%
Banking/Credit Card Fees for ETC	15,802,958	24,843,000	27,215,000	2,372,000	9.5%
ATCAS Maintenance and IT Equipment	837,585	7,678,387	7,808,175	129,788	1.7%
Collections and DMV Expenses	9,481,527	14,838,469	13,048,000	(1,790,469)	-12.1%
FasTrak® Operations and Maintenance (Subtotal)	\$ 68,867,369	\$ 135,683,673	\$ 144,347,013	\$ 8,663,341	6.4%
Toll Bridge Operations and Maintenance Total	\$ 79,057,811	\$ 154,125,673	\$ 178,142,013	\$ 24,016,341	15.6%
Salaries and Benefits	\$ 13,944,567	\$ 19,702,765	\$ 21,455,126	\$ 1,752,361	8.9%
Temporary Assistance	108,192	679,217	773,065	93,848	13.8%
Travel&Training/Printing/Memberships	93,585	406,524	440,206	33,682	8.3%
Other General Operating Expenses	1,611,434	1,822,695	1,917,083	94,388	5.2%
Financing & Banking Fees	6,669,559	11,078,725	11,341,335	262,610	2.4%
Audit/Legal/Other	634,175	2,171,092	1,314,775	(856,317)	-39.4%
Beale St Assessment	1,611,128	2,148,170	2,143,953	(4,217)	-0.2%
Business Insurance	686,883	800,298	846,376	46,078	5.8%
Misc. Toll Administration Operating Expenses	-	1,750,000	1,720,000	(30,000)	-1.7%
Toll Bridge Administration (Subtotal)	\$ 25,359,523	\$ 40,559,486	\$ 41,951,919	\$ 1,392,432	3.4%
ETC Marketing	\$ 1,542,223	\$ 4,214,000	\$ 3,400,000	\$ (814,000)	-19.3%
Other Operating Contracts	557,461	2,991,207	2,319,000	(672,207)	-22.5%
Consultant Contract/Other (Subtotal)	\$ 2,099,685	\$ 7,205,207	\$ 5,719,000	\$ (1,486,207)	-20.6%
Debt Service	\$ 330,294,634	\$ 587,008,134	\$ 652,777,145	\$ 65,769,011	11.2%
RM2 Transit Operating	\$ 27,451,169	\$ 41,126,676	\$ 41,159,692	\$ 33,016	0.1%
RM2 Marketing	1,994,073	4,590,000	4,590,000	-	0.0%
RM2 Project Monitoring & Audit	32,709	267,500	173,500	(94,000)	-35.1%
Transbay Transit Terminal Maintenance	3,091,523	6,394,535	6,618,343	223,808	3.5%
BART for Inspector General Contract	906,335	2,100,000	2,100,000	-	0.0%
RM2 Expenses (Subtotal)	\$ 33,475,809	\$ 54,478,711	\$ 54,641,535	\$ 162,824	0.3%
RM3 Transit Operating	\$ 19,208,208	\$ 63,395,892	\$ 61,291,734	\$ (2,104,158)	-3.3%
RM3 Project Monitoring & Audit	-	975,959	908,175	(67,784)	-6.9%
RM3 Expenses (Subtotal)	\$ 19,208,208	\$ 64,371,851	\$ 62,199,909	\$ (2,171,942)	-3.4%
Total Operating Expense	\$ 489,495,669	\$ 907,749,062	\$ 995,431,521	\$ 87,682,460	9.7%
Transfers and One-Time Expenses					
1% Administration Draw	\$ 8,066,367	\$ 11,026,375	\$ 11,451,660	\$ 425,285	3.9%
Additional 1% Administration Draw	8,356,590	11,317,897	11,879,783	561,886	5.0%
Transfer to ABAG SFEP Overhead	290,223	291,522	428,123	136,601	46.9%
Transfer to MTC	1,528,950	2,141,760	1,207,988	(933,772)	-43.6%
Transfer to Liability Reserve	5,000,000	5,000,000	5,000,000	-	0.0%
Transfers Out (Subtotal)	\$ 23,242,130	\$ 29,777,554	\$ 29,967,553	\$ 189,999	0.6%
Title 21 - FasTrak® Tags Swap	\$ 1,615,637	\$ 3,000,000	\$ 13,500,000	\$ 10,500,000	350.0%
Transfer to MTC for ERP Implementation	-	1,280,300	1,674,310	394,010	30.8%
One-Time Expense (Subtotal)	\$ 1,615,637	\$ 4,280,300	\$ 15,174,310	\$ 10,894,010	254.5%
Total Transfers and One-Time Expense	\$ 24,857,767	\$ 34,057,854	\$ 45,141,863	\$ 11,084,009	32.5%
Total Expenses	\$ 514,353,436	\$ 941,806,916	\$ 1,040,573,385	\$ 98,766,469	10.5%



Resolution No.: 195
 Date: June 24, 2026
 W.I.: 6953-6957, 8451-8452

**Attachment B
 Bay Area Toll Authority
 Capital Projects**

BATA Transit Program

Program #		Actuals thru March 31, 2026	FY 2025-26 Approved	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
6953	Core Capacity Challenge Program	\$ 215,917,383	\$ 250,000,000	-	\$ 250,000,000

Other Capital Projectsⁱ

Program #		Actuals thru March 31, 2026	FY 2025-26 Approved	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
8451	I-580 Richmond Parkway Interchange Operational Improvements	\$ 441,001	\$ 7,000,000	\$ -	\$ 7,000,000
8452	Cutting Blvd Transit Priority	266,731	3,000,000	3,000,000	6,000,000
		\$ 707,732	\$ 10,000,000	\$ 3,000,000	\$ 13,000,000

i - Other Capital Projects is a capital fund budget funded by Regional Measure 3 and other non-BATA Rehab funds.



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
1	Completed	Caltrans	8030	Completed/Closed Rehab Projects	Support	\$ 38,665,694	\$ -	\$ 38,665,694
		Var.	N/A		Capital	78,636,635	-	78,636,635
					Total	\$ 117,302,329	\$ -	\$ 117,302,329
2	CTR 0001	Caltrans	6825	Construct New Toll Operations Building***	Support	\$ 7,562,775	\$ -	\$ 7,562,775
		SFO	00297		Capital	-	-	-
					Total	\$ 7,562,775	\$ -	\$ 7,562,775
3	CTR 0002	Caltrans	6814	RSR Maintenance Building***	Support	\$ 5,733,571	\$ -	\$ 5,733,571
		RSR	00394		Capital	4,480,035	-	4,480,035
					Total	\$ 10,213,606	\$ -	\$ 10,213,606
4	CTR 0003	Caltrans	6828	Upgrade Existing SCADA System	Support	\$ 6,180,409	\$ -	\$ 6,180,409
		ALL	01090		Capital	5,597,591	-	5,597,591
					Total	\$ 11,778,001	\$ -	\$ 11,778,001
5	CTR 0009	Caltrans	6825	Toll Plaza Median Landscaping***	Support	\$ 722,112	\$ -	\$ 722,112
		SFO	01407		Capital	202,181	-	202,181
					Total	\$ 924,293	\$ -	\$ 924,293
6	CTR 0010	Caltrans	6825	W4 Substation Upgrade, Foghorn Replacement, BASE	Support	\$ 2,958,917	\$ -	\$ 2,958,917
		SFO	01207		Capital	11,883,015	-	11,883,015
					Total	\$ 14,841,932	\$ -	\$ 14,841,932
7	CTR 0012	Caltrans	6825	Replace Substation Equipment on WS***	Support	\$ 957,644	\$ -	\$ 957,644
		SFO	04082		Capital	869,782	-	869,782
					Total	\$ 1,827,425	\$ -	\$ 1,827,425
8	CTR 0013	Caltrans	6826	Resurface Orthotropic Deck	Support	\$ 7,838,078	\$ -	\$ 7,838,078
		SMH	04100	Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	27,880,814	-	27,880,814
					Total	\$ 35,718,892	\$ -	\$ 35,718,892
9	CTR 0014	Caltrans	6828	Northern Bridge Structural Improvements***	Support	\$ 72,662	\$ -	\$ 72,662
		Var.	3G460		Capital	-	-	-
					Total	\$ 72,662	\$ -	\$ 72,662
10	CTR 0015	Caltrans	6826	Replace Elec Cable Hangers & Upgrade 12kv System***	Support	\$ 2,869,539	\$ -	\$ 2,869,539
		SMH	04224		Capital	2,777,316	-	2,777,316
					Total	\$ 5,646,855	\$ -	\$ 5,646,855
11	CTR 0016	Caltrans	6827	Expansion Joint Rehabilitation***	Support	\$ 2,091,531	\$ -	\$ 2,091,531
		DUM	04225		Capital	2,700,672	-	2,700,672
					Total	\$ 4,792,203	\$ -	\$ 4,792,203
12	CTR 0145	Caltrans	6825	SFOBB East Span YBITS 1	Support	\$ 1,340,014	\$ -	\$ 1,340,014
		SFO	01205	YBI Resurfacing/BASE	Capital	21,690,860	-	21,690,860
				Replace Lighting w/ HPS Lighting System ***	Total	\$ 23,030,874	\$ -	\$ 23,030,874
13	CTR 0018	Caltrans	6813	Replace Pier 3 Fender Structure Support and	Support	\$ 4,811,400	\$ -	\$ 4,811,400
		CAR	04907	Timber Fenders at Piers 2, 3, 4***	Capital	17,652,449	-	17,652,449
					Total	\$ 22,463,849	\$ -	\$ 22,463,849
14	CTR 0027	Caltrans	6825	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$ 714,010	\$ -	\$ 714,010
		SFO	1G250		Capital	-	-	-
					Total	\$ 714,010	\$ -	\$ 714,010
15	CTR 0028	Caltrans	6825	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$ 554,232	\$ -	\$ 554,232
		SFO	1G260		Capital	-	-	-
					Total	\$ 554,232	\$ -	\$ 554,232
16	CTR 0031	Caltrans	6825	SFOBB West Span Pathway	Support	\$ 1,579,392	\$ -	\$ 1,579,392
		SFO	1G660		Capital	-	-	-
					Total	\$ 1,579,392	\$ -	\$ 1,579,392
17	CTR 0032	Caltrans	6825	Eyebar Monitoring System (ES)***	Support	\$ 207,931	\$ -	\$ 207,931
		SFO	1G720		Capital	3,431,263	-	3,431,263
					Total	\$ 3,639,194	\$ -	\$ 3,639,194
18	CTR 0147	Caltrans	6826	Replace Damaged Transformer and Substation***	Support	\$ 53,276	\$ -	\$ 53,276
		SMH	2F000		Capital	204,900	-	204,900
					Total	\$ 258,176	\$ -	\$ 258,176
19	CTR 0035	Caltrans	6828	ATCAS II Oversight***	Support	\$ 202,495	\$ -	\$ 202,495
		ALL	2G420		Capital	-	-	-
					Total	\$ 202,495	\$ -	\$ 202,495



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date	
20	CTR 0036	Caltrans	6826	Cracked Girder Repairs***	Support	\$ 2,756,322	\$ -	\$ 2,756,322	
			SMH		2G670	Capital	4,034,364	-	4,034,364
						Total	\$ 6,790,687	\$ -	\$ 6,790,687
21	CTR 0043	Caltrans	6828	Replace Foghorns/Radar Beacons PID***	Support	\$ 67,738	\$ -	\$ 67,738	
			Var.		3G300	Capital	-	-	-
						Total	\$ 67,738	\$ -	\$ 67,738
22	CTR 0045	Caltrans	6825	Replace Seismic Dampeners (WS)	Support	\$ 10,436,000	\$ -	\$ 10,436,000	
			SFO		3G442	Capital	21,905,000	-	21,905,000
						Total	\$ 32,341,000	\$ -	\$ 32,341,000
23	CTR 0048	Caltrans	6825	West Span Super Structural (Floor Systems)	Support	\$ 12,128,669	\$ -	\$ 12,128,669	
			SFO		3G487	Capital	203,403,000	-	203,403,000
						Total	\$ 215,531,669	\$ -	\$ 215,531,669
24	CTR 0049	Caltrans	6828	Replace travelers and Rails PIDS***	Support	\$ 159,815	\$ -	\$ 159,815	
			Var.		3G470	Capital	-	-	-
						Total	\$ 159,815	\$ -	\$ 159,815
25	CTR 0051	Caltrans	6828	Caltrans PSR Planning Paint Bridge Structures PID ***	Support	\$ 64,164	\$ -	\$ 64,164	
			Var.		3G480	Capital	-	-	-
						Total	\$ 64,164	\$ -	\$ 64,164
26	CTR 0052	Caltrans	6814	Bridge Paint (Lower Deck Only) Part 1***	Support	\$ 7,778,247	\$ -	\$ 7,778,247	
			RSR		3G484	Capital	29,299,836	-	29,299,836
						Total	\$ 37,078,084	\$ -	\$ 37,078,084
27	CTR 0053	Caltrans	6826	Bridge Paint Part 1 ***	Support	\$ 8,402,126	\$ -	\$ 8,402,126	
			SMH		3G486	Capital	50,885,407	-	50,885,407
						Total	\$ 59,287,533	\$ -	\$ 59,287,533
28	CTR 0055	Caltrans	6814	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$ 5,372,000	\$ -	\$ 5,372,000	
			RSR		3G474	Capital	58,974,000	-	58,974,000
						Total	\$ 64,346,000	\$ -	\$ 64,346,000
29	CTR 0056	Caltrans	6825	Repair Timber Fender at W5***	Support	\$ 335,109	\$ -	\$ 335,109	
			SFO		4A860	Capital	1,429,316	-	1,429,316
						Total	\$ 1,764,424	\$ -	\$ 1,764,424
30	CTR 0057	Caltrans	6825	Toll Plaza Renovation Oversight***	Support	\$ 352,488	\$ -	\$ 352,488	
			SFO		4G280	Capital	-	-	-
						Total	\$ 352,488	\$ -	\$ 352,488
31	CTR 0058	Caltrans	6825	Toll Plaza Crash Cushion and Pump Station Oversight ***	Support	\$ 396,591	\$ -	\$ 396,591	
			SFO		4G290	Capital	-	-	-
						Total	\$ 396,591	\$ -	\$ 396,591
32	CTR 0059	Caltrans	8629	OSM Rehab Planning***	Support	\$ 158,660	\$ -	\$ 158,660	
			ALL		91206	Capital	-	-	-
						Total	\$ 158,660	\$ -	\$ 158,660
33	CTR 0064	Caltrans	8033	Toll Plaza Rehab Projects***	Support	\$ -	\$ -	\$ -	
			ANT		97037	Capital	179,979	-	179,979
						Total	\$ 179,979	\$ -	\$ 179,979
34	CTR 0065	Caltrans	8033	Toll Plaza Rehab Projects***	Support	\$ -	\$ -	\$ -	
			SFO		97047	Capital	3,386	-	3,386
						Total	\$ 3,386	\$ -	\$ 3,386
35	CTR 0078	Caltrans	6812	Floor Beam Mitigation Phase 1 (Modification of stringer floor beams due to fatigue cracking) and Bearing Shear Bolts	Support	\$ 2,132,800	\$ -	\$ 2,132,800	
			BM		3G462	Capital	971,200	-	971,200
						Total	\$ 3,104,000	\$ -	\$ 3,104,000
36	CTR 0088	Caltrans	6813	Anchorage Modification, Drainage Improvements, Polyester Concrete Overlay (1958) and Ped Replace Joint Seals (1958)***	Support	\$ 3,695,965	\$ -	\$ 3,695,965	
			CAR		3G403	Capital	8,165,909	-	8,165,909
						Total	\$ 11,861,874	\$ -	\$ 11,861,874
37	CTR 0097	Caltrans	6828	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Southern Bridges	Support	\$ 2,979,498	\$ -	\$ 2,979,498	
			Var.		3G305	Capital	4,291,623	-	4,291,623
						Total	\$ 7,271,121	\$ -	\$ 7,271,121
38	CTR 0107	Caltrans	6814	Substations Upgrade (4 locations) upgrade from 4,160V to 15kV replace power cable 12kV	Support	\$ 9,558,326	\$ -	\$ 9,558,326	
			RSR		3G364	Capital	19,550,000	-	19,550,000
						Total	\$ 29,108,326	\$ -	\$ 29,108,326



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
39	CTR 0110	Caltrans	6814	Upgrade radar beacons and connect it with SCADA for remote control	Support	\$ 2,400,000	\$ 1,000,000	\$ 3,400,000
			Capital		-	-	-	
			Total		\$ 2,400,000	\$ 1,000,000	\$ 3,400,000	
40	CTR 0111	Caltrans	6814	Replace and Upgrade Navigational Lights to LED and connect it with SCADA for remote monitoring	Support	\$ 600,000	\$ 700,000	\$ 1,300,000
			Capital		-	-	-	
			Total		\$ 600,000	\$ 700,000	\$ 1,300,000	
41	CTR 0119	Caltrans	6825	Fog Horns (West Spans)***	Support	\$ 339,821	-	\$ 339,821
			Capital		-	-	-	
			Total		\$ 339,821	-	\$ 339,821	
42	CTR 0120	Caltrans	6825	Main Cable Wrap Investigations Phase 1	Support	\$ 13,023,000	-	\$ 13,023,000
			Capital		24,000,000	-	24,000,000	
			Total		\$ 37,023,000	-	\$ 37,023,000	
43	CTR 0121	Caltrans	6825	Traveler Replacements and Rail Upgrades	Support	\$ 380,000	-	\$ 380,000
			Capital		-	-	-	
			Total		\$ 380,000	-	\$ 380,000	
44	CTR 0126	Caltrans	6825	W1 to W7 Concrete Column Repair and Seal	Support	\$ 300,000	-	\$ 300,000
			Capital		-	-	-	
			Total		\$ 300,000	-	\$ 300,000	
45	CTR 0129	Caltrans	6825	SFOBB - Replace Joint Seals (Upper & Lower Deck); RSR - Replace Joint Seals (Upper Deck) and Resurfacing***	Support	\$ 3,405,504	-	\$ 3,405,504
			Capital		5,368,882	-	5,368,882	
			Total		\$ 8,774,386	-	\$ 8,774,386	
46	CTR 0134	Caltrans	6825	Gateway Park Oversight and Link (4H971) PAED	Support	\$ 1,510,000	-	\$ 1,510,000
			Capital		-	-	-	
			Total		\$ 1,510,000	-	\$ 1,510,000	
47	CTR 0147_A	Caltrans	6825	SFOBB Maintenance Complex Maintenance Complex***	Support	\$ 2,915,337	-	\$ 2,915,337
			Capital		41,587,338	-	41,587,338	
			Total		\$ 44,502,675	-	\$ 44,502,675	
48	CTR 0148	Caltrans	6825	SFOBB Maintenance Complex Maintenance Warehouse	Support	-	-	-
			Capital		18,414,937	-	18,414,937	
			Total		\$ 18,414,937	-	\$ 18,414,937	
49	CTR 0151	Caltrans	6825	Replace Grating Shields and Access Ladders***	Support	\$ 1,715,469	-	\$ 1,715,469
			Capital		1,473,044	-	1,473,044	
			Total		\$ 3,188,512	-	\$ 3,188,512	
50	CTR 0152	Caltrans	6825	Toll Plaza Repaving***	Support	\$ 825,782	-	\$ 825,782
			Capital		7,450,000	-	7,450,000	
			Total		\$ 8,275,782	-	\$ 8,275,782	
51	CTR 0153	Caltrans	6825	Toll Plaza Repaving***	Support	-	-	-
			Capital		1,602,286	-	1,602,286	
			Total		\$ 1,602,286	-	\$ 1,602,286	
52	CTR 0154	Caltrans	6825	Various Structural PIDS***	Support	\$ 159,900	-	\$ 159,900
			Capital		-	-	-	
			Total		\$ 159,900	-	\$ 159,900	
53	CTR 0155	Caltrans	6828	Bridge Joint Seals***	Support	\$ 57,611	-	\$ 57,611
			Capital		-	-	-	
			Total		\$ 57,611	-	\$ 57,611	
54	CTR 0156	Caltrans	6828	Bridge Lighting***	Support	\$ 99,415	-	\$ 99,415
			Capital		-	-	-	
			Total		\$ 99,415	-	\$ 99,415	
55	CTR 0157	Caltrans	6828	Bridge Overlays***	Support	\$ 134,556	-	\$ 134,556
			Capital		-	-	-	
			Total		\$ 134,556	-	\$ 134,556	
56	CTR 0158	Caltrans	6825	East Span BASE ***	Support	-	-	-
			Capital		1,930,691	-	1,930,691	
			Total		\$ 1,930,691	-	\$ 1,930,691	
57	CTR 0159	Caltrans	6825	West Span BASE***	Support	\$ 938,249	-	\$ 938,249
			Capital		8,790,393	-	8,790,393	
			Total		\$ 9,728,641	-	\$ 9,728,641	



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
58	CTR 0160	Caltrans	6825	Refill Seismic Dampeners***	Support	\$ 22,052	\$ -	\$ 22,052
			4H180		Capital	252,546	-	252,546
			SFO	Total	\$ 274,597	\$ -	\$ 274,597	
59	CTR 0163	Caltrans	6825	Rebuild Damaged Fender System ***	Support	\$ 238,798	\$ -	\$ 238,798
			W6		Capital	772,842	-	772,842
			SFO	3G447	Total	\$ 1,011,640	\$ -	\$ 1,011,640
60	CTR 0182	Caltrans	6828	PID - Water Line System	Support	\$ 193,307	\$ -	\$ 193,307
			Air Compressor, Airlines		Capital	-	-	-
			Var.	3G478	Total	\$ 193,307	\$ -	\$ 193,307
61	CTR 0201	Caltrans	6814	Replace Expansion Joint at Pier 44E***	Support	\$ 68,600	\$ -	\$ 68,600
					Capital	270,000	-	270,000
			RSR	OJ120	Total	\$ 338,600	\$ -	\$ 338,600
62	CTR 0202	Caltrans	6825	Install Air Gap Monitoring System***	Support	\$ 95,994	\$ -	\$ 95,994
					Capital	128,755	-	128,755
			SFO	OJ870	Total	\$ 224,749	\$ -	\$ 224,749
63	CTR 0203	Caltrans	6828	Replace Various Navigational and Utility Equipment	Support	\$ 127,649	\$ -	\$ 127,649
			Supplemental PID***		Capital	-	-	-
			Var.	3G360	Total	\$ 127,649	\$ -	\$ 127,649
64	CTR 0204	Caltrans	6828	Replace Fog Horns, Radar Beacons and	Support	\$ 4,956,394	\$ -	\$ 4,956,394
			Related Electrical Systems on Northern Bridges		Capital	6,000,000	-	6,000,000
			Var.	3G301	Total	\$ 10,956,394	\$ -	\$ 10,956,394
65	CTR 0206	Caltrans	6814	RSR Access – PPUL Oversight	Support	\$ 4,100,000	\$ -	\$ 4,100,000
					Capital	-	-	-
			RSR	2J680	Total	\$ 4,100,000	\$ -	\$ 4,100,000
66	CTR 0212	Caltrans	6828	Substation and Power Cable	Support	\$ 219,112	\$ -	\$ 219,112
					Capital	-	-	-
			Var	3G368	Total	\$ 219,112	\$ -	\$ 219,112
67	CTR 0213	Caltrans	6825	CT Oversight of Bridge Yard	Support	\$ 276,198	\$ -	\$ 276,198
			(IERBYS Building Slab) ***		Capital	-	-	-
			SFO	01412	Total	\$ 276,198	\$ -	\$ 276,198
68	CTR 0214	Caltrans	6825	CT Oversight of Bridge Yard	Support	\$ 476,178	\$ -	\$ 476,178
			(IERBYS Building Retrofit)***		Capital	-	-	-
			SFO	01413	Total	\$ 476,178	\$ -	\$ 476,178
69	CTR 0215	Caltrans	6825	Replace transverse expansion joints ***	Support	\$ 1,309,010	\$ -	\$ 1,309,010
			West Span		Capital	1,944,698	-	1,944,698
			SFO	2J190	Total	\$ 3,253,708	\$ -	\$ 3,253,708
70	CTR 0216	Caltrans	6813	Al Zampa (CARQ) Joint Repair ***	Support	\$ 146,672	\$ -	\$ 146,672
					Capital	183,592	-	183,592
			CAR	2J410	Total	\$ 330,265	\$ -	\$ 330,265
71	CTR 0217	Caltrans	6825	.880 Overhead Signage and Delineation Upgrade	Support	\$ 46,649	\$ -	\$ 46,649
			Oversight***		Capital	-	-	-
			SFO	2J400	Total	\$ 46,649	\$ -	\$ 46,649
72	CTR 0219	Caltrans	6825	Metering Lights Upgrade Oversight	Support	\$ 2,100,000	\$ -	\$ 2,100,000
					Capital	-	-	-
			SFO	0K220	Total	\$ 2,100,000	\$ -	\$ 2,100,000
73	CTR 0222	Caltrans	6825	SFOBB Maintenance Administration	Support	\$ -	\$ -	\$ -
					Capital	1,978,064	-	1,978,064
			SFO	TBD	Total	\$ 1,978,064	\$ -	\$ 1,978,064
74	CTR 0225	Caltrans	6814	RSR Access - Bike Ped Oversight	Support	\$ 732,134	\$ -	\$ 732,134
					Capital	-	-	-
			RSR	4J710	Total	\$ 732,134	\$ -	\$ 732,134
75	CTR 0226	Caltrans	8033	Roof Repairs at Sterling Substation	Support	\$ 72,000	\$ -	\$ 72,000
			Minor Rehab***		Capital	119,999	-	119,999
			SFO	1K450	Total	\$ 191,999	\$ -	\$ 191,999
76	CTR 0227	Caltrans	8033	Roof Repairs at toll admin building (Toll Plaza)	Support	\$ 60,000	\$ -	\$ 60,000
			Minor Rehab***		Capital	99,550	-	99,550
			SMH	1K470	Total	\$ 159,550	\$ -	\$ 159,550



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
77	CTR 0228	Caltrans	8033	Bird abatement at Benicia Toll Plaza	Support	\$ 150,000	\$ -	\$ 150,000
				Minor Rehab***	Capital	249,950	-	249,950
		BM	1K460		Total	\$ 399,950	\$ -	\$ 399,950
78	CTR 0229	Caltrans	6825	Install Grease Caps and Repair Pre-stress Tendons	Support	\$ 1,188,816	\$ -	\$ 1,188,816
				East Span	Capital	3,318,043	-	3,318,043
		SFO	0K691	Director's Order ***	Total	\$ 4,506,859	\$ -	\$ 4,506,859
79	CTR 0230	Caltrans	6812	Repair Seismic Joint - Pier 3	Support	\$ 148,912	\$ -	\$ 148,912
				Director's Order ***	Capital	250,846	-	250,846
		BM	3G482		Total	\$ 399,758	\$ -	\$ 399,758
80	CTR 0232	Caltrans	6825	YBI Tunnel Concrete Repair	Support	\$ 811,591	\$ -	\$ 811,591
					Capital	1,463,409	-	1,463,409
		SFO	2K960		Total	\$ 2,275,000	\$ -	\$ 2,275,000
81	CTR 0233	Caltrans	6825	Fender Repair	Support	\$ 735,111	\$ -	\$ 735,111
				Director's Order ***	Capital	4,302,040	-	4,302,040
		SFO	3G445		Total	\$ 5,037,151	\$ -	\$ 5,037,151
82	CTR 0234	Caltrans	6825	Repair SFOBB Seismic Dampers	Support	\$ 185,712	\$ -	\$ 185,712
				Director's Order ***	Capital	279,263	-	279,263
		SFO	2K560		Total	\$ 464,976	\$ -	\$ 464,976
83	CTR 0243	Caltrans	6825	Replace Fender System and Skirt Modifications	Support	\$ 17,000,000	\$ -	\$ 17,000,000
					Capital	12,000,000	-	12,000,000
		SFO	0W140		Total	\$ 29,000,000	\$ -	\$ 29,000,000
84	CTR 0244	Caltrans	6814	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$ -	\$ -	\$ -
					Capital	-	-	-
		RSR	TBD		Total	\$ -	\$ -	\$ -
85	CTR 0245	Caltrans	6828	Install BASE radio links	Support	\$ 300,583	\$ -	\$ 300,583
				Director's Order ***	Capital	483,201	-	483,201
		Var.	0P560		Total	\$ 783,784	\$ -	\$ 783,784
86	CTR 0246	Caltrans	6825	East Span Skyway Polyester Concrete Overlay Repairs	Support	\$ 22,760	\$ -	\$ 22,760
				Director's Order ***	Capital	183,163	-	183,163
		SFO	0Q470		Total	\$ 205,922	\$ -	\$ 205,922
87	CTR 0247	Caltrans	6825	East Span Replace Expansion Joint Panels	Support	\$ 97,631	\$ -	\$ 97,631
				Director's Order ***	Capital	169,396	-	169,396
		SFO	1Q490		Total	\$ 267,027	\$ -	\$ 267,027
88	CTR 0248	Caltrans	6812	Repair Water Line	Support	\$ 118,911	\$ -	\$ 118,911
				Director's Order ***	Capital	81,622	-	81,622
		BM	1Q500		Total	\$ 200,533	\$ -	\$ 200,533
89	CTR 0249	Caltrans	6825	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$ 195,905	\$ -	\$ 195,905
				(West Approach & Anchorage)	Capital	163,601	-	163,601
		SFO	1Q360	Director's Order ***	Total	\$ 359,506	\$ -	\$ 359,506
90	CTR 0250	Caltrans	6825	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$ 646,850	\$ -	\$ 646,850
				Director's Order ***	Capital	181,157	-	181,157
		SFO	1Q950		Total	\$ 828,007	\$ -	\$ 828,007
91	CTR 0251	Caltrans	8033	High Mast Arm Light (HMAL) repair and conversion to LED***	Support	\$ 3,270	\$ -	\$ 3,270
					Capital	739,335	-	739,335
		Var	2Q910		Total	\$ 742,605	\$ -	\$ 742,605
92	CTR 0252	Caltrans	8033	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$ -	\$ -	\$ -
					Capital	908,118	-	908,118
		CAR	0P680		Total	\$ 908,118	\$ -	\$ 908,118
93	CTR 0253	Caltrans	8033	Toll Admin bldg.: Remove underground diesel storage tank (UST)	Support	\$ -	\$ -	\$ -
				***	Capital	93,558	-	93,558
		SMH	2Q930		Total	\$ 93,558	\$ -	\$ 93,558
94	CTR 0254	Caltrans	8033	Toll Paint Facility and Plaza - Replace Metals Doors	Support	\$ -	\$ -	\$ -
				And Other Upgrades***	Capital	153,690	-	153,690
		Var	2Q920		Total	\$ 153,690	\$ -	\$ 153,690
95	CTR 0258	Caltrans	6811	Replace Fender System	Support	\$ 70,000	\$ 430,000	\$ 500,000
					Capital	-	-	-
		ANT	TBD		Total	\$ 70,000	\$ 430,000	\$ 500,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date	
96	CTR 0261	Caltrans	6826	Structural Steel Painting (Towers)	Support	\$ 4,920,000	\$ -	\$ 4,920,000	
			SMH		3G488	Capital	\$ 13,618,000	\$ -	\$ 13,618,000
						Total	\$ 18,538,000	\$ -	\$ 18,538,000
97	CTR 0262	Caltrans	6812	Repair Expansion Joint Assemblies ***	Support	\$ 373,755	\$ -	\$ 373,755	
			BM		2Q980	Capital	\$ 743,542	\$ -	\$ 743,542
						Total	\$ 1,117,297	\$ -	\$ 1,117,297
98	CTR 0263	Caltrans	6826	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	\$ 8,964,000	\$ -	\$ 8,964,000	
			SMH		3G454	Capital	\$ 44,872,000	\$ -	\$ 44,872,000
						Total	\$ 53,836,000	\$ -	\$ 53,836,000
99	CTR 0264	Caltrans	6825	SFOBB East Span Pier Retention-CMGC	Support	\$ -	\$ -	\$ -	
			SFO		01358	Capital	\$ 787,344	\$ -	\$ 787,344
						Total	\$ 787,344	\$ -	\$ 787,344
100	CTR 0265	Caltrans	6825	SFOBB WS Remove Truss Web Scaffolds ***	Support	\$ 81,456	\$ -	\$ 81,456	
			SFO		2Q360	Capital	\$ 535,773	\$ -	\$ 535,773
						Total	\$ 617,229	\$ -	\$ 617,229
101	CTR 0266	Caltrans	6825	Construct Maintenance Building and Parking Lot (MC3-Training Center) ***	Support	\$ -	\$ -	\$ -	
			SFO		01411	Capital	\$ 9,750,000	\$ -	\$ 9,750,000
						Total	\$ 9,750,000	\$ -	\$ 9,750,000
102	CTR 0267	Caltrans	6814	Reconstruct sliding plate joints upper deck - 31 joints***	Support	\$ 744,282	\$ -	\$ 744,282	
			RSR		3Q940	Capital	\$ 5,452,410	\$ -	\$ 5,452,410
						Total	\$ 6,196,693	\$ -	\$ 6,196,693
103	CTR 0268	Caltrans	6814	Richmond-San Rafael Bridge Truss Straightening Repair vehicle collision damage	Support	\$ 218,785	\$ -	\$ 218,785	
			RSR		4Q340	Capital	\$ 8	\$ -	\$ 8
						Total	\$ 218,793	\$ -	\$ 218,793
104	CTR 0271	Caltrans	6825	Structural Steel Paint System, Truss Web North and South, spans 1-6	Support	\$ -	\$ -	\$ -	
			SFO		TBD	Capital	\$ -	\$ -	\$ -
						Total	\$ -	\$ -	\$ -
105	CTR 0272	Caltrans	6812	Replace 480V power cable, utility transformers and utility panels (Old Bridge)	Support	\$ -	\$ -	\$ -	
			BM		TBD	Capital	\$ -	\$ -	\$ -
						Total	\$ -	\$ -	\$ -
106	CTR 0273	Caltrans	6812	Repair 12KV Transfer Scheme and connect it with SCADA for remote control and monitoring	Support	\$ -	\$ -	\$ -	
			BM		TBD	Capital	\$ -	\$ -	\$ -
						Total	\$ -	\$ -	\$ -
107	CTR 0277	Caltrans	6827	Air Compressor, Pier 44- Replace	Support	\$ -	\$ -	\$ -	
			DUM		TBD	Capital	\$ -	\$ -	\$ -
						Total	\$ -	\$ -	\$ -
108	CTR 0278	Caltrans	6826	Replace Generators	Support	\$ -	\$ -	\$ -	
			SMH		TBD	Capital	\$ -	\$ -	\$ -
						Total	\$ -	\$ -	\$ -
109	CTR 0279	Caltrans	8629	Replace Generators for Dum and RSR	Support	\$ -	\$ -	\$ -	
			Var.		TBD	Capital	\$ -	\$ -	\$ -
						Total	\$ -	\$ -	\$ -
110	CTR 0280	Caltrans	6827	Substations Upgrade	Support	\$ 800,000	\$ -	\$ 800,000	
			DUM		TBD	Capital	\$ 3,000,000	\$ -	\$ 3,000,000
						Total	\$ 3,800,000	\$ -	\$ 3,800,000
111	CTR 0281	Caltrans	6826	Replace Power Cable (480V)	Support	\$ -	\$ -	\$ -	
			SMH		TBD	Capital	\$ -	\$ -	\$ -
						Total	\$ -	\$ -	\$ -
112	CTR 0282	Caltrans	6828	Existing Water Line System, Air compressor and Air lines North Bridges	Support	\$ -	\$ -	\$ -	
			Var.		TBD	Capital	\$ -	\$ -	\$ -
						Total	\$ -	\$ -	\$ -
113	CTR 0286	Caltrans	6825	Replace Joint Seals (Upper & Lower Deck)	Support	\$ 500,000	\$ -	\$ 500,000	
			SFO		1Y720	Capital	\$ -	\$ -	\$ -
						Total	\$ 500,000	\$ -	\$ 500,000
114	CTR 0288	Caltrans	6825	Air Compressors at YBI Substation Director's Order ***	Support	\$ 125,438	\$ -	\$ 125,438	
			SFO		1AA40	Capital	\$ 1,129,813	\$ -	\$ 1,129,813
						Total	\$ 1,255,251	\$ -	\$ 1,255,251



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
115	CTR 0289	Caltrans	6826	Air Compressors at Bridge and Pier 1- Replace	Support	\$ -	\$ -	\$ -
		SMH	TBD		Capital	-	-	-
					Total	\$ -	\$ -	\$ -
116	CTR 0290	Caltrans	6825	Repair armored joint Assemblies on SFOBB	Support	\$ 197,122	\$ -	\$ 197,122
		SFO	1AA60	Director's Order ***	Capital	734,187	-	734,187
					Total	\$ 931,309	\$ -	\$ 931,309
117	CTR 0291	Caltrans	8629	SMHB Toll Admin Building Repairs and	Support	\$ 53,380	\$ -	\$ 53,380
		Var	1AC70	Replace HVAC System at RSR Paint facility ***	Capital	31,625	-	31,625
					Total	\$ 85,006	\$ -	\$ 85,006
118	CTR 0292	Caltrans	8629	Replace roof at RSR Paint facility ***	Support	\$ -	\$ -	\$ -
		RSR	1AA20		Capital	48,900	-	48,900
					Total	\$ 48,900	\$ -	\$ 48,900
119	CTR 0293	Caltrans	6825	Repair burned rest area facility	Support	\$ 52,853	\$ -	\$ 52,853
		SFO	1AC00	at SFOBB in Oakland	Capital	44,338	-	44,338
				Director's Order ***	Total	\$ 97,191	\$ -	\$ 97,191
120	CTR 0294	Caltrans	6813	Repair burned electrical facilities	Support	\$ 243,534	\$ -	\$ 243,534
		CAR	2AC50	at Carquinez Bridge Toll Plaza in Solano County	Capital	507,857	-	507,857
				Director's Order ***	Total	\$ 751,391	\$ -	\$ 751,391
121	CTR 0295	Caltrans	6825	SFOBB environmental close out	Support	\$ 6,300,000	\$ -	\$ 6,300,000
		SFO	01359		Capital	4,200,000	-	4,200,000
					Total	\$ 10,500,000	\$ -	\$ 10,500,000
122	CTR 0296	Caltrans	6813	Repair burned toll facilities and vista point	Support	\$ 708,371	\$ -	\$ 708,371
		CAR	2AC10	at Carquinez Bridge Toll Plaza in Solano County	Capital	4,318,636	-	4,318,636
				Director's Order ***	Total	\$ 5,027,007	\$ -	\$ 5,027,007
123	CTR 0297	Caltrans	6827	Pier 31 Dumbarton Seismic Joint	Support	\$ 175,905	\$ -	\$ 175,905
		DUM	1W080	Director's Order ***	Capital	200,289	-	200,289
					Total	\$ 376,193	\$ -	\$ 376,193
124	CTR 0298	Caltrans	6826	Replace Booster Pump & Fire Pump Controllers	Support	\$ -	\$ -	\$ -
		SMH	TBD		Capital	-	-	-
					Total	\$ -	\$ -	\$ -
125	CTR 0299	Caltrans	6825	Modify SAS Tower Elevator Landings	Support	\$ 51,604	\$ -	\$ 51,604
		SFO	1W350	Director's Order ***	Capital	217,988	-	217,988
					Total	\$ 269,592	\$ -	\$ 269,592
126	CTR 0300	Caltrans	6814	Repair Car Fire Damage on RSR	Support	\$ 80,067	\$ -	\$ 80,067
		RSR	1W340	Director's Order ***	Capital	86,966	-	86,966
					Total	\$ 167,033	\$ -	\$ 167,033
127	CTR 0301	Caltrans	6825	Repair Overlay and Joint	Support	\$ 105,063	\$ -	\$ 105,063
		SFO	1W330	Director's Order ***	Capital	383,811	-	383,811
					Total	\$ 488,874	\$ -	\$ 488,874
128	CTR 0302	Caltrans	6827	Dumbarton Bridge Operational Improvements	Support	\$ -	\$ -	\$ -
		DUM	2Q280	Oversight	Capital	-	-	-
					Total	\$ -	\$ -	\$ -
129	CTR 0303	Caltrans	6825	SFOBB Repair Expansion Joint on lower deck span W2	Support	\$ 90,642	\$ -	\$ 90,642
		SFO	1W670	District Director's Order ***	Capital	180,560	-	180,560
					Total	\$ 271,202	\$ -	\$ 271,202
130	CTR 0304	Caltrans	6825	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	\$ 6,024,150	\$ -	\$ 6,024,150
		SFO	1W060	Director's Order	Capital	15,430,000	-	15,430,000
					Total	\$ 21,454,150	\$ -	\$ 21,454,150
131	CTR 0305	Caltrans	6825	SFOBB Replace Finger Joint Support Expansion Shoe Plates	Support	\$ 190,416	\$ -	\$ 190,416
		SFO	1W720	District Director's Order ***	Capital	141,713	-	141,713
					Total	\$ 332,129	\$ -	\$ 332,129
132	CTR 0306	Caltrans	6826	SMH Replace Fire Damaged Polyester Concrete Overlay	Support	\$ 52,133	\$ -	\$ 52,133
		SMH	1W970	District Director's Order ***	Capital	66,405	-	66,405
					Total	\$ 118,539	\$ -	\$ 118,539
133	CTR 0307	Caltrans	6814	Richmond-San Rafael Bridge Gusset Plate Strengthening	Support	\$ 2,800,000	\$ -	\$ 2,800,000
		RSR	2W120		Capital	10,300,000	-	10,300,000
					Total	\$ 13,100,000	\$ -	\$ 13,100,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency	Project	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
		Bridge	EA					
134	CTR 0308	Caltrans	6825	Repair the fog warning system on the East Span	Support	\$ 152,000	\$ -	\$ 152,000
					Capital	333,000	-	333,000
		SFO	2W690		Total	\$ 485,000	\$ -	\$ 485,000
135	CTR 0309	Caltrans	6826	Trestle Repairs Ph 2	Support	\$ 12,400,000	\$ -	\$ 12,400,000
					Capital	131,000,000	-	131,000,000
		SMH	1Y690		Total	\$ 143,400,000	\$ -	\$ 143,400,000
136	CTR 0310	Caltrans	6825	Main Cable Wrap West Span (Ph 2)	Support	\$ -	\$ -	\$ -
					Capital	-	-	-
		SFO	TBD		Total	\$ -	\$ -	\$ -
137	CTR 0311	Caltrans	6814	Replace Existing Damper	Support	\$ 300,000	\$ 400,000	\$ 700,000
					Capital	-	5,000,000	5,000,000
		RSR	TBD		Total	\$ 300,000	\$ 5,400,000	\$ 5,700,000
138	CTR 0312	Caltrans	6814	Structural Steel Paint, Superstructure and Upper Towers- Rehab	Support	\$ -	\$ -	\$ -
					Capital	-	-	-
		RSR	TBD		Total	\$ -	\$ -	\$ -
139	CTR 0313	Caltrans	6814	I-580 Richmond-San Rafael Bridge Forward CT Oversight	Support	\$ 4,396,080	\$ 2,000,000	\$ 6,396,080
					Capital	21,500,000	12,000,000	33,500,000
		RSR	0W030	Open Road Tolling and HOV Lane	Total	\$ 25,896,080	\$ 14,000,000	\$ 39,896,080
140	CTR 0314	Caltrans	6825	Repair fire damaged polyester concrete overlay and	Support	\$ 120,000	\$ -	\$ 120,000
					Capital	200,000	-	200,000
		SFO	3W830	Director's Order	Total	\$ 320,000	\$ -	\$ 320,000
141	CTR 0315	Caltrans	6825	Interim repair of the SFOBB West Span fender system,	Support	\$ 1,825,000	\$ -	\$ 1,825,000
					Capital	9,940,000	-	9,940,000
		SFO	4W010	Piers W3, W4, W5, and W6	Total	\$ 11,765,000	\$ -	\$ 11,765,000
142	CTR 0316	Caltrans	6814	Fire damage repair on Richmond-San Rafael bridge	Support	\$ 400,000	\$ -	\$ 400,000
					Capital	1,019,000	-	1,019,000
		RSR	0Y530	Director's Order	Total	\$ 1,419,000	\$ -	\$ 1,419,000
143	CTR 0317	Caltrans	6828	Caltrans Asset Management	Support	\$ 5,869,000	\$ 3,781,000	\$ 9,650,000
					Capital	-	-	-
		ALL	92602		Total	\$ 5,869,000	\$ 3,781,000	\$ 9,650,000
144	CTR 0318	Caltrans	6825	YBI Electrical Repairs for SFOBB systems	Support	\$ 1,220,000	\$ -	\$ 1,220,000
					Capital	4,680,000	-	4,680,000
		SFO	4W950	Director's Order	Total	\$ 5,900,000	\$ -	\$ 5,900,000
145	CTR 0319	Caltrans	6812	Replace Joint Seals (1962) and Expansion Joints Repair,	Support	\$ 2,220,000	\$ 1,400,000	\$ 3,620,000
					Capital	-	9,354,000	9,354,000
		BM	3G452	Reconstruct Seismic Joints (New Bridge), Bearing Repair, Approach Bent Cap Repair	Total	\$ 2,220,000	\$ 10,754,000	\$ 12,974,000
146	CTR 0320	Caltrans	6814	Structural Steel Painting (Tower) 3rd Phase	Support	\$ 15,000,000	\$ -	\$ 15,000,000
					Capital	130,466,000	-	130,466,000
		RSR	2Y220		Total	\$ 145,466,000	\$ -	\$ 145,466,000
147	CTR 0321	Caltrans	6813	Seismic Transmission Unit (STU) Replacement	Support	\$ 600,000	\$ -	\$ 600,000
					Capital	600,000	-	600,000
		CAR	1X190		Total	\$ 1,200,000	\$ -	\$ 1,200,000
148	CTR 0322	Caltrans	8033	Modify Existing Garage Fence and Repair Fire Proofing Material	Support	\$ 500,000	\$ -	\$ 500,000
					Capital	-	1,000,000	1,000,000
		BM	TBD		Total	\$ 500,000	\$ 1,000,000	\$ 1,500,000
149	CTR 0323	Caltrans	6825	Armor Joint Reconstruction	Support	\$ 5,446,000	\$ -	\$ 5,446,000
					Capital	19,451,000	-	19,451,000
		SFOBB	1Y720		Total	\$ 24,897,000	\$ -	\$ 24,897,000
150	CTR 0324	Caltrans	6825	Structural Steel Paint (Towers)	Support	\$ 3,000,000	\$ 3,000,000	\$ 6,000,000
					Capital	-	-	-
		SFOBB	3W490		Total	\$ 3,000,000	\$ 3,000,000	\$ 6,000,000
151	CTR 0325	Caltrans	6813	Al Zampa (CARQ) Bridge Deck Rehabilitation	Support	\$ 1,400,000	\$ 1,000,000	\$ 2,400,000
					Capital	4,000,000	(1,000,000)	3,000,000
		CAR	1Y700		Total	\$ 5,400,000	\$ -	\$ 5,400,000
152	CTR 0326	Caltrans	6828	ORT support for Northern bridges (ANT, BM, CARQ) Oversight	Support	\$ 1,070,000	\$ -	\$ 1,070,000
					Capital	-	-	-
		Var.	2W520		Total	\$ 1,070,000	\$ -	\$ 1,070,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
153	CTR 0327	Caltrans	6828	ORT support for Southern bridges (SMH, DM) Oversight	Support	\$ 860,000	\$ -	\$ 860,000
		Var.	1Y890		Capital	-	-	-
					Total	\$ 860,000	\$ -	\$ 860,000
154	CTR 0328	Caltrans	6825	ORT support for SFOBB Oversight	Support	\$ 600,000	\$ -	\$ 600,000
		SFOBB	0Y450		Capital	-	-	-
					Total	\$ 600,000	\$ -	\$ 600,000
155	CTR 0329	Caltrans	6813	CARQ Repair fire damaged conduit, paint, and deck overlay	Support	\$ -	\$ -	\$ -
		CAR	2Y130	Director's Order	Capital	-	-	-
					Total	\$ -	\$ -	\$ -
156	CTR 0330	Caltrans	6828	USGS Monitoring Station	Support	\$ 150,000	\$ -	\$ 150,000
		Var.	TBD		Capital	150,000	-	150,000
					Total	\$ 300,000	\$ -	\$ 300,000
157	CTR 0332	Caltrans	6828	Non-Destructive Testing (NDT) of T-1 Steel Connections	Support	\$ 9,900,000	\$ -	\$ 9,900,000
		Var.	3Y410		Capital	28,800,000	-	28,800,000
					Total	\$ 38,700,000	\$ -	\$ 38,700,000
158	CTR 0333	Caltrans	6825	West Oakland Link	Support	\$ -	\$ -	\$ -
		SFO	4W480	CT Oversight	Capital	-	-	-
					Total	\$ -	\$ -	\$ -
159	CTR 0334	Caltrans	6814	RSR Repair Lower Level Bridge Deck and Barrier	Support	\$ 116,000	\$ -	\$ 116,000
		RSR	4Y990	District Director's Order	Capital	388,000	-	388,000
					Total	\$ 504,000	\$ -	\$ 504,000
160	CTR 0335	Caltrans	6811	Substations Upgrade (2 Locations)	Support	\$ 525,000	\$ -	\$ 525,000
		ANT	3X230		Capital	-	-	-
					Total	\$ 525,000	\$ -	\$ 525,000
161	CTR 0336	Caltrans	6813	Structural Steel Painting	Support	\$ 3,950,000	\$ 5,500,000	\$ 9,450,000
		CAR	3X210		Capital	50,000	-	50,000
					Total	\$ 4,000,000	\$ 5,500,000	\$ 9,500,000
162	CTR 0337	Caltrans	6814	Deck Study (PID)	Support	\$ 3,500,000	\$ -	\$ 3,500,000
		RSR	1X980		Capital	-	-	-
					Total	\$ 3,500,000	\$ -	\$ 3,500,000
163	CTR 0338	Caltrans	6813	Upgrade radar beacons and connect with SCADA	Support	\$ -	\$ -	\$ -
		CAR	TBD		Capital	-	-	-
					Total	\$ -	\$ -	\$ -
164	CTR 0339	Caltrans	6827	Replace SCADA communication cable with fiber, upgrade SCADA (software and hardware)	Support	\$ 200,000	\$ 200,000	\$ 400,000
		DUM	TBD		Capital	-	-	-
					Total	\$ 200,000	\$ 200,000	\$ 400,000
165	CTR 0340	Caltrans	6826	Upgrade SCADA (Software and Hardware)	Support	\$ 1,100,000	\$ -	\$ 1,100,000
		SMH	TBD		Capital	2,000,000	-	2,000,000
					Total	\$ 3,100,000	\$ -	\$ 3,100,000
166	CTR 0341	Caltrans	6825	Air Compressors and Air Line at YBI and Sterling - Replace	Support	\$ 4,400,000	\$ 500,000	\$ 4,900,000
		SFO	3X240		Capital	-	-	-
					Total	\$ 4,400,000	\$ 500,000	\$ 4,900,000
167	CTR 0342	Caltrans	6826	Air Compressor Replacement	Support	\$ 725,000	\$ 50,000	\$ 775,000
		SMH	TBD		Capital	-	2,000,000	2,000,000
					Total	\$ 725,000	\$ 2,050,000	\$ 2,775,000
168	CTR 0343	Caltrans	6825	Repair Self Anchor Suspension System SFOBB Elevator System	Support	\$ 1,636,000	\$ -	\$ 1,636,000
		SFO	2X070	Director's Order	Capital	4,130,000	-	4,130,000
					Total	\$ 5,766,000	\$ -	\$ 5,766,000
169	CTR 0344	Caltrans	6814	RSR Repair Bridge Deck (New Added in Aug. RW)	Support	\$ 199,000	\$ -	\$ 199,000
		RSR	1X720	District Director's Order	Capital	461,000	-	461,000
					Total	\$ 660,000	\$ -	\$ 660,000
170	CTR 0345	Caltrans	6825	SFOBB Bridge Joint Repair	Support	\$ 230,000	\$ -	\$ 230,000
		SFO	2X540	District Director's Order	Capital	461,000	-	461,000
					Total	\$ 691,000	\$ -	\$ 691,000
171	CTR 0346	Caltrans	6814	Repair Bridge Deck Section	Support	\$ 194,000	\$ -	\$ 194,000
		RSR	2X930	District Director's Order	Capital	461,000	-	461,000
					Total	\$ 655,000	\$ -	\$ 655,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
172	CTR 0347	Caltrans	6825	Replace SMART Cushion System District Director's Order	Support	\$ 185,000	\$ -	\$ 185,000
			2X920		Capital	\$ 531,000	\$ -	\$ 531,000
					Total	\$ 716,000	\$ -	\$ 716,000
173	CTR 0348	Caltrans	6813	Replace Crash Barrel Array with SMART Cushion System District Director's Order	Support	\$ 135,000	\$ -	\$ 135,000
			2X550		Capital	\$ 275,000	\$ -	\$ 275,000
					Total	\$ 410,000	\$ -	\$ 410,000
174	CTR 0354	Caltrans	6814	RSR Bridge Replace Stolen/Vandalized Wire Director's Order	Support	\$ 515,000	\$ -	\$ 515,000
			3X150		Capital	\$ 1,070,000	\$ -	\$ 1,070,000
					Total	\$ 1,585,000	\$ -	\$ 1,585,000
175	CTR 0349	Caltrans	6813	Replace and Upgrade Navigational Lights to LED and connect it with SCADA for more remote monitoring	Support	\$ 500,000	\$ 200,000	\$ 700,000
			TBD		Capital	\$ -	\$ -	\$ -
					Total	\$ 500,000	\$ 200,000	\$ 700,000
176	CTR 0350	Caltrans	6814	Replace Aircraft Beacon and upgrade to LED, and connect to SCADA for monitoring	Support	\$ 200,000	\$ 100,000	\$ 300,000
			TBD		Capital	\$ -	\$ 500,000	\$ 500,000
					Total	\$ 200,000	\$ 600,000	\$ 800,000
177	CTR 0108	Caltrans	6814	Upgrade fog horns and connect with SCADA for remote control	Support	\$ 200,000	\$ 100,000	\$ 300,000
			TBD		Capital	\$ -	\$ 1,000,000	\$ 1,000,000
					Total	\$ 200,000	\$ 1,100,000	\$ 1,300,000
178	CTR 0351	Caltrans	6827	Preplace and Upgrade Navigational Lights to LED and connect it with SCADA for more remote monitoring	Support	\$ 20,000	\$ 70,000	\$ 90,000
			TBD		Capital	\$ -	\$ 200,000	\$ 200,000
					Total	\$ 20,000	\$ 270,000	\$ 290,000
179	CTR 0099	Caltrans	6827	Upgrade fog horns and connect with SCADA for remote control	Support	\$ 20,000	\$ 75,000	\$ 95,000
			TBD		Capital	\$ -	\$ 160,000	\$ 160,000
					Total	\$ 20,000	\$ 235,000	\$ 255,000
180	CTR 0352	Caltrans	6826	San Mateo/Hayward Bridge (SR 92) Sea Level Rise Adaptation Project (PID)	Support	\$ 440,000	\$ -	\$ 440,000
			4Y110		Capital	\$ -	\$ -	\$ -
					Total	\$ 440,000	\$ -	\$ 440,000
181	CTR 0353	Caltrans	6827	Dumbarton Bridge (SR 84) West Approach Sea Level Rise Adaptation Project (PID)	Support	\$ 420,000	\$ -	\$ 420,000
			1Y110		Capital	\$ -	\$ -	\$ -
					Total	\$ 420,000	\$ -	\$ 420,000
182	CTR 0355	Caltrans	6814	RSR Bridge Deck Repairs District Director's Order	Support	\$ 230,000	\$ -	\$ 230,000
			4X030		Capital	\$ 461,000	\$ -	\$ 461,000
					Total	\$ 691,000	\$ -	\$ 691,000
183	CTR 0356	Caltrans	6826	Approach Slab Rehabilitation	Support	\$ 739,500	\$ -	\$ 739,500
			0AA14		Capital	\$ 547,500	\$ -	\$ 547,500
					Total	\$ 1,287,000	\$ -	\$ 1,287,000
184	CTR 0357	Caltrans	6814	RSR Bridge Upper Deck Part Time Third Lane	Support	\$ 1,000,000	\$ -	\$ 1,000,000
			3X790		Capital	\$ -	\$ -	\$ -
					Total	\$ 1,000,000	\$ -	\$ 1,000,000
185	CTR 0358	Caltrans	6828	CARQ Bridge and BM Bridge Electrical Upgrades	Support	\$ 1,500,000	\$ 500,000	\$ 2,000,000
			Var.		Capital	\$ 1,800,000	\$ -	\$ 1,800,000
			3X220		Total	\$ 3,300,000	\$ 500,000	\$ 3,800,000
186	CTR 0359	Caltrans	6813	Repair Carquinez Bridge Toll Plaza Building Director's Order	Support	\$ 825,000	\$ -	\$ 825,000
			3X700		Capital	\$ 2,060,000	\$ -	\$ 2,060,000
					Total	\$ 2,885,000	\$ -	\$ 2,885,000
187	CTR 0360	Caltrans	6825	Repair Dehumidifier System on SFOBB East Span District Director's Order	Support	\$ 185,000	\$ -	\$ 185,000
			0V040		Capital	\$ 461,000	\$ -	\$ 461,000
					Total	\$ 646,000	\$ -	\$ 646,000
188	CTR 0361	Caltrans	6826	SMH Bridge Electrical Upgrades	Support	\$ 900,000	\$ -	\$ 900,000
			3X190		Capital	\$ 3,500,000	\$ -	\$ 3,500,000
					Total	\$ 4,400,000	\$ -	\$ 4,400,000
189	CTR 0128	Caltrans	6825	Main Cable Wrap Investigations Phase 2	Support	\$ -	\$ -	\$ -
			TBD		Capital	\$ -	\$ -	\$ -
					Total	\$ -	\$ -	\$ -
190	CTR 0115	Caltrans	6814	Fender System	Support	\$ -	\$ 400,000	\$ 400,000
			TBD		Capital	\$ -	\$ -	\$ -
					Total	\$ -	\$ 400,000	\$ 400,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
191	CTR 0362	Caltrans	6813	Re-tension Cable Band Bolts Investigation	Support	\$ -	\$ 200,000	\$ 200,000
		CAR	TBD		Capital	-	-	-
					Total	\$ -	\$ 200,000	\$ 200,000
192	CTR 0363	Caltrans	6825	Replace Aircraft Beacon and upgrade to LED, and connect to SCADA for monitoring	Support	\$ -	\$ 100,000	\$ 100,000
		SFOBB	TBD		Capital	-	-	-
					Total	\$ -	\$ 100,000	\$ 100,000
193	CTR 0364	Caltrans	6825	Replace and Upgrade Navigational Lights to LED and connect it with SCADA for remote monitoring	Support	\$ -	\$ 100,000	\$ 100,000
		SFOBB	TBD		Capital	-	-	-
					Total	\$ -	\$ 100,000	\$ 100,000
194	CTR 0365	Caltrans	6825	Upgrade radar beacons and connect it with SCADA for remote control	Support	\$ -	\$ 50,000	\$ 50,000
		SFOBB	TBD		Capital	-	-	-
					Total	\$ -	\$ 50,000	\$ 50,000
195	CTR 0366	Caltrans	6825	Upgrade fog horns and connect with SCADA for remote control	Support	\$ -	\$ 50,000	\$ 50,000
		SFOBB	TBD		Capital	-	-	-
					Total	\$ -	\$ 50,000	\$ 50,000
196	CTR 0367	Caltrans	6826	Upgrade fog horns and connect with SCADA for remote control	Support	\$ -	\$ 50,000	\$ 50,000
		SMH	TBD		Capital	-	-	-
					Total	\$ -	\$ 50,000	\$ 50,000
197	CTR 0368	Caltrans	6826	Upgrade radar beacons and connect it with SCADA for remote control	Support	\$ -	\$ 20,000	\$ 20,000
		SMH	TBD		Capital	-	-	-
					Total	\$ -	\$ 20,000	\$ 20,000
198	CTR 0369	Caltrans	6826	Replace and Upgrade Navigational Lights to LED and connect it with SCADA for remote monitoring	Support	\$ -	\$ 100,000	\$ 100,000
		SMH	TBD		Capital	-	-	-
					Total	\$ -	\$ 100,000	\$ 100,000
199	CTR 0370	Caltrans	6826	Structural Steel Paint (Inboard Faces of the Box Girder Exterior) Rehab Catwalk	Support	\$ -	\$ 500,000	\$ 500,000
		SMH	TBD		Capital	-	-	-
					Total	\$ -	\$ 500,000	\$ 500,000
200	CTR 0372	Caltrans	6811	ANT Bridge Closure & PA System	Support	\$ -	\$ 1,000,000	\$ 1,000,000
		ANT	OV960		Capital	-	-	-
					Total	\$ -	\$ 1,000,000	\$ 1,000,000
201	CTR 0373		6812	BM WB Bridge Closure & PA System	Support	\$ -	\$ 2,000,000	\$ 2,000,000
		BM	1V060		Capital	-	-	-
					Total	\$ -	\$ 2,000,000	\$ 2,000,000
202	CTR 0374		6812	BM EB Bridge Closure & PA System	Support	\$ -	\$ 1,500,000	\$ 1,500,000
		BM	OV910		Capital	-	-	-
					Total	\$ -	\$ 1,500,000	\$ 1,500,000
203	CTR 0375		6813	CAR WB Bridge Closure & PA System	Support	\$ -	\$ 2,000,000	\$ 2,000,000
		CAR	1V070		Capital	-	-	-
					Total	\$ -	\$ 2,000,000	\$ 2,000,000
204	CTR 0376		6813	CAR EB Bridge Closure & PA System	Support	\$ -	\$ 1,500,000	\$ 1,500,000
		CAR	OV970		Capital	-	-	-
					Total	\$ -	\$ 1,500,000	\$ 1,500,000
205	CTR 0377		6814	RSR Bridge Closure & PA System	Support	\$ -	\$ 2,500,000	\$ 2,500,000
		RSR	OV920		Capital	-	-	-
					Total	\$ -	\$ 2,500,000	\$ 2,500,000
206	CTR 0378		6825	SFOBB Bridge Closure & PA System	Support	\$ -	\$ 2,500,000	\$ 2,500,000
		SFOBB	OV950		Capital	-	-	-
					Total	\$ -	\$ 2,500,000	\$ 2,500,000
207	CTR 0379		6826	SMH Bridge Closure & PA System	Support	\$ -	\$ 2,500,000	\$ 2,500,000
		SMH	OV990		Capital	-	-	-
					Total	\$ -	\$ 2,500,000	\$ 2,500,000
208	CTR 0060	Caltrans	6828	Caltrans Capital Coordination	Support	\$ 14,668,000	\$ 1,000,000	\$ 15,668,000
		Var.	91207		Capital	-	-	-
					Total	\$ 14,668,000	\$ 1,000,000	\$ 15,668,000
209	CTR 0061	Caltrans	6828	Toll Bridge Inspections (Expenditures through FY 2025-26)	Support	\$ 67,960,000	\$ -	\$ 67,960,000
		ALL	93030		Capital	-	-	-
					Total	\$ 67,960,000	\$ -	\$ 67,960,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date	
210	CTR 0062	Caltrans	6828	BASE Security (Expenditures through FY 2025-26)	Support	\$ 38,370,000	\$ -	\$ 38,370,000	
			ALL		93870	Capital	-	-	-
					Total	\$ 38,370,000	\$ -	\$ 38,370,000	
211	CTR 0235	Caltrans	6828	Structural Steel Paint by State Forces	Support	\$ 118,910,000	\$ 22,290,000	\$ 141,200,000	
			Var.		92685	Capital	-	-	-
					Total	\$ 118,910,000	\$ 22,290,000	\$ 141,200,000	
212	CTR 0069	Caltrans	6828	Caltrans ETC Traffic Operations Support (Expenditures through FY 2025-26)	Support	\$ 9,890,000	\$ -	\$ 9,890,000	
			Var.		97708	Capital	-	-	-
					Total	\$ 9,890,000	\$ -	\$ 9,890,000	
213	CTR 0269	Caltrans	6828	Bridge Facilities Capital Rehab by State forces	Support	\$ 270,000	\$ -	\$ 270,000	
			Var.		TBD	Capital	890,000	-	890,000
					Total	\$ 1,160,000	\$ -	\$ 1,160,000	
214	CTR 0270	Caltrans	6828	TBD Paint	Support	\$ -	\$ -	\$ -	
			Var.		TBD	Capital	32,687,000	-	32,687,000
					Total	\$ 32,687,000	\$ -	\$ 32,687,000	
215	CTR 0331	Caltrans	6828	PID - General Maintenance Project	Support	\$ 30,000	\$ -	\$ 30,000	
			Var.		TBD	Capital	-	-	-
					Total	\$ 30,000	\$ -	\$ 30,000	
216	CTR Res	Caltrans	6829	Caltrans Program Contingency	Support	\$ 17,400,734	\$ 20,000,000	\$ 37,400,734	
			Var.		CTR Res	Capital	-	-	-
					Total	\$ 17,400,734	\$ 20,000,000	\$ 37,400,734	
217	880/92	Caltrans	8615	Landscaping** ***	Support	\$ 1,160,000	\$ -	\$ 1,160,000	
			880/92		2G361	Capital	1,448,000	-	1,448,000
					Total	\$ 2,608,000	\$ -	\$ 2,608,000	
218	880/92	Caltrans	8615	Landscaping** ***	Support	\$ 836,000	\$ -	\$ 836,000	
			880/92		2G362	Capital	-	-	-
					Total	\$ 836,000	\$ -	\$ 836,000	
219	BM	Caltrans	8210	Modification to 1962 Bridge** ***	Support	\$ 6,211	\$ -	\$ 6,211	
			BM		0060A	Capital	-	-	-
					Total	\$ 6,211	\$ -	\$ 6,211	
220	BM	Caltrans	8210	Replacement Planting** ***	Support	\$ 106,252	\$ -	\$ 106,252	
			BM		0060C	Capital	418,154	-	418,154
					Total	\$ 524,406	\$ -	\$ 524,406	
221	CAR	Caltrans	8315	Site Mitigation 3** ***	Support	\$ 150,000	\$ -	\$ 150,000	
			CAR		0130J	Capital	-	-	-
					Total	\$ 150,000	\$ -	\$ 150,000	
222	CAR	Caltrans	8315	Misc Landscaping** ***	Support	\$ 4,177	\$ -	\$ 4,177	
			CAR		0130K	Capital	-	-	-
					Total	\$ 4,177	\$ -	\$ 4,177	
223	880/92	Caltrans	8615	880/92 Interchange** ***	Support	\$ 200,061	\$ -	\$ 200,061	
			880/92		01601	Capital	901,502	-	901,502
					Total	\$ 1,101,563	\$ -	\$ 1,101,563	
225	BR 0001	BATA	8531	Benicia ORT***	Support	\$ -	\$ -	\$ -	
			N/A		N/A	Capital	4,153,000	-	4,153,000
					Total	\$ 4,153,000	\$ -	\$ 4,153,000	
226	BR 0002	BATA	8539	SFOBB Eyebar Review***	Support	\$ 2,914,000	\$ -	\$ 2,914,000	
			N/A		N/A	Capital	-	-	-
					Total	\$ 2,914,000	\$ -	\$ 2,914,000	
227	BR 0003	BATA	8594	SFOBB West Span Pathway Planning (Bay Skyway Phase 2)	Support	\$ 7,750,000	\$ -	\$ 7,750,000	
			N/A		N/A	Capital	10,550,000	-	10,550,000
					Total	\$ 18,300,000	\$ -	\$ 18,300,000	
228	BR 0004	BATA	8909	Gateway Park	Support	\$ 1,673,000	\$ -	\$ 1,673,000	
			N/A		N/A	Capital	17,101,863	-	17,101,863
					Total	\$ 18,774,863	\$ -	\$ 18,774,863	
229	BR 0005	BATA	8913	SFOBB Administration Building***	Support	\$ 5,000,000	\$ -	\$ 5,000,000	
			N/A		N/A	Capital	20,319,200	-	20,319,200
					Total	\$ 25,319,200	\$ -	\$ 25,319,200	



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
230	BR 0006	BATA	8918	SFOBB Maintenance Complex	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	531,000	-	531,000
					Total	531,000	-	531,000
231	BR 0008	BATA	8921	SFOBB FasTrak® Lane Conversion***	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	1,775,000	-	1,775,000
					Total	1,775,000	-	1,775,000
232	BR 0009	BATA	8922	Metering Lights Upgrade	Support	\$ 1,000,000	\$ -	\$ 1,000,000
			N/A	N/A	Capital	17,000,000	-	17,000,000
					Total	18,000,000	-	18,000,000
233	BR 0010	BATA	8920	SFO Plaza and Canopy Improvements***	Support	\$ 3,991,000	\$ -	\$ 3,991,000
			N/A	N/A	Capital	5,272,000	-	5,272,000
					Total	9,263,000	-	9,263,000
234	BR 0011	BATA	8923	Bridge Documentation	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	500,000	-	500,000
					Total	500,000	-	500,000
235	BR 0013	BATA	8602	Hybrid/ETC Lane Modifications***	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	874,000	-	874,000
					Total	874,000	-	874,000
236	BR 0014	BATA	8907	Toll Plaza Maintenance Agreement	Support	\$ 875,000	\$ -	\$ 875,000
			N/A	N/A	Capital	42,608,000	3,200,000	45,808,000
					Total	43,483,000	3,200,000	46,683,000
237	BR 0016	BATA	8631	Callboxes***	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	2,344,000	-	2,344,000
					Total	2,344,000	-	2,344,000
238	BR 0017	BATA	8900	2003 CSC Procurement	Support	\$ 1,679,000	\$ -	\$ 1,679,000
			N/A	N/A	Capital	10,679,000	-	10,679,000
					Total	12,358,000	-	12,358,000
239	BR 0018	BATA	8901	Ongoing Toll Tag Procurement	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	117,899,532	-	117,899,532
					Total	117,899,532	-	117,899,532
240	BR 0019	BATA	8902	2012 CSC Procurement	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	27,613,984	-	27,613,984
					Total	27,613,984	-	27,613,984
241	BR 0020	BATA	8903	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	43,595,000	1,000,000	44,595,000
					Total	43,595,000	1,000,000	44,595,000
242	BR 0021	BATA	8904	FasTrak® Sign and Sign Structure Improvements (Strategic Plan)	Support	\$ 1,000,000	\$ -	\$ 1,000,000
			N/A	N/A	Capital	28,510,130	-	28,510,130
					Total	29,510,130	-	29,510,130
243	BR 0022	BATA	8905	Misc Bridge Improvements	Support	\$ 400,000	\$ -	\$ 400,000
			N/A	N/A	Capital	46,453,741	-	46,453,741
					Total	46,853,741	-	46,853,741
244	BR 0023	BATA	8908	BATA Technology Infrastructure (HW, SW, NETWORK)	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	5,835,000	-	5,835,000
					Total	5,835,000	-	5,835,000
245	BR 0025	BATA	8912	Tag Inventory Conversion (Upgrade Technology)***	Support	\$ 200,000	\$ -	\$ 200,000
			N/A	N/A	Capital	1,736,500	-	1,736,500
					Total	1,936,500	-	1,936,500
246	BR 0026	BATA	8914	Violation Enforcement System***	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	7,842,000	-	7,842,000
					Total	7,842,000	-	7,842,000
247	BR 0027	BATA	8916	Bay Crossing Study***	Support	\$ 540,000	\$ -	\$ 540,000
			N/A	N/A	Capital	-	-	-
					Total	540,000	-	540,000
248	BR 0028	BATA	8917	BATA Technology Security	Support	\$ -	\$ -	\$ -
			N/A	N/A	Capital	4,583,333	-	4,583,333
					Total	4,583,333	-	4,583,333



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
249	BR 0029	BATA	8926	Bridge Modeling and Investigations	Support	\$ 2,000,000	\$ -	\$ 2,000,000
					Capital	3,151,198	-	3,151,198
		N/A	N/A		Total	\$ 5,151,198	\$ -	\$ 5,151,198
250	BR 0030	BATA	8000-16	Program Monitoring	Support	\$ -	\$ -	\$ -
					Capital	50,394,709	-	50,394,709
		N/A	N/A		Total	\$ 50,394,709	\$ -	\$ 50,394,709
251	BR 0031	BATA	8000-05	Capital Program Audits	Support	\$ -	\$ -	\$ -
					Capital	10,000,000	-	10,000,000
		N/A	N/A		Total	\$ 10,000,000	\$ -	\$ 10,000,000
252	BR 0034	BATA	8924	Antioch Bridge CCTA 160/4 Interchange	Support	\$ -	\$ -	\$ -
					Capital	50,000,000	-	50,000,000
		N/A	N/A		Total	\$ 50,000,000	\$ -	\$ 50,000,000
253	BR 0035	BATA	8930	Richmond-San Rafael Bridge I-580 Access Improvements	Support	\$ 4,694,000	\$ -	\$ 4,694,000
					Capital	93,409,000	2,100,000	95,509,000
		N/A	N/A		Total	\$ 98,103,000	\$ 2,100,000	\$ 100,203,000
254	BR 0038	BATA	8937	2020 CSC Procurement	Support	\$ -	\$ -	\$ -
					Capital	44,000,000	(10,000,000)	34,000,000
		N/A	N/A		Total	\$ 44,000,000	\$ (10,000,000)	\$ 34,000,000
255	BR 0039	BATA	8933	Plan Bay Area TMS	Support	\$ -	\$ -	\$ -
					Capital	9,000,000	-	9,000,000
		N/A	N/A		Total	\$ 9,000,000	\$ -	\$ 9,000,000
256	BR 0040	BATA	8012	Open Road Tolling (ORT)	Support	\$ -	\$ -	\$ -
					Capital	68,200,603	4,500,000	72,700,603
		N/A	N/A		Total	\$ 68,200,603	\$ 4,500,000	\$ 72,700,603
257	BR 0043	BATA	8936	Backhaul Connection Infrastructure	Support	\$ -	\$ -	\$ -
					Capital	1,000,000	-	1,000,000
		N/A	N/A		Total	\$ 1,000,000	\$ -	\$ 1,000,000
258	BR 0044	BATA	8540	Regional Transportation Sea Level Rise Asset	Support	\$ -	\$ -	\$ -
					Capital	1,500,000	-	1,500,000
		N/A	N/A		Total	\$ 1,500,000	\$ -	\$ 1,500,000
259	BR 0045	BATA	8530	Drainage studies for the Bridges	Support	\$ -	\$ -	\$ -
					Capital	500,000	-	500,000
		N/A	N/A		Total	\$ 500,000	\$ -	\$ 500,000
260	BR 0046	BATA	8528	Bay Lights Maintenance	Support	\$ -	\$ -	\$ -
					Capital	3,411,000	313,000	3,724,000
		N/A	N/A		Total	\$ 3,411,000	\$ 313,000	\$ 3,724,000
261	BR 0047	BATA	8938	Misc East Span Project Improvements	Support	\$ -	\$ -	\$ -
					Capital	9,600,854	-	9,600,854
		N/A	N/A		Total	\$ 9,600,854	\$ -	\$ 9,600,854
262	BR 0048	BATA	8939	Asset Management	Support	\$ -	\$ -	\$ -
					Capital	8,932,976	-	8,932,976
		N/A	N/A		Total	\$ 8,932,976	\$ -	\$ 8,932,976
263	BR 0049	BATA	8941	CHP - COZEEP/MAZEPP	Support	\$ 200,000	\$ -	\$ 200,000
					Capital	1,006,000	-	1,006,000
		N/A	N/A		Total	\$ 1,206,000	\$ -	\$ 1,206,000
264	BR 0050	BATA	8940	HOV Lane Enforcement Vehicle Occupancy	Support	\$ 2,600,000	\$ -	\$ 2,600,000
					Capital	4,000,000	-	4,000,000
		N/A	N/A		Total	\$ 6,600,000	\$ -	\$ 6,600,000
265	BR 0051	BATA	8942	Bridge Yard Capital Improvements	Support	\$ -	\$ -	\$ -
					Capital	500,000	-	500,000
		N/A	N/A		Total	\$ 500,000	\$ -	\$ 500,000
266	BR 0052	BATA	8943	West Oakland Link (WOL) Phase 2	Support	\$ -	\$ -	\$ -
					Capital	3,530,000	-	3,530,000
		N/A	N/A		Total	\$ 3,530,000	\$ -	\$ 3,530,000
267	BR 0053	BATA	8944	Dumbarton Bridge Operational Improvement	Support	\$ -	\$ -	\$ -
					Capital	26,726,000	-	26,726,000
		N/A	N/A		Total	\$ 26,726,000	\$ -	\$ 26,726,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
268	BR 0054	BATA	8945	Next Gen Clipper (C2) System	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	9,600,000	-	9,600,000
					Total	9,600,000	-	9,600,000
269	BR 0055	BATA	8946	I-680/I-80/SR-12 Interchange Package 2A	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	14,300,000	-	14,300,000
					Total	14,300,000	-	14,300,000
270	BR 0056	BATA	8947	Resilient SR 37	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	10,000,000	1,000,000	11,000,000
					Total	10,000,000	1,000,000	11,000,000
271	BR 0057	BATA	8948	I-580 Richmond-San Rafael Bridge Forward Open Road Tolling and HOV Lane	Support	\$ 7,471,920	\$ 1,000,000	\$ 8,471,920
		N/A	N/A		Capital	-	-	-
					Total	7,471,920	1,000,000	8,471,920
272	BR 0058	BATA	8949	Regional Transportation Commute Challenge Carryover from FY19-20	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	2,000,500	-	2,000,500
					Total	2,000,500	-	2,000,500
273	BR 0059	BATA	8950	West Oakland Link (WOL) Phase 1	Support	\$ 16,210,000	\$ -	\$ 16,210,000
		N/A	N/A		Capital	10,006,000	7,400,000	17,406,000
					Total	26,216,000	7,400,000	33,616,000
274	BR 0060	BATA	8951	SFOBB ORT Civil Design	Support	\$ 3,177,000	\$ -	\$ 3,177,000
		N/A	N/A		Capital	3,477,000	660,000	4,137,000
					Total	6,654,000	660,000	7,314,000
275	BR 0061	BATA	8954	Bay Bridge Forwards	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	5,000,000	-	5,000,000
					Total	5,000,000	-	5,000,000
276	BR 0062	BATA	8952	Bay Skyway - CCO to YBI	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	2,700,000	-	2,700,000
					Total	2,700,000	-	2,700,000
277	BR 0063	BATA	8953	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support	\$ 1,400,000	\$ 200,000	\$ 1,600,000
		N/A	N/A		Capital	5,902,000	-	5,902,000
					Total	7,302,000	200,000	7,502,000
278	BR 0064	BATA	8955	Misc Toll Plaza Improvements	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	1,000,000	-	1,000,000
					Total	1,000,000	-	1,000,000
279	BR 0065	BATA	8956	Seismic and Code Changes	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	1,000,000	-	1,000,000
					Total	1,000,000	-	1,000,000
280	BR 0067	BATA	8957	Emeryville Crescent Adaptation Plan (SFEP)	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	500,000	-	500,000
					Total	500,000	-	500,000
281	BR Res	BATA	8928	BATA Program Contingency RM1 and Seismic Closeout	Support	\$ -	\$ -	\$ -
		N/A	N/A		Capital	25,742,759	7,000,000	32,742,759
					Total	25,742,759	7,000,000	32,742,759

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary				
	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283
Caltrans Rehabilitation Program				
	Support	\$ 613,643,617	\$ 81,366,000	\$ 695,009,617
	Capital	\$ 1,252,410,863	\$ 30,214,000	\$ 1,282,624,863
	Total	\$ 1,866,054,480	\$ 111,580,000	\$ 1,977,634,480
BATA Rehabilitation Program				
	Support	\$ 64,774,920	\$ 1,200,000	\$ 65,974,920
	Capital	\$ 897,866,882	\$ 17,173,000	\$ 915,039,882
	Total	\$ 962,641,803	\$ 18,373,000	\$ 981,014,803

*Caltrans Capital includes capital outlay construction and right-of-way.
**Previous expenses covered in RM1 Program.
*** Project closed to expenditure reimbursement June 30, 2024 or earlier.



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details**

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	Support	\$ 678,418,537	\$ 82,566,000	\$ 760,984,537
	Capital	\$ 2,150,277,746	\$ 47,387,000	\$ 2,197,664,746
	Total	\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
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Funding Agreements	Program	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
Total		\$ 18,328,000	\$ -	\$ 18,328,000
Alameda County Transportation Commission - Measure B	8950	\$ 3,000,000	\$ -	\$ 3,000,000
Active Transportation Program - Cycle 5 (Transfer from MTC)	8953	\$ 4,302,000	\$ -	\$ 4,302,000
Regional Measure 2	8944	\$ 4,026,000	\$ -	\$ 4,026,000
Regional Measure 3	8944	\$ 4,000,000	\$ -	\$ 4,000,000
Regional Measure 3	6814	\$ 3,000,000	\$ -	\$ 3,000,000



Attachment C-2
Bay Area Toll Authority
Rehabilitation Program Budget Summary

Resolution No.: 195
 Date: June 24, 2026
 W.I.: 1255

Line No.	Project No.	Project Title	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
1	6811	Antioch Bridge Rehab	595,000	1,430,000	2,025,000
2	6812	Benicia-Martinez Bridge Rehab	7,041,588	14,254,000	21,295,588
3	6813	Carquinez Bridge Rehab	54,829,386	9,400,000	64,229,386
4	6814	Richmond-San Rafael Bridge Rehab	350,675,349	25,700,000	376,375,349
5	6825	San Francisco-Oakland Bay Bridge Rehab	600,217,434	6,300,000	606,517,434
6	6826	San Mateo-Hayward Bridge Rehab	333,546,682	5,220,000	338,766,682
7	6827	Dumbarton Bridge Rehab	9,628,396	705,000	10,333,396
8	6828	All Bridges Rehab	365,961,824	27,571,000	393,532,824
9	6829	Caltrans Reserve	17,400,734	20,000,000	37,400,734
10	8030	Completed/Defunded/Transferred Projects	117,302,329	-	117,302,329
11	8033	Minor Toll Plaza Rehab Projects	3,332,836	1,000,000	4,332,836
12	8210	New Benicia Bridge *	530,617	-	530,617
13	8315	Site Mitigation & Landscaping	154,177	-	154,177
14	8615	I-880/SR-92 Landscaping**	4,545,563	-	4,545,563
15	8629	Minor Bridge Rehab Projects	292,566	-	292,566
TOTAL CALTRANS REHAB BUDGET			\$ 1,866,054,480	\$ 111,580,000	\$ 1,977,634,480
16	8012	Open Road Tolling (ORT)	68,200,603	4,500,000	72,700,603
17	8528	Bay Lights Maintenance	3,411,000	313,000	3,724,000
18	8530	Drainage Studies for the Bridge	500,000	-	500,000
19	8531	Benicia New Toll Plaza ORT	4,153,000	-	4,153,000
20	8539	SFOBB Eyebar Repair Review	2,914,000	-	2,914,000
21	8540	Regional Transportation Sea Level Rise Asset	1,500,000	-	1,500,000
22	8594	SFOBB West Span Pathway PSR	18,300,000	-	18,300,000
23	8602	Hybrid/ETC Lane Modifications	874,000	-	874,000
24	8631	Procure New Callboxes	2,344,000	-	2,344,000
25	8900	2003 CSC Procurement	12,358,000	-	12,358,000
26	8901	ETC Transponder Procurement	117,899,532	-	117,899,532
27	8902	2012 CSC Procurement	27,613,984	-	27,613,984
28	8903	ATCAS Lane Host Upgrades	43,595,000	1,000,000	44,595,000
29	8904	Fastrak Sign & Sign Structure Improvements	29,510,130	-	29,510,130
30	8905	Misc. Bridge Improvements	46,853,741	-	46,853,741
31	8907	Toll Plaza Capital Improvements	43,483,000	3,200,000	46,683,000
32	8908	Enterprise Computing HW/SW	5,835,000	-	5,835,000
33	8909	Gateway Park Planning	18,774,863	-	18,774,863
34	8912	ETC Transponder Tag Swap	1,936,500	-	1,936,500
35	8913	SFOBB Administration Building	25,319,200	-	25,319,200
36	8914	Violation Enforcement System Upgrade	7,842,000	-	7,842,000
37	8916	Bay Crossing Study	540,000	-	540,000
38	8917	IT Security Procedures & Policies	4,583,333	-	4,583,333
39	8918	Maintenance Complex	531,000	-	531,000
40	8920	Plaza and Canopy Improvements	9,263,000	-	9,263,000
41	8921	SFOBB Lane 17 & 18 Lane Reconfiguration	1,775,000	-	1,775,000
42	8922	Metering Lights Replacement	18,000,000	-	18,000,000
43	8923	Bridge Records Recordation and Storage	500,000	-	500,000
44	8924	Antioch Bridge Approach	50,000,000	-	50,000,000
45	8926	Bridge Modeling & Investigations	5,151,198	-	5,151,198
46	8928	BATA Program Contingency	25,742,759	7,000,000	32,742,759
47	8930	Richmond-San Rafael Bridge Rehab	98,103,000	2,100,000	100,203,000
48	8933	Plan Bay Area TMS	9,000,000	-	9,000,000
49	8936	Backhaul Connection Infrastructure	1,000,000	-	1,000,000
50	8937	Future CSC Procurement	44,000,000	(10,000,000)	34,000,000
51	8938	Misc. East Span Project Improvements	9,600,854	-	9,600,854
52	8939	Asset Management	8,932,976	-	8,932,976
53	8940	HOV Lane Enforcement	6,600,000	-	6,600,000
54	8941	CHP - COZEEP/MAZEEP	1,206,000	-	1,206,000
55	8942	Bridge Yard Capital Improvements	500,000	-	500,000
56	8943	Bike/Ped Access to East Span of SFOBB	3,530,000	-	3,530,000
57	8944	Dumbarton Approach and Transit Strategies	26,726,000	-	26,726,000
58	8945	Next Gen Clipper (C2) System	9,600,000	-	9,600,000
59	8946	I-680/I-80/ISR-12 Interchange	14,300,000	-	14,300,000
60	8947	Resilient SR 37	10,000,000	1,000,000	11,000,000
61	8948	I-580 Richmond-San Rafael Bridge Forward Open Road Tolling and HOV Lane	7,471,920	1,000,000	8,471,920
62	8949	Regional Transportation Commute Challenge	2,000,500	-	2,000,500
63	8950	Link: Bike/Ped Access to East Span of SFOBB Design	26,216,000	7,400,000	33,616,000
64	8951	SFOBB ORT Civil Design	6,654,000	660,000	7,314,000
65	8954	Bay Bridge Forwards	5,000,000	-	5,000,000
66	8952	Bay Skyway - CCO to YBI	2,700,000	-	2,700,000
67	8953	Richmond-San Rafael Bridge Shared Use Path Gap Closure	7,302,000	200,000	7,502,000
68	8000-05	Capital Program Audit	10,000,000	-	10,000,000
69	8000-16	SRA/RM1 Program Monitoring	50,394,709	-	50,394,709
70	8955	Misc Toll Plaza Improvements	1,000,000	-	1,000,000
71	8956	Seismic and Code Changes	1,000,000	-	1,000,000
72	8957	Emeryville Crescent Adaptation Plan (SFEP)	500,000	-	500,000
TOTAL BATA REHAB BUDGET			\$ 962,641,803	\$ 18,373,000	\$ 981,014,803
TOTAL REHAB BUDGET			\$ 2,828,696,283	\$ 129,953,000	\$ 2,958,649,283



Attachment D
Bay Area Toll Authority
Regional Measure 2 Regional Traffic Relief Program Capital Budget Summary*

Capital Program 30914(c) Project No.	Project Title	Project Sponsor(s)	Actuals thru March 31, 2026	Toll Funding
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	\$ 717,000	\$ 3,000,000
2	SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility	SF MTA	30,000,000	30,000,000
3	SF MUNI Historic Streetcars Rehabilitation	SF MTA	10,000,000	10,000,000
4	Dumbarton Commuter Rail	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission	8,932,000	8,932,000
5	Vallejo Station	City of Vallejo	25,484,000	26,000,000
6	Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	12,251,000	12,251,000
7	I-80 / I-680 / SR 12 Interchange	Solano Transportation Authority	99,744,000	100,000,000
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	37,175,000	37,175,000
9	Richmond Parkway Park & Ride	Solano Transportation Authority	2,500,000	3,850,000
10	SMART Extension to Larkspur or San Quentin	Sonoma Marin Area Rail Transit District (SMART)	56,500,000	56,500,000
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Transportation Authority of Marin	43,500,000	43,500,000
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	Contra Costa Transportation Authority	20,107,000	20,425,000
13	E-BART	Contra Costa Transportation Authority and BART	95,796,000	96,000,000
14	Capital Corridor Station and Track Improvements in Solano County	Capital Corridor JPA / STA	35,950,000	35,950,000
15	Central Contra Costa BART Crossover	BART	25,000,000	25,000,000
16	Benicia-Martinez Bridge: New Span	Bay Area Toll Authority	50,000,000	50,000,000
17	Express Bus North	Competitive	18,798,000	18,798,000
18	Clipper	Metropolitan Transportation Commission	34,982,000	35,000,000
19	Real Time Transit	Metropolitan Transportation Commission	19,971,000	20,000,000
20	Safe Routes to Transit	East Bay Bicycle Coalition / Transform	22,403,000	22,500,000
21	BART Tube Seismic Retrofit	BART	33,801,000	33,801,000
22	Transbay Terminal/Downtown Caltrain Extension	Transbay Joint Powers Authority	149,995,000	150,000,000
23	Oakland Airport Connector	Port of Oakland and BART	115,199,000	115,199,000
24	AC Transit Enhanced Bus	AC Transit	77,760,000	77,760,000
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	Water Transit Authority	12,000,000	12,000,000
26	Commute Ferry Service for Berkeley/Albany	Water Transit Authority	12,000,000	12,000,000
27	Commute Ferry Service for South San Francisco	Water Transit Authority	11,998,000	12,000,000
28	Water Transit Facility Improvements	Water Transit Authority	48,000,000	48,000,000
29	Express Bus South	AC Transit and Alameda County Transportation Commission (ACTC)	41,418,000	55,158,000
30	I-880 North Safety Improvements	Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans	12,299,000	12,300,000
31	BART Warm Springs Extension	BART	183,296,000	186,000,000
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County Transportation Commission (ACTC)	59,737,000	65,000,000
33	San Francisco Bay Area Rail Study	BART	6,062,000	6,062,000
34	Integrated Fare Structure Program	TransLink® Consortium	1,447,000	1,500,000
35	Transit Commute Benefits Promotion	Metropolitan Transportation Commission	4,863,000	5,438,000
36	Caldecott Tunnel Improvements - Fourth Bore	Contra Costa Transportation Authority	45,074,000	45,075,000
37	BART Transit Capital Rehabilitation	BART	64,000,000	64,000,000
38	Regional Express Lane Network	MTC	1,949,000	4,825,000
39	Modifications in I-80 and San Pablo	Contra Costa Transportation Authority	8,000,000	8,000,000
40	Caltrain Electrification	Caltrain	19,991,000	20,000,000
TOTAL			\$ 1,558,699,000	\$ 1,589,000,000

* Modifications to this list are subject to and approved via California Streets and Highway Code Section 30914 (f)



Resolution No.: 195
 Date: June 24, 2026
 W.I.: 8130-8831

**Attachment E
 Bay Area Toll Authority
 AB1171 Capital Program Budget Summary**

Project No.	Project Title	Project Sponsor(s)	Actuals thru March 31, 2026	Toll Funding
1	South Access to the Golden Gate Bridge - Doyle Drive Replacement Project	SFCTA, MTC, CT, GGBTHD	\$ 80,000,000	\$ 80,000,000
2	E BART	BART, MTC	111,003,000	111,500,000
3	Transbay Terminal/Downtown Extension Phase 1	TJPA, MTC	150,000,000	150,000,000
4	Tri-Valley Transit Access Improvements to BART	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	70,023,000	95,000,000
5	I-80/I-680 Interchange	STA, MTC	2,800,000	100,000,000
6	Fairfield/Vacaville Train Station	STA, MTC	9,000,000	9,000,000
7	BART to Warm Springs	BART, MTC	99,928,000	5,000,000
8	Regional Express Lanes Network	MTC	10,150,000	2,800,000
9	VTA Mission/Warren/Truck Rail Facility	VTA	5,811,000	6,500,000
10	Other Corridor Improvements	MTC	5,000,000	10,200,000
TOTAL			\$ 543,715,000	\$ 570,000,000



Resolution No.: 195
 Date: June 24, 2026
 W.L.: 8741-8775

Attachment F
Bay Area Toll Authority
Regional Measure 3 Bay Area Traffic Relief Plan Capital Budget Summary

Project Number	Project Title	Actuals thru March 31, 2026	Toll Funding
1	BART Expansion Cars	\$ 372,217,000	\$ 500,000,000
2	Bay Area Corridor Express Lanes	91,573,000	300,000,000
3	Goods Movement and Mitigation	9,870,000	160,000,000
4	San Francisco Bay Trail/Safe Routes to Transit	-	150,000,000
5	Ferry Enhancement Program	4,081,000	300,000,000
6	BART to San Jose Phase 2	-	375,000,000
7	Sonoma-Marín Area Rail Transit District (SMART)	-	40,000,000
8	Capitol Corridor	-	90,000,000
9	Caltrain Downtown Extension	176,000	325,000,000
10	MUNI Fleet Expansion and Facilities	27,075,000	140,000,000
11	Core Capacity Transit Improvements	-	140,000,000
12	Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements	2,982,000	100,000,000
13	Transbay Rail Crossing	-	50,000,000
14	Tri-Valley Transit Access Improvements	-	100,000,000
15	Eastridge to BART Regional Connector	112,523,000	130,000,000
16	San Jose Diridon Station	28,725,000	100,000,000
17	Dumbarton Corridor Improvements	9,000	130,000,000
18	Highway 101/State Route 92 Interchange	1,046,000	50,000,000
19	Contra Costa Interstate 680/State Route 4 Interchange Improvements	12,945,000	210,000,000
20	Highway 101-Marín/Sonoma Narrows	59,267,000	120,000,000
21	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	5,466,000	150,000,000
22	Interstate 80 Westbound Truck Scales	22,748,000	105,000,000
23	State Route 37 Improvements	13,949,000	100,000,000
24	San Rafael Transit Center	-	30,000,000
25	Richmond-San Rafael Bridge Access Improvements	4,633,000	210,000,000
26	North Bay Transit Access Improvements	31,236,000	100,000,000
27	State Route 29	19,565,000	20,000,000
28	Next-Generation Clipper Transit Fare Payment System	-	50,000,000
29	Interstate 680/Interstate 880/Route 262 Freeway Connector	2,325,000	15,000,000
30	Interstate 680/State Route 84 Interchange Reconstruction Project	76,126,000	85,000,000
31	Interstate 80 Transit Improvements	1,676,000	25,000,000
32	Byron Highway-Vasco Road Airport Connector	-	10,000,000
33	Vasco Road Safety Improvements	-	15,000,000
34	East Contra Costa County Transit Intermodal Center	13,369,000	15,000,000
35	Interstate 680 Transit Improvements	120,000	10,000,000
	TOTAL	\$ 913,702,000	\$ 4,450,000,000



Resolution No.: 195
 Date: June 24, 2026
 W.I.: 8040-8042

Attachment G
Bay Area Toll Authority
FasTrak® Capital Systems (New) ⁱ

Program #		Actuals thru March 31, 2026	FY 2025-26 Approved	FY 2026-27 Proposed	FY 2026-27 Life-To-Date
8041	Back Office System Operations	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
8042	FasTrak® Website - Capitalized	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
	TOTAL	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000

i - FasTrak® Capital Systems is a new capital fund budget funded by BATA Rehab funds.



Resolution No.: 195
Date: June 24, 2026
W.I.: 1251-1258

Attachment H
Fund Reserve Designations
(effective July 1, 2026)

The Authority designates and reserves an amount not less than \$1 billion to be maintained for authorized purposes, including but not limited to:

- Risk Reserve \$ 750 million
- 2 years Operations & Maintenance* \$ 356 million
- Emergency reserve (Co-op) \$ 50 million

No funds shall be withdrawn from the reserve without specific authorization of the Authority.

* Shall be at least 2x the adopted operating budget for toll bridge operations and maintenance



Bay Area Toll Authority

Proposed FY 2026-27
Operating and Capital
Budget

June 24, 2026



Proposed FY 2026-27 Operating Budget

Summary of Changes: May Draft to Proposed Budget

Update since May 27, 2026 Draft Presentation

Revenue Adjustment

- Increase of \$9.3 million projected interest revenue
 - Reflects higher interest rate expectations based on recent economic trends

Expense Adjustment

- Increase in Toll Bridge Administration with a combined increase of \$590 thousand
 - Mainly due to staffing cost update
 - Updated COLA based on May 12, 2026 CPI released by the Bureau of Labor Statistics
 - Reallocation of positions to BATA
- Increase in transfer to MTC for special consulting and additional administrative draw of \$397 thousand
- Additional ERP implementation contribution of \$78 thousand

***Net Impact: Increases operating surplus by \$8.3 million**

Proposed FY 2026-27 Operating Budget Overview

Key Assumptions

- 0.50% assumed traffic growth | 3.8% cost-of-living adjustment (COLA) | 8% vacancy rate assumption

Operating Revenue

- First year of \$1B+ bridge toll revenue projected (+6.8%)
- Violation revenue projected at \$32 million, with completion of DMV hold catch up
- Overall revenue projected to increase 5.7%.

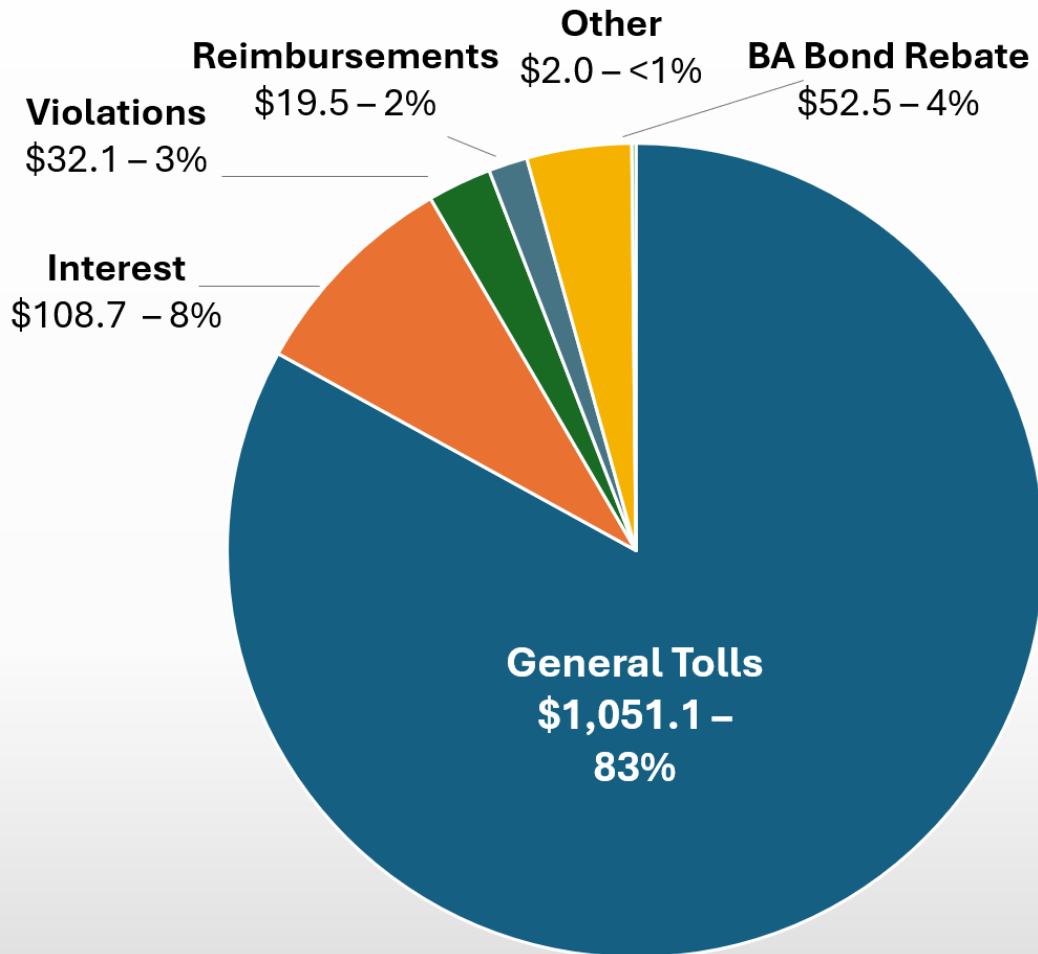
Operating Expense

- Expenses projected to increase by 9.7%, driven by:
 - Shift of Caltrans work from Rehab into the operating budget, adding \$14.1 million
 - Caltrans maintenance increases for expanded electrical responsibilities + higher materials costs
 - Debt service represents two-thirds of total operating budget increase, due largely to increases in debt for RM3 and bridge capital

***Total Operating Surplus: \$225.3 million**

Proposed FY 2026-27 Operating Revenue

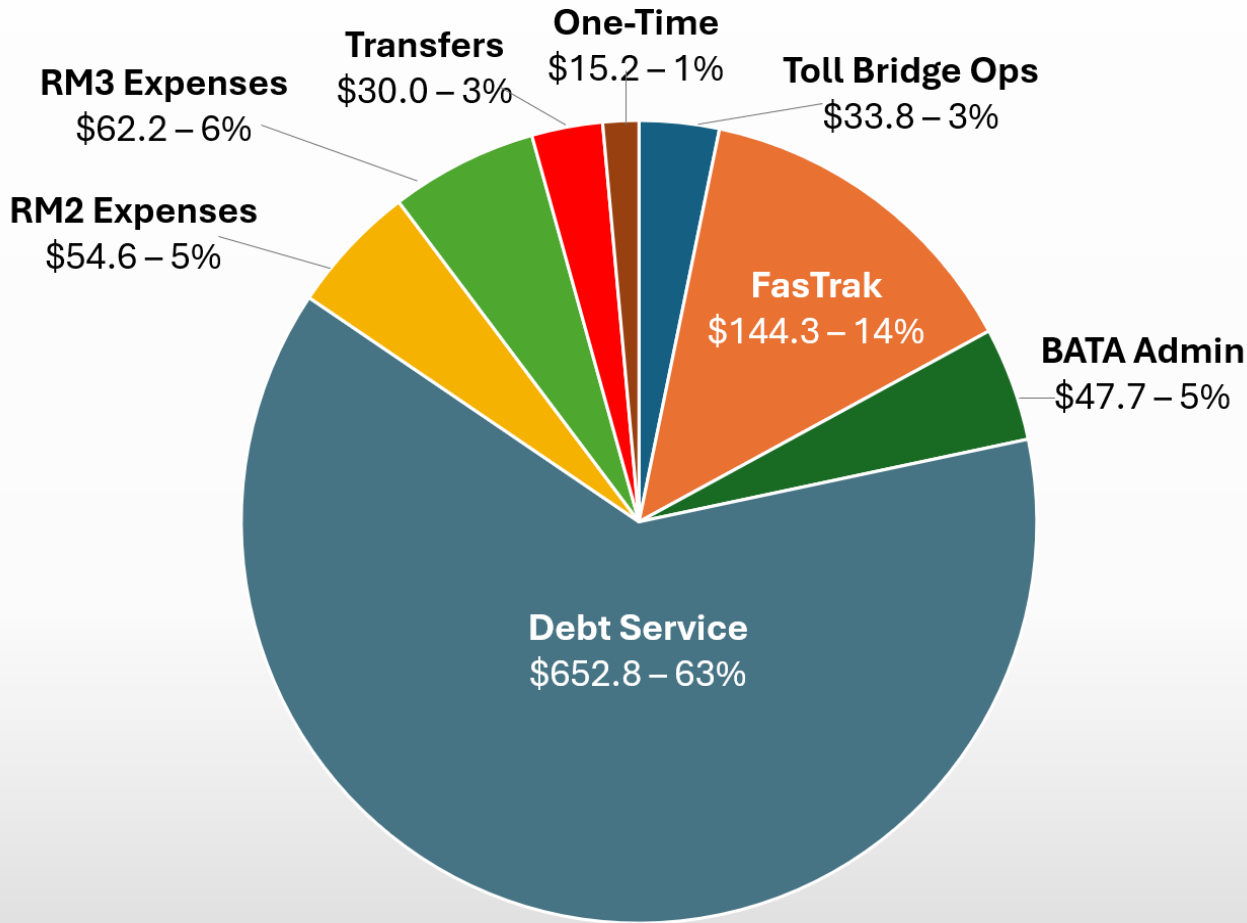
Revenue - \$1,265.9 (in millions)



Revenue	FY 2025-26 Amendment No. 1 (millions)	FY 2026-27 Proposed (millions)	Change
General Tolls	\$984.6	\$1,051.1	7%
Interest	\$103.5	\$108.7	5%
Violations	\$29.1	\$32.1	10%
Reimbursements	\$16.4	\$19.5	19%
BA Bond Rebate	\$61.9	\$52.5	(15%)
Other	\$1.9	\$2.0	~5%
Total Revenue	\$1,197.4	\$1,265.9	6%

Proposed FY 2026-27 Operating Expense

Expense - \$1,040.6 (in millions)

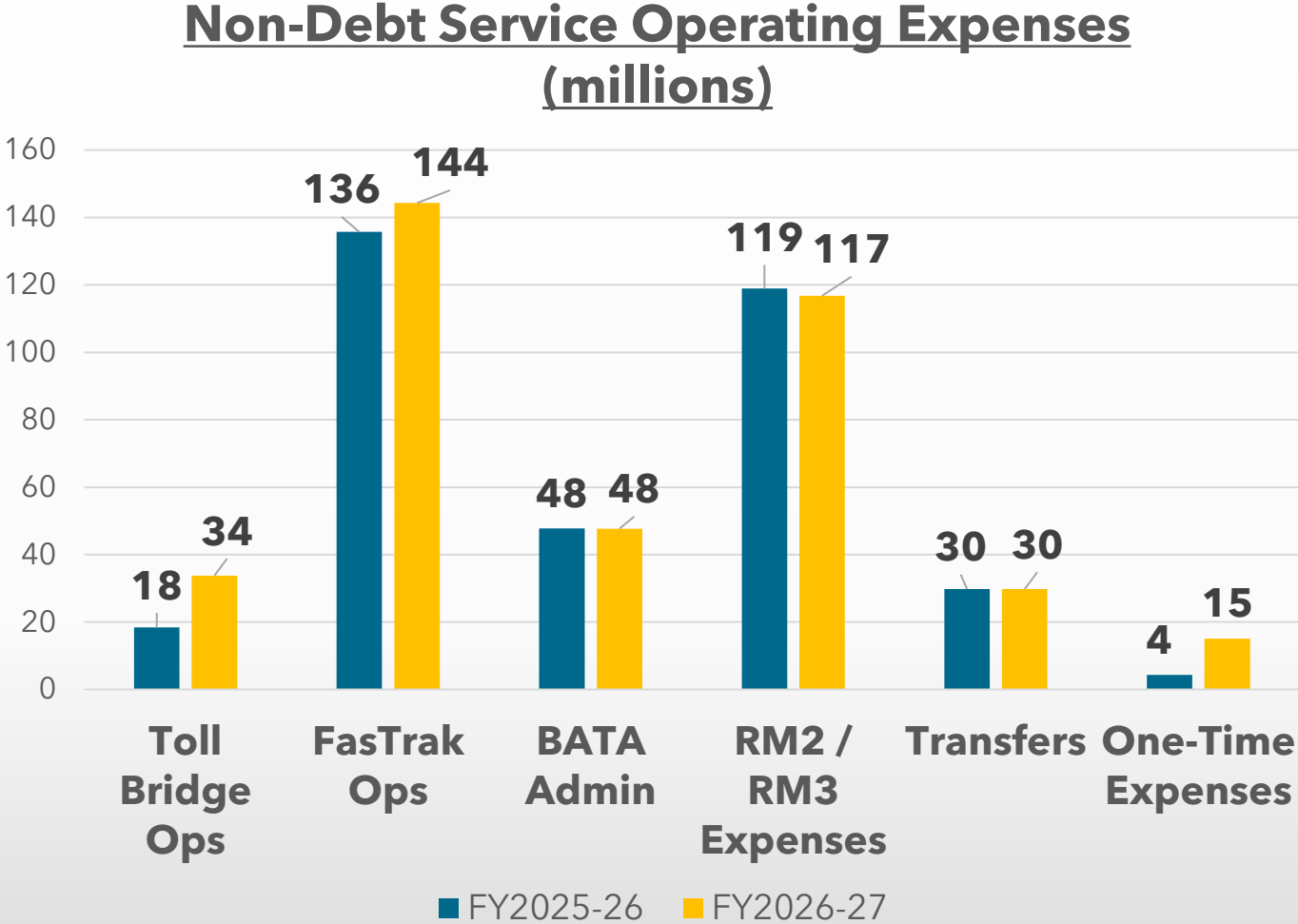


Expense	FY 2025-26 Amendment No. 1 (millions)	FY 2026-27 Proposed (millions)	Change
Toll Bridge Ops	\$18.4	\$33.8	83%
FasTrak Ops	\$135.7	\$144.3	6%
BATA Admin	\$47.8	\$47.7	<1%
Debt Service	\$587.0	\$652.8	11%
RM2 Expenses	\$54.5	\$54.6	<1%
RM3 Expenses	\$64.4	\$62.2	(3%)
Transfers	\$29.8	\$30.0	(1%)
One-Time Expenses	\$4.3	\$15.2	255%
Total Expenses	\$941.8	\$1,040.6	10%
Operating Surplus (Deficit)	\$255.6	\$225.3	

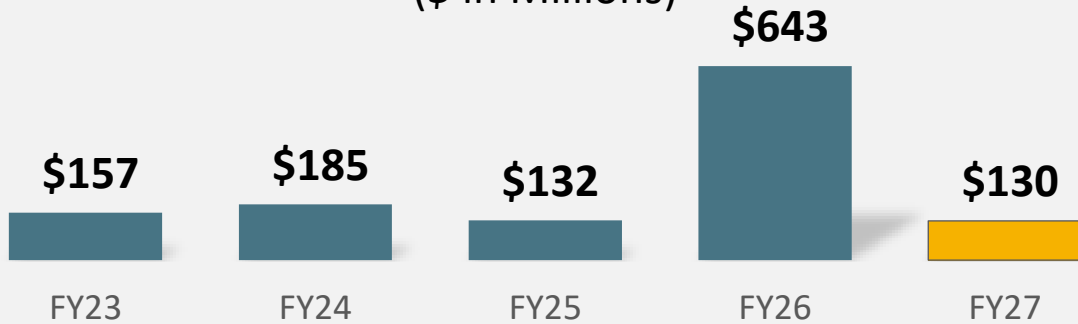
Proposed FY 2026-27

Non-Debt Service Operating Expense

- **RM2 and RM3 expenses** – required transit operating contributions; RM3 includes use of WETA carryover funding
- **FasTrak®** – moderate increase to maintain the system
- **One-time expenses** – \$13.5 million purchase of FasTrak® tags to enable retirement of old Title 21 tags



Five Year Annual Rehab Budget
(\$ in Millions)



Notable changes between Capital Improvement Plan (CIP) and Proposed FY 2026-27

- RSR Paint Project advanced in earlier FY
- Reduction in Tech. & Transportation Support Elements
- Moved operational support projects to the operating budget
- Potential budget amendments as rehab projects advance to construction: painting, joint repairs, navigational aid and fender

PROPOSED FY 2026-27 Rehabilitation Program Budget

Proposed FY 2026-27 Budget by Category
(\$ in Millions)

Category	FY 2024-33 10-Year CIP	FY 2027 CIP	FY 2027 Proposed
Bridge Preservation	\$1,228	\$138	\$63
Technology & Transportation Support Elements	\$537	\$118	\$42
Routine Preservation	\$525	\$77	\$25
Total	\$2,292	\$333	\$130