



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

Meeting Agenda

Bay Area Toll Authority Oversight Committee

Committee Members:

*Amy R. Worth, Chair Margaret Abe-Koga, Vice Chair
Cindy Chavez, Federal D. Glover, Nate Miley, Gina Papan, David
Rabbitt, Hillary Ronen
Non-Voting Member: Dina El-Tawansy*

Wednesday, June 9, 2021

9:35 AM

Board Room - 1st Floor (REMOTE)

The Bay Area Toll Authority Oversight Committee is scheduled to meet on Wednesday, June 9, 2021 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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.

Attendee Link: <https://bayareametro.zoom.us/j/88566085502>

Or iPhone one-tap: US: +14086380968,,88566085502# or +16699006833,,88566085502#

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

+1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or

+1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or

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

Webinar ID: 885 6608 5502

International numbers available: <https://bayareametro.zoom.us/j/88566085502>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>. Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

2. Pledge of Allegiance

3. Compensation Announcement (Clerk)

4. Consent Calendar

- 4a. [21-0668](#) Minutes of the May 12, 2021 meeting
- Action:** Committee Approval
- Attachments:** [4a - 21-0668 - May 12 BATA O Draft Minutes.pdf](#)
- 4b. [21-0675](#) BATA FY 2020-21 Third Quarter Financial Statements
- Action:** Information
- Presenter:** Raymond Woo
- Attachments:** [4b - 21-0675 - Financial Statements FY2021 Q3.pdf](#)
- 4c. [21-0693](#) Contract Change Order - FasTrak® Regional Customer Service Center: COVID-19 Costs and Re-send Golden Gate Bridge Second Violation Notices (\$2,440,246)
- Action:** Committee Approval
- Presenter:** Beth Zelinski
- Attachments:** [4c - 21-0693 - ContractChangeOrder Conduent Support GGB.pdf](#)
- 4d. [21-0724](#) Purchase Orders - Advanced Toll Collection and Accounting System Hardware Maintenance and Telecommunication Services: Hewlett Packard Enterprise Company and AT&T (\$900,000 combined)
- Action:** Committee Approval
- Presenter:** Mark Dinh
- Attachments:** [4d - 21-0724 - Purchase Order ATCAS Hardware Telecom.pdf](#)

5. Information

- 5a. [21-0840](#) FasTrak® Customer Service Center State of Operations
- A report on the FasTrak® Customer Service Center (CSC) operations.
- Action:** Information
- Presenter:** Monica Serrano and Lynn Valdivia
- Attachments:** [5a - 21-0840 - FasTrak CSC Performance.pdf](#)
[5a - 21-0840 - FasTrak CSC Performance Presentation.pdf](#)

6. Approval

- 6a. [21-0691](#) BATA Recovery Ad Hoc Working Group Final Recommendation
- Staff will present and request Authority approval of the Ad Hoc Working Group Summary Report and Action Plan to address the COVID-19 pandemic impact on the BATA toll bridges and approaches.
- Action:** Authority Approval
- Presenter:** Peter Lee and Lisa Klein
- Attachments:** [6a - 21-0691 - AD Hoc Summary and Action Plan.pdf](#)
[6a - 21-0691 - Ad Hoc Action Plan Presentation.pdf](#)
- 6b. [21-0676](#) BATA Resolution No. 144 - FY 2021-22 Operating and Capital Budgets
- Staff requests that BATA Resolution No. 144 authorizing the Operating and Capital Budgets for FY 2021-22 be referred to the Authority for approval. The operating budget is balanced as presented with a surplus of \$81 million that will be utilized as part of the FY 2021-22 capital program.
- Action:** Authority Approval
- Presenter:** Brian Mayhew
- Attachments:** [6b - 21-0676 - FY2021-22 BATA Op & Capital Budget .pdf](#)
[6b - 21-0676 - FY2021-22 BATA Op & Capital Budget Presentation .pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the BATA Oversight Committee is scheduled to be held on Wednesday, July 14, 2021 at 9:35 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee 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 Committee 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: Committee 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 Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0668 **Version:** 1 **Name:**

Type: Minutes **Status:** Committee Approval

File created: 4/15/2021 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/9/2021 **Final action:**

Title: Minutes of the May 12, 2021 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 21-0668 - May 12 BATA O Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 12, 2021 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Bay Area Toll Authority Oversight Committee

Committee Members:

*Amy R. Worth, Chair Margaret Abe-Koga, Vice Chair
Cindy Chavez, Federal D. Glover, Nate Miley, Gina Papan, David
Rabbitt, Hillary Ronen
Non-Voting Member: Dina El-Tawansy*

Wednesday, May 12, 2021

9:50 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 8 - Vice Chair Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, and Chair Worth

Non-Voting Member Absent: Commissioner El-Tawansy

Ex Officio Voting Members Present: Commission Chair Pedroza and Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Ahn, Commissioner Giacomini, and Commissioner Spering

2. Consent Calendar

Upon the motion by Vice Chair Abe-Koga and the second by Commissioner Papan, the Consent Calendar was unanimously approved by the following vote:

Aye: 8 - Vice Chair Abe-Koga, Commissioner Chavez, Commissioner Glover, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Chair Worth

2a. [21-0554](#) Minutes of the April 14, 2021 meeting

Action: Committee Approval

3. Information

3a. [21-0583](#) FasTrak® Equity Action Plan

A report on the approach, status, and timeline of modernization of FasTrak® program policies.

Action: Information

Presenter: Lynn Valdivia

The following members of the public were called to speak: Veda Florez, Aleta Dupree, and Roland Lebrun.

4. Public Comment / Other Business

Aleta Dupree was called to speak.

5. Adjournment / Next Meeting

The next meeting of the BATA Oversight Committee is scheduled to be held on Wednesday, June 9, 2021 at 9:35 a.m. remotely and by webcast. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0675 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/15/2021 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/9/2021 **Final action:**
Title: BATA FY 2020-21 Third Quarter Financial Statements
Sponsors:
Indexes:
Code sections:
Attachments: [4b - 21-0675 - Financial Statements FY2021 Q3.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
BATA FY 2020-21 Third Quarter Financial Statements

Presenter:
Raymond Woo

Recommended Action:
Information

Bay Area Toll Authority Oversight Committee

June 9, 2021

Agenda Item 4b - 21-0675

BATA FY 2020-21 Third Quarter Financial Statements

Subject: Attached are the BATA financial statements for the third quarter ending March 2021.

Total revenue after three quarters of FY2021 was \$453 million with total expenditures of just under \$240 million creating a surplus of \$214 million. The surplus will be temporary as the bulk of debt service will be paid April. Nevertheless, traffic on the Bay Area Toll Bridges continues to recover.

Revenue: Total operating revenue for the third quarter of FY 2021 is \$453 million.

Toll revenue is approximately \$395 million which would equate to an annual toll revenue of \$527 million or roughly 17% and 27% below the final FY 2020 and FY 2019 numbers respectively. Nevertheless, toll revenue is trending higher than the budget estimate of \$515 million by fiscal year end.

As of March 31, total traffic was approximately 82 million vehicles. Although that is only 80% of the traffic for FY2020 for the same period, a steady recovery has been seen on all seven BATA managed toll bridges.

Since the beginning of cashless toll operations which took effect in March 2020, BATA has processed 22 million count of non-ETC transactions through the end of March 2021. Out of those transactions, about 13.5 million count have been collected and 8.4 million are outstanding as of May.

BATA has received \$24 million from the U.S. Government to offset the interest expense of the Build America Bonds through the third quarter. BATA will receive the remaining payments in the last quarter.

Regional Measure 3 (RM3) related revenue collected is \$71 million for the FY 2020-21 with a total of \$254 million collected since January 2019. This revenue is kept in escrow and will not be available until the two RM3 lawsuits have reached a final, non-appealable resolution in favor of RM3.

Expense: Total operating expense is \$240 million at the end of the third quarter, or 38% of the approved budget.

There are no expenses recorded for Caltrans operating costs given toll collection has been suspended all year. The cost savings in the Caltrans operation will be used on the new invoicing process. The cost of the customer service center is expected to increase in the second half of the year as the invoicing process picks up.


Transfers to MTC and Association of Bay Area Governments (ABAG): The budgeted annual 1% administration fee for MTC and operating contribution to the ABAG Estuary Partnership were transferred at the beginning of the fiscal year. BATA also transferred the budgeted PERS retirement payment to MTC.

Actions under Executive Director Contract signature authority: please see Attachment A page 3.

If you have any questions about this report, please contact Brian Mayhew at (415) 778-6730.

Recommendation: None. This item provided as information only.

Attachments: Attachment A – BATA Financial Statements for period ending second quarter of FY2021



Therese W. McMillan

BATA Operating Budget

As of March 2021

	FY 2020-21	Actual	Current Budget	% of Budget	year
	Budget	YTD	Balance Over/(Under)	(col 2/1)	Expired
REVENUE:					
1 RM 1 Toll Revenues	422,596,683	325,887,314	(96,709,369)	77.1%	75.0%
2 RM 2 Toll Revenues	91,692,862	68,818,099	(22,874,763)	75.1%	75.0%
3 Toll Violation Revenues	15,000,000	10,864,409	(4,135,591)	72.4%	75.0%
4 Other Revenue	-	14,056,359	14,056,359	N/A	75.0%
5 Interest Income	24,000,000	4,378,344	(19,621,656)	18.2%	75.0%
6 BAIFA Reimbursement	1,687,500	496,349	(1,191,151)	29.4%	75.0%
7 GGB&HTD Fastrak Reimbursement	3,768,120	2,847,435	(920,685)	75.6%	75.0%
8 SFO Fastrak Reimbursement	261,675	44,947	(216,728)	17.2%	75.0%
9 Alameda CMA Reimbursement	889,695	772,217	(117,478)	86.8%	75.0%
10 VTA 237 Express Lane Reimb.	366,345	378,995	12,650	103.5%	75.0%
11 Rebate for Build America Bonds	71,638,789	23,706,162	(47,932,627)	33.1%	75.0%
12 BAHA Reimbursement	1,000,000	1,000,000	-	100.0%	75.0%
Total Revenue	632,901,669	453,250,630	(179,651,039)	71.6%	75.0%
EXPENSE:					
Caltrans Operations and Maintenance:					
1 Toll Collection & Operations Services	24,225,000	-	(24,225,000)	0.0%	75.0%
2 Toll & Bridge Facility Maint	6,600,000	5,127,078	(1,472,922)	77.7%	75.0%
Caltrans O & M Subtotal	30,825,000	5,127,078	(25,697,922)	16.6%	75.0%
Fastrak Operations and Maintenance:					
3 RCSC Operations	29,500,000	30,152,429	652,429	102.2%	75.0%
4 ATCAS Maintenance, IT equip	6,240,000	3,259,130	(2,980,870)	52.2%	75.0%
5 Banking Costs for ETC	16,900,000	8,288,139	(8,611,861)	49.0%	75.0%
6 Collection Exp./DMV Exp.	4,300,000	234,048	(4,065,952)	5.4%	75.0%
BATA O & M Subtotal	56,940,000	41,933,746	(15,006,254)	73.6%	75.0%
BATA Toll Bridge Administration:					
7 Staff Costs - Salaries,Benefits & Temps	13,214,250	9,026,337	(4,187,913)	68.3%	75.0%
8 Travel, Printing, Memberships & Other	440,930	138,086	(302,844)	31.3%	75.0%
9 Audit/Accounting	1,762,500	725,413	(1,037,087)	41.2%	75.0%
10 Misc. Toll Admin Operating Expenses	1,360,000	1,001,370	(358,630)	73.6%	75.0%
11 Professional Fees	5,335,000	2,107,041	(3,227,959)	39.5%	75.0%
12 Other	1,000,000	25,000	(975,000)	2.5%	75.0%
Toll Bridge Admin Subtotal	23,112,680	13,023,247	(10,089,433)	56.3%	75.0%
Other/Transfers:					
13 Transfers to MTC 1% Admin	5,532,895	5,532,895	-	100.0%	75.0%
14 Transfers to MTC - PERS Retirement	5,532,895	4,862,690	(670,205)	87.9%	75.0%
15 Transfers to MTC - Other	527,668	372,090	(155,578)	70.5%	75.0%
16 Transfer from Legal Reserve	2,000,000	913,774	(1,086,226)	45.7%	75.0%
17 Transbay Transit Terminal Maint	5,384,027	3,101,611	(2,282,416)	57.6%	75.0%
18 Beale St Assessment	1,874,918	1,406,189	(468,729)	75.0%	75.0%
19 Depreciation and Amortization	3,600,000	1,174,906	(2,425,094)	32.6%	75.0%
20 RM2/Clipper Marketing	4,491,000	1,239,655	(3,251,345)	27.6%	75.0%
21 RM2 Operating	34,843,288	16,153,309	(18,689,979)	46.4%	75.0%
22 ABAG SFEP	670,205	670,205	-	100.0%	75.0%
23 BART for IG Contract	1,000,000	-	(1,000,000)	0.0%	75.0%
Transfers	65,456,896	35,427,324	(30,029,572)	54.1%	75.0%
Debt Service:					
24 Interest and principal payments	439,968,730	134,231,912	(305,736,818)	30.5%	75.0%
25 Financing Costs	16,025,300	9,722,689	(6,302,611)	60.7%	75.0%
Total Debt Service	455,994,030	143,954,601	(312,039,429)	31.6%	75.0%
Transfer to Capital Fund In (Out):					
26 Transfer to Capital Fund	(523,063)	-	(523,063)	0.0%	75.0%
27 Furniture/Equip./Vehicle	(50,000)	-	(50,000)	0.0%	75.0%
Total Capital Reserve In (Out)	(573,063)	-	(573,063)	0.0%	75.0%
Total Expense & Transfers	632,901,669	239,465,996	(393,435,673)	37.8%	75.0%
Net	-	213,784,634			

**Regional Measure 2 Operating Budget
As of March 2021 (\$000)**

						Balance
Project Title		Total Budget	Allocation	Actual	Encumbrance	Over/(Under)
RM2 Operating Assistance Program						
1	Richmond Bridge Express Bus	1,744	1,744	872	872	-
2	Napa Vine Service	301	301	301	-	-
3	Express Bus North - serving SFOBB, Dumbarton, San Mateo bridges	2,644	2,644	889	1,755	-
4	Express Bus South - serving Carquinez and Benicia Bridges	4,987	4,987	2,221	2,766	-
5	Dumbarton Bus	2,127	2,127	1,063	1,064	-
6	WETA Ferry Operations	11,633	11,633	5,407	6,226	-
7	Owl Service - BART Corridor	1,413	1,197	532	665	(216)
8	MUNI Metro 3rd St	1,763	1,763	-	1,763	-
9	AC Enhanced Bus Service	2,115	2,115	1,058	1,057	-
11	Water Emergency Transportation Authority Regional Planning	2,115	2,115	1,310	805	-
12	Clipper Operations	1,410	1,410	526	884	-
13	Transbay Transit Center	2,115	2,115	1,973	142	-
Total RM2 Operating Assistance Program		34,367	34,151	16,152	17,999	(216)
RM2 Marketing Assistance Program						
N/A	Clipper Marketing	2,600	-	539	-	(2,061)
N/A	Regional Map and Wayfinding	500	-	230	270	-
N/A	511 Real Time Transit	340	-	46	228	(66)
N/A	The Hub Regional Resource Center	251	-	117	134	-
N/A	Fare Integration Project	300	-	-	300	-
N/A	AC Transit Services	500	-	-	-	(500)
Total RM2 Marketing Assistance Program		4,491	-	932	932	(2,627)
Total		\$38,858	\$34,151	\$17,084	\$18,931	(\$2,843)

PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR
\$2,500-\$200,000

	March '21
CDW Government Inc.	\$48,989
<i>Network equipment</i>	
IBTTA	\$45,804
<i>Membership renewal</i>	
Paragon International	\$9,800
<i>Capital assets system annual hosting and subscription fees</i>	
NBC Universal LLC	\$10,000
<i>Sponsorship for Open Road</i>	

Regional Measure 2 Project Budget

As of March 2021 (\$000) - Life to Date

Program	Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
1	BART/MUNI Direct Connection at Embarcadero & Civic Center Stations	\$3,000	1,500	120	1,380	\$1,500
2	SF MUNI Metro 3rd Street LRT Extension	30,000	30,000	30,000	-	-
3	MUNI Historic Streetcar Expansion (E-Line)	10,000	10,000	10,000	-	-
4	Dumbarton Commuter Rail Service ^{i, iv, xvi}	8,932	8,932	8,932	-	-
5	Vallejo Ferry Intermodal Station ^{v, xvi}	26,000	26,000	25,484	516	-
6	Solano County Express Bus Intermodal Facilities ⁱⁱ	12,251	12,251	12,222	30	-
7	Solano County Corridor Improvements near I-80 / I-680 Interchange	100,000	100,000	99,003	997	-
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	37,175	37,175	37,175	-	-
9	Richmond Parkway Park & Ride ^{vii}	3,850	3,807	946	2,861	43
10	SMART Extension to Larkspur ^{ii, vii}	56,500	56,500	56,500	-	-
11	Greenbrae Interchange Improvement ^{ii, viii}	43,500	43,500	31,880	11,620	-
12	Direct HOV lane connector from I-680 to the Pleasant Hill BART ^{ix}	20,425	20,107	20,107	-	318
13	Rail Extension to East Contra Costa/E-BART	96,000	96,000	94,334	1,666.00	-
14	Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor ^{vi, x}	35,950	35,950	35,950	-	-
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	25,000	25,000	25,000	-	-
16	Benicia-Martinez Bridge: New Span	50,000	50,000	50,000	-	-
17	Remaining Regional Express Bus North - Competitive Program Projects ^{v, x}	18,799	18,799	18,771	28	-
18	Clipper	35,000	35,000	26,978	8,022	-
19	Real-time Transit Information	20,000	20,000	19,591	409	-
20	Safe Routes to Transit	22,500	22,500	21,254	1,246	-
21	BART Tube Seismic Retrofit	33,801	33,801	33,801	-	-
22	Transbay Terminal/Downtown Extension	150,000	150,000	149,995	5	-
23	Oakland Airport Connector	115,199	115,199	115,199	-	-
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor) ^{vii}	77,760	77,760	74,166	3,594	-
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	12,000	12,000	12,000	-	-
26	Commute Ferry Service for Berkeley/Albany	12,000	12,000	12,000	-	-
27	Commute Ferry Service for South San Francisco	12,000	12,000	11,998	2	-
28	Water Transit Facility Imps., Spare Vessels and Environmental Review	48,000	48,000	48,000	-	-
29	Regional Express Bus South - Remaining Projects ^{iv, vii, xi, xvi}	55,158	48,197	37,507	10,690	6,961
30	I-880 North Safety Improvements ^{xi, xvi}	12,300	12,300	12,299	1	-
31	BART Warm Springs Extension ⁱ	186,000	186,000	182,138	3,862	-
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	65,000	60,005	52,621	7,384	4,995
33	Regional Rail Master Plan ^{xvii}	6,062	6,062	6,062	-	-
34	Integrated Fare Structure Program	1,500	1,500	900	600	-
35	Transit Commute Benefits Promotion ^{xviii}	5,438	5,000	3,366	1,634	438
36	Caldecott Tunnel Improvements ^{ix}	45,075	45,075	45,074	1	-
37	BART's Fixed Guideway Rehab	64,000	64,000	56,467	7,533	-
38	Regional Express Lane Network ⁱⁱⁱ	4,825	-	-	-	4,825
39	Modifications in I-80 and San Pablo ⁱⁱⁱ	8,000	8,000	8,000	-	-
40	Caltrain Electrification ^{viii, xii}	20,000	20,000	19,991	9	-
Total		\$1,589,000	\$1,569,920	\$1,505,831	\$64,090	\$19,080

ⁱ Allocated \$91 million from the Dumbarton Commuter Rail Service to the BART to Warm Springs Extension Project per Resolution #3801 dated 1/28/09.

ⁱⁱ Allocated \$1.5 million from the SMART Project to Greenbrae Interchange Improvement Project per Resolution #3801 dated 9/28/11.

ⁱⁱⁱ Allocated \$4.5 million to Regional Express Lane and \$7.4 million to the Modifications in I-80 from the I-80 EB HOV Lane Extension per Resolution #3801 dated 4/24/13.

Res#3801 - Date 5/28/14		
Amount (\$000)	From	To
^{iv} \$14,843	Program 4: Dumbarton Commuter Rail Service program	Program 29: Regional Express Bus South program
^v \$2,000	Program 5: Vallejo Ferry Intermodal Station program	Program 17: Regional Express Bus North program
^{vi} \$7,749	Program 6: Solano County Express Bus program	Program 14: I-80/I-680 Capital Corridor Improvements program
^{vii} \$12,760	Program 9: Richmond Parkway Park & Ride \$12.15 million & Program 29: Regional Express Bus North program \$610 thousands.	Program 24: AC Transit Enhanced Bus program
^{viii} \$20,000	Program 11: Greenbrae Interchange Improvement	Program 10: SMART Extension to Larkspur
^{ix} \$5,425	Program 36: Caldecott Tunnel Improvements program	Program 12: I-680 Direct HOV Lane Connector to Pleasant Hill BART program
^x \$3,202	Program 17: Regional Express Bus North program	Program 14: I-80/I-680 Capital Corridor Improvements program
^{xi} \$2,300	Program 29: Regional Express Bus South program	Program 30: I-880 North Safety Improvements program
^{xii} \$20,000	Program 4: Dumbarton Commuter Rail Service program	Program 40: Caltrain Electrification program

^{xiii} Increasing funding by \$13 million to the Clipper Project (18) per Res #3801 dated 12/21/16.

^{xiv} Increasing funding by \$21 million to the Regional Express Bus South Project (29) per Resolution #3801 dated 12/21/16.

^{xv} Increasing funding by \$40 million to the Bart's Fixed Guideway Rehab Project (37) per Resolution #3801 dated 12/21/16.

Res#3801 - Date 12/9/2020		
^{xvi} \$225	Program 4: Dumbarton Commuter Rail Service program	Program 29: Regional Express Bus South program
^{xvii} \$438	Program 33: Regional Rail Master Plan ^{xvii}	Program 35: Transit Commute Benefits Promotion ^{xvii}

Shaded projects are completed

Rehab Project Budget

As of March 2021 (\$000) - Life to Date

Program #	Program	Total Budget	Total Expense	Encumbrance	Balance Remaining
6811	Antioch Bridge Rehab	70	-	-	70
6812	Benicia-Martinez Bridge Rehab	6,988	3,930	-	3,058
6813	Carquinez Bridge Rehab	42,876	39,799	-	3,077
6814	Richmond-San Rafael Bridge Rehab	128,560	65,663	-	62,897
6825	San Francisco-Oakland Bay Bridge Rehab	257,370	214,750	-	42,620
6826	San Mateo-Hayward Bridge Rehab	142,827	109,028	-	33,799
6827	Dumbarton Bridge Rehab	5,277	5,101	-	176
6828	All Bridges Rehab	132,163	130,121	-	2,042
6829	Caltrans Reserve	58	4	-	54
8030	Completed/Defunded/Transferred Projects	117,302	116,626	-	676
8033	Minor Toll Plaza Rehab Projects	4,580	2,680	-	1,900
8210	New Benicia Bridge *	1,715	695	-	1,020
8315	Site Mitigation & Landscaping	154	83	-	71
8615	I-880/SR-92 Landscaping**	6,288	5,539	-	749
8629	Minor Bridge Rehab Projects	699	179	-	520
	TOTAL CALTRANS REHAB BUDGET	846,927	694,198	-	152,729
8012	All Electronic Tolling	5,963	1,487	813	3,663
8528	Bay Lights Maintenance	1,350	969	91	290
8530	Drainage Studies for the Bridge	500	458	0	42
8531	Benicia New Toll Plaza ORT	4,153	4,153	-	-
8539	SFOBB Eyebare Repair Review	2,914	2,660	-	254
8540	Regional Transportation Sea Level Rise Asset	2,000	548	-	1,452
8594	SFOBB West Span Pathway PSR	12,300	11,543	468	289
8602	Hybrid/ETC Lane Modifications	874	874	-	-
8631	Procure New Callboxes	2,344	2,344	-	-
8900	2003 CSC Procurement	12,358	11,046	3	1,309
8901	ETC Transponder Procurement	108,300	90,960	9,705	7,635
8902	2012 CSC Procurement	24,050	20,443	25	3,582
8903	ATCAS Lane Host Upgrades	36,145	32,284	1,459	2,402
8904	Fastrak Sign & Sign Structure Improvements	29,510	29,346	70	94
8905	Misc. Bridge Improvements	28,854	13,508	6,141	9,205
8907	Toll Plaza Capital Improvements	29,833	24,355	4,853	625
8908	Enterprise Computing HW/SW	4,835	3,528	208	1,099
8909	Gateway Park Planning	18,575	17,458	373	744
8912	ETC Transponder Tag Swap	1,937	1,929	-	8
8913	SFOBB Administration Building	25,319	25,220	-	99
8914	Violation Enforcement System Upgrade	7,842	7,841	-	-
8916	Bay Crossing Study	540	540	-	-
8917	IT Security Procedures & Policies	2,300	670	111	1,519
8918	Maintenance Complex	531	495	32	4
8920	Plaza and Canopy Improvements	9,263	8,545	4	714
8921	SFOBB Lane 17 & 18 Lane Reconfiguration	1,775	1,664	43	68
8922	Metering Lights Replacement	18,000	12,940	2,386	2,674
8923	Bridge Records Recordation and Storage	500	55	-	445
8924	Antioch Bridge Approach	50,000	49,082	828	90
8926	Bridge Modeling & Investigations	5,801	893	57	4,851
8928	BATA Program Contingency	3,769	300	-	3,469
8930	Richmond-San Rafael Bridge Rehab	87,228	83,121	3,281	826
8933	Plan Bay Area TMS	9,000	7,638	997	365
8936	Backhaul Connection Infrastructure	1,000	774	94	132
8937	Future CSC Procurement	34,000	2,388	706	30,906
8938	Misc. East Span Project Improvements	4,849	-	-	4,849
8939	Asset Management	6,748	2,222	490	4,036
8940	HOV Lane Enforcement	6,600	1,203	1,320	4,077
8941	CHP - COZEER/MAZEER	706	-	-	706
8942	Bridge Yard Capital Improvements	500	-	-	500
8943	Bike/Ped Access to East Span of SFOBB	1,200	436	464	300
8944	Dumbarton Approach and Transit Strategies	17,000	1,176	1,824	14,000
8945	Next Gen Clipper (C2) System	9,600	-	-	9,600
8946	I-680/I-80/ISR-12 Interchange	14,300	7,239	7,061	-
8947	SR-37 Evaluation	8,000	3,332	3,356	1,312
8948	RSR Bridge Forward -	2,000	286	714	1,000
8949	Regional Transportation Commute Challenge	1,076	11	578	487
8000-05	Capital Program Audit	8,300	7,213	40	1,047
8000-16	SRA/RM1 Program Monitoring	46,645	45,363	888	394
	Total BATA REHAB BUDGET	711,187	540,540	49,484	121,162
	TOTAL REHAB BUDGET	1,558,114	1,234,738	49,484	273,891

Shaded projects are completed

* Moved \$5 million from RM 1 New Benicia Bridge to Caltrans Rehab.

** Moved \$5.958 million from RM 1 I-880/SR-92 Interchange Landscaping to Caltrans Rehab.

Seismic Capital Project Budget
As of March 2021 (\$000) - Life to Date

	Program	Base Budget	Current Budget***	Total Expenses*	Encumbrance	Remaining Balance
8103	San Francisco-Oakland Bay Bridge East Span Repl	\$ 5,486,600	\$ 6,519,801	\$ 6,512,450	\$ 7,351	\$ -
8109	San Francisco-Oakland Bay Bridge West Span Retrofit	307,900	305,316	305,316	-	-
8106	San Francisco-Oakland Bay Bridge West Approach Repl	429,000	452,550	450,387	2,163	-
8100	Antioch Bridge Retrofit	-	71,100	71,093	7	-
8122	Dumbarton Bridge Retrofit	-	112,400	112,354	46	-
8112	Richmond-San Rafael Bridge Retrofit	808,100	794,950	794,870	80	-
8115	Benicia-Martinez Bridge Retrofit	177,800	177,830	177,817	13	-
8118	Carquinez Bridge Retrofit	114,200	114,206	114,206	-	-
8121	San Mateo-Hayward Bridge Retrofit	163,500	163,412	163,412	-	-
	Subtotal for Bay Area Bridges	7,487,100	8,711,565	8,701,905	9,660	-
8128	Misc Program Costs	30,000	26,030	26,024	6	-
8729	Program Contingency**	989,000	-	-	-	-
8124	Vincent Thomas Bridge Retrofit (<i>non-BATA, for information</i>)	58,500	58,420	58,411	9	-
8127	San Diego-Coronado Bridge Retrofit (<i>non BATA, for</i>)	103,500	103,240	103,235	5	-
	Subtotal for Other Bridges	162,000	161,660	161,646	14	-
	Total for Toll Bridge Seismic Retrofit Program	\$ 8,668,100	\$ 8,899,255	\$ 8,889,575	\$ 9,680	\$ -
		9,194,000				

*Includes pre AB144 LTD expenses from Caltrans to April 2006
BATA expenses from May 2006 to current

3,709,068
5,180,507
8,889,575

**** Contingency Allocation**

Contingency per Budget	989,000
FY08 (Allocation) and Rescission	(203,920)
FY09 (Allocation) and Rescission	(44,790)
FY10 (Allocation) and Rescission	139,400
FY11 (Allocation) and Rescission	(577,670)
FY12 (Allocation) and Rescission	(15,520)
FY13 (Allocation) and Rescission	32,637
FY14 (Allocation) and Rescission	(130,000)
FY15 (Allocation) and Rescission	(103,800)
FY16 (Allocation) and Rescission	(12,731)
FY17 (Allocation) and Rescission	(33,200)
FY18 (Allocation) and Rescission	(24,671)
FY19 (Allocation) and Rescission	(14,735)
Remaining Balance	-

Shaded projects are completed

***Financial reflects budget update approved on 6/27/18

Other Capital Projects

As of March 2021 (\$000) - Life to Date

	Project Title	Total Budget	Actual	Encumbrance	Balance Remaining
849	Express Lanes Capital				
6840	Program Costs: Planning, Coordination & Management	20,255	20,255	-	-
6841	Centralized Toll System	20,980	20,980	-	-
6842	CC-680 Southern Segment Conversion	52,420	52,420	-	-
6843	Capitalized Start-up O&M	4,853	4,853	-	-
6844	ALA-880 Conversion	104,122	104,122	-	-
6845	CC-680 Northern Segment - Southbound Conversion	16,955	16,955	-	-
6846	SOL-80 West Conversion	637	637	-	-
6849	SOL-80 East Express Lane Conversion	10,997	10,997	-	-
6851	84/Dumbarton Bridge	323	323	-	-
6852	92/San Mateo Bridge	369	369	-	-
	Express Lanes Total *	\$ 231,911	\$ 231,911	\$ -	\$ -
847	BATA Project Savings				
6953	CCC - AC Transit	83,000	24,923	25,416	32,661
6954	CCC - Muni	156,730	79,291	76,717	722
6955	CCC - BART	10,000	-	-	10,000
6956	BART Rail Car Replacement	270	-	-	270
	BATA Project Savings Total	\$ 250,000	\$ 104,214	\$ 102,133	\$ 43,653
	Grand Total	\$ 481,911	\$ 336,125	\$ 102,133	\$ 43,653

* The BATA Express Lanes (EL) Capital Fund is closed out on 6/30/2019, the remaining balance of the \$345 million budget funded by BATA/SAFE are rebudgeted in BAIFA EL Capital Fund in FY 2019-20.

AB 1171 Project Budget

As of March 2021 (\$000) - Life to Date

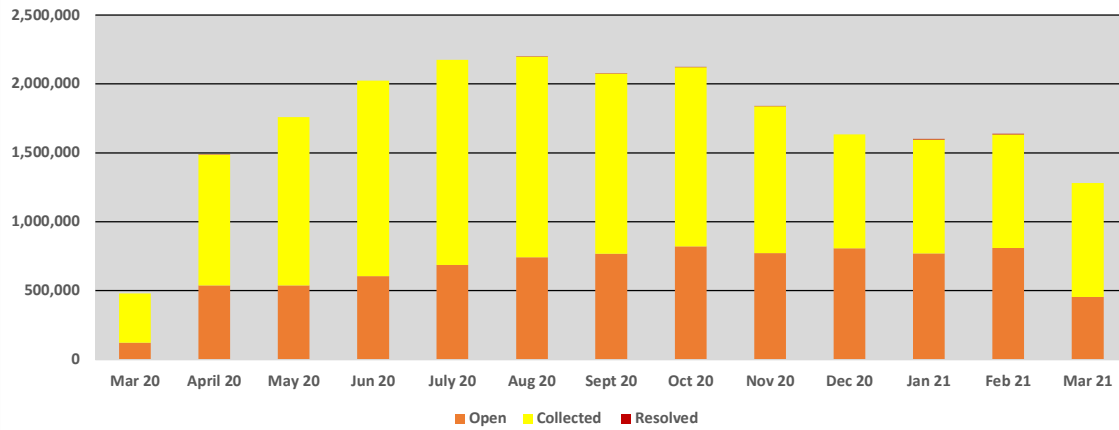
Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
Doyle Drive Replacement	80,000	80,000	80,000	-	-
East Contra Costa BART Extension	111,500	111,500	109,895	1,605	-
Transbay Terminal/Downtown Extension: Phase 1	150,000	150,000	149,978	22	-
Tri-Valley Transit Access Improve. To BART	95,000	71,643	18,172	53,471	23,357
Regional Express Lane Network	2,800	2,800	2,800	-	-
Fairfield/Vacaville Train Station	9,000	9,000	9,000	-	-
I80/680 Interchange	100,000	100,000	99,188	812	-
Other Corridor Improvement	10,200	10,150	10,150	-	50
VTM Mission/Warren/Truck Rail Facility	6,500	6,500	5,811	689	-
BART to Warm Spring Extension	5,000	5,000	5,000	-	-
Total	\$570,000	\$546,593	\$489,994	\$56,599	\$23,407

Note: AB 1171 is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the \$1 seismic surcharge on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Project list is included in MTC Resolution #3434.

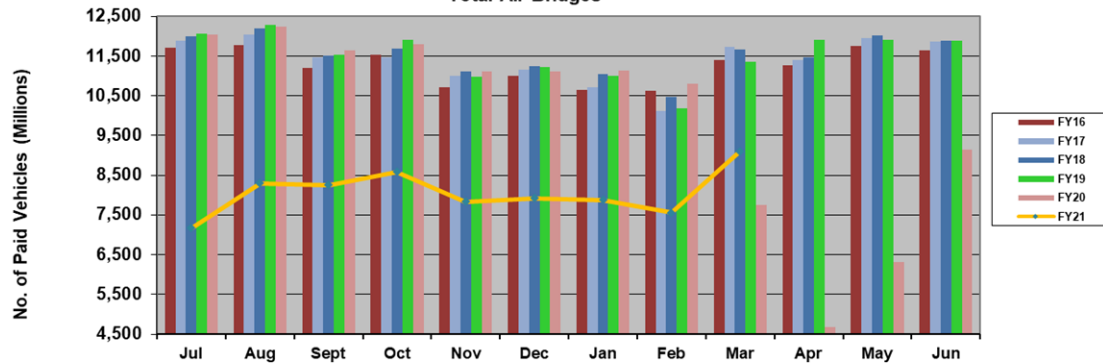
AB 1171 Program Budget:	\$570,000
Approved Projects:	\$546,593
AB 1171 Program Balance:	\$23,407

Shaded projects are completed

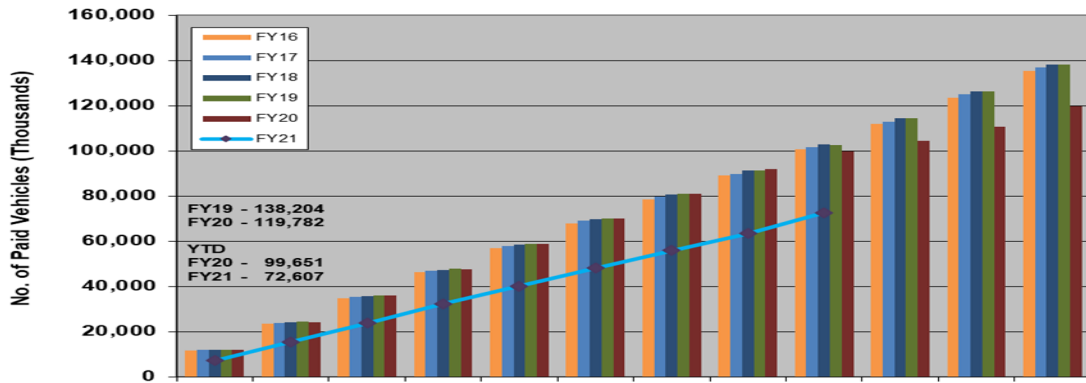
Non ETC Transaction Count Since Cashless Toll (as of February 2021)



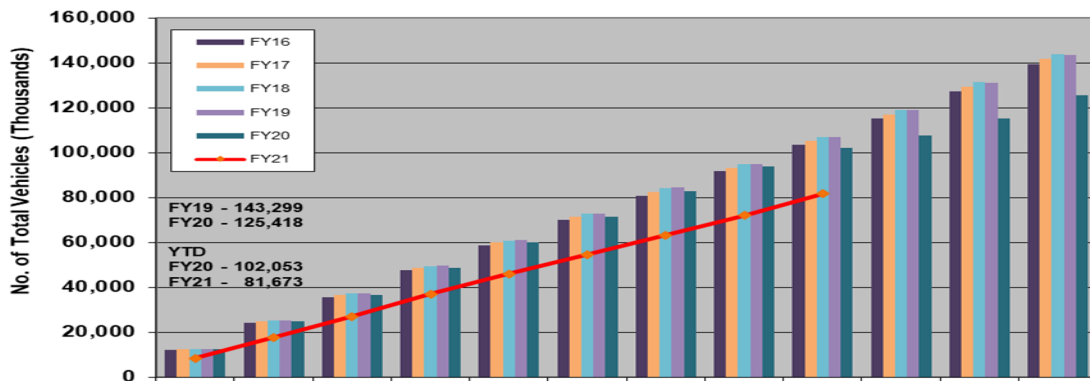
Total Paid Vehicles
Total All Bridges

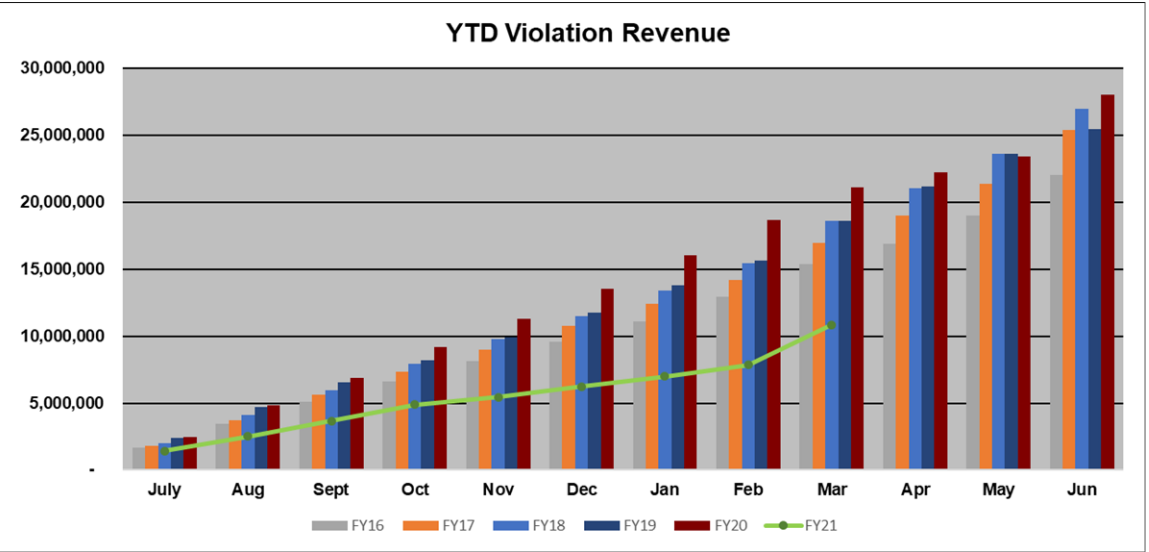
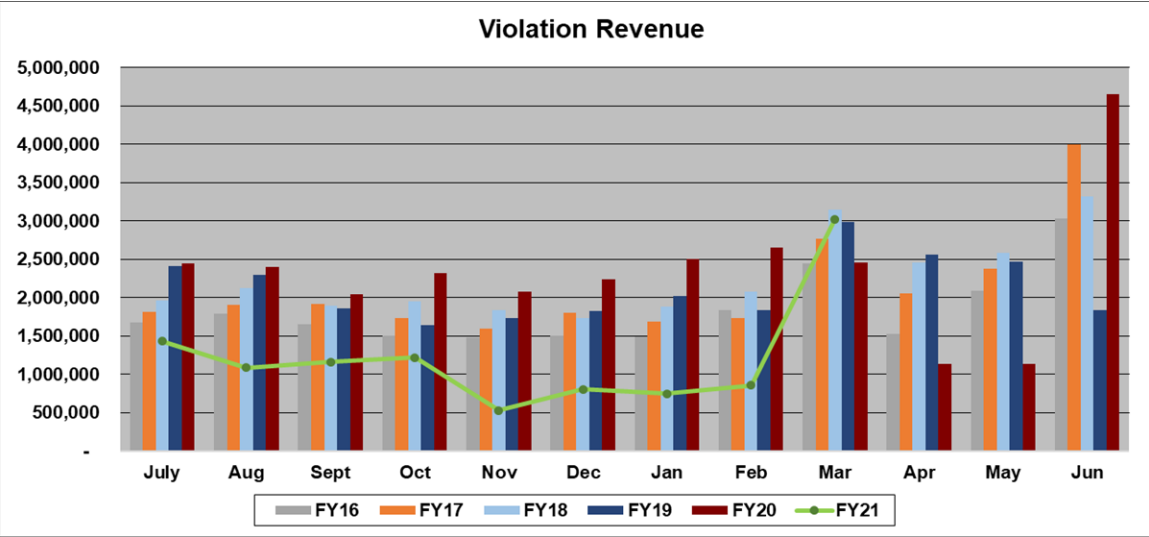


Total YTD
All Bridges - Paid Traffic



Total YTD
All Bridges - Total Traffic







Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0693 **Version:** 1 **Name:**

Type: Contract **Status:** Committee Approval

File created: 4/26/2021 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/9/2021 **Final action:**

Title: Contract Change Order - FasTrak® Regional Customer Service Center: COVID-19 Costs and Re-send Golden Gate Bridge Second Violation Notices (\$2,440,246)

Sponsors:

Indexes:

Code sections:

Attachments: [4c - 21-0693 - ContractChangeOrder Conduent Support GGB.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Change Order - FasTrak® Regional Customer Service Center: COVID-19 Costs and Re-send Golden Gate Bridge Second Violation Notices (\$2,440,246)

Presenter:

Beth Zelinski

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 9, 2021

Agenda Item 4c - 21-0693

Contract Change Order – FasTrak® Regional Customer Service Center: COVID-19 Costs and Re-send Golden Gate Bridge Second Notices (\$2,440,246)

Subject: A request to authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent State and Local Solutions, Inc. (Conduent) for COVID-19 costs and costs to re-send Golden Gate Bridge (GGB) second notices for 2020 violation transactions in an amount not to exceed \$2,440,246.

Background: Based on a competitive selection, BATA entered into a contract with Conduent (formerly, Xerox State and Local Solutions, Inc.) on March 27, 2013 for management and operation of the FasTrak® Customer Service Center (CSC). Under the contract, Conduent provides the FasTrak® account management system, transaction processing, call center operations, web services, payment processing, customer communications, violation image review and violation noticing for bridges and express lanes in the Bay Area.

In March 2020, due to the COVID-19 pandemic and stay at home orders, the cash toll collectors were removed from the bridge toll booths for their safety. BATA implemented an emergency invoice process where drivers who did not pay their toll with FasTrak® were sent an invoice for the toll only. While this was originally expected to be a limited operation, it was determined that toll collectors could not safely return for an extended period. The COVID-19 health orders have significantly impacted the CSC operations and will continue until operations can fully return to normal. Conduent has submitted a claim for COVID-19 expenses they have incurred and expect to incur through December 2021 in the amount of \$2,216,700. The costs include hiring certified nursing assistants to conduct daily employee wellness checks, monitor health orders, and review operations to ensure COVID physical distancing and other safety requirements are being met; additional janitorial and cleaning services; system expansion and equipment to incorporate a third-party call center in order to provide additional call center staff; information inserts in cashless notices; and other system enhancements to address work from home support, system reliability and expand staffing availability during hiring challenges. Conduent will bill BATA for actual costs that are incurred.

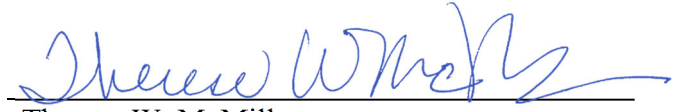
Also, in March 2020, at the direction of BATA and its partner agencies, the CSC temporarily stopped sending violation notices that had escalated from first to second notice due to COVID-19. This was to reduce demand on the CSC which had limited resources and to alleviate immediate response from the public. In November, the CSC resumed sending the delayed second notices. The current policy is that if a second notice is not paid, it will be sent to the DMV to be collected with the vehicle registration renewal fees or sent to a collection agency. The CSC intends to resume sending unpaid violations to DMV and collections. However, the GGB Highway and Transportation District (the District) has requested that the CSC send another second notice prior to sending violations that

occurred in 2020 to DMV and collections. The cost for this effort is shown in the table below. The District will pay for these costs.

Estimated volume 2 nd notices to be resent	Unit Price	Total Cost
224,373	\$ 0.9963	\$223,546

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent in an amount not to exceed \$2,440,246 for COVID-19 costs and to re-send GGB second notices.

Attachments: Attachment A - Small Business and Disadvantaged Business Enterprise Status; and Request for Committee Approval – Summary of Proposed Contract Change Order


Therese W. McMillan

Attachment A
Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	DBE #	No	Yes	SBE #	No
Prime Contractor	Conduent	System Development and Operations			X			X
Subcontractor	Atos	Network Management			X			X
Subcontractor	CCS Company	Third Party Call Center			X			X

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Change Order

Work Item No.: 1252

Vendor: Conduent State and Local Solutions, Inc. (Conduent),
San Francisco, CA

Work Project Title: FasTrak® Regional Customer Service Center (CSC)

Purpose of Project: COVID-19 Costs and Support Golden Gate Bridge (GGB)

Brief Scope of Work: Additional operations costs during COVID-19 and resend
GGB second notices from CY2020

Project Cost Not to Exceed: This Change Order: \$2,440,246

Current contract amount before this Change Order: \$258,062,475

Maximum contract amount after this Change Order: \$260,502,721

Funding Source: BATA Toll Bridge Rehabilitation funds and BATA Operating
funds, to be reimbursed by GGB Highway and Transportation
District (the District)

Fiscal Impact: \$2,216,700 is included in the FY 2020-21 Toll Bridge
Rehabilitation Program Budget and \$223,546 is included in
the FY 2020-21 Operating Budget, to be reimbursed by the
District.

Motion by Committee: That the Executive Director or designee is authorized to
negotiate and enter into a contract change order with
Conduent for services as described above and in the BATA
Oversight Summary Sheet dated June 9, 2021, and the Chief
Financial Officer is directed to set aside funds in the amount
of \$2,440,246 for such change order.

BATA Oversight Committee:

Amy Worth, Chair

Approved: June 9, 2021



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0724 **Version:** 1 **Name:**

Type: Contract **Status:** Committee Approval

File created: 4/28/2021 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/9/2021 **Final action:**

Title: Purchase Orders - Advanced Toll Collection and Accounting System Hardware Maintenance and Telecommunication Services: Hewlett Packard Enterprise Company and AT&T (\$900,000 combined)

Sponsors:

Indexes:

Code sections:

Attachments: [4d - 21-0724 - Purchase Order ATCAS Hardware Telecom.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Purchase Orders - Advanced Toll Collection and Accounting System Hardware Maintenance and Telecommunication Services: Hewlett Packard Enterprise Company and AT&T (\$900,000 combined)

Presenter:

Mark Dinh

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 9, 2021

Agenda Item 4d - 21-0724

Purchase Orders – Advanced Toll Collection and Accounting System Hardware Maintenance and Telecommunication Services: Hewlett Packard Enterprise Company and AT&T (\$900,000 combined)

Subject: A request for Committee approval of purchase orders for annual hardware maintenance and telecommunication services for the Advanced Toll Collection and Accounting System (ATCAS) on the seven state-owned toll bridges. Each vendor will be procured using a collaborative intergovernmental procurement agreement (IPA), which satisfies BATA's procurement requirements, subject to the approval of the FY 2021-22 BATA budget.

Background: **Hardware Maintenance – Hewlett Packard Enterprise Company (\$450,000):** The ATCAS computing environment consists primarily of Hewlett Packard hardware located at each toll plaza and BATA headquarters. A hardware maintenance agreement covering support for servers and peripheral devices provides timely access to replacement hardware, product licensing, related software and firmware updates, and product support. The estimated cost of the hardware maintenance services is \$450,000, an increase of \$50,000 from the previous year's agreement. The agreement will be procured through a purchase order using the Western States Contracting Alliance - National Association of State Procurement Officials (WSCA-NASPO) IPA.


Telecommunication Services – AT&T (\$450,000): The ATCAS network utilizes AT&T leased-line services for wide-area transport of data from each of the toll plazas to the ATCAS datacenters. The estimated annual cost of network services is \$450,000, a similar estimate for FY2020-21. Despite bandwidth upgrades to each toll plaza to support all-electronic tolling, BATA staff estimate the annual costs to remain within the \$450,000 estimate. The agreement will be procured through a purchase order using the state of California's CalNet IPA.

Neither Hewlett Packard Enterprise Company nor AT&T are small businesses or disadvantaged business enterprises and currently have no subcontractors.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to issue two purchase orders for services related to the maintenance of the ATCAS toll collection system in amounts not to exceed \$450,000 to Hewlett Packard Enterprise Company for hardware

maintenance and \$450,000 to AT&T for telecommunication services, subject to the approval of the FY 2021-22 Toll Bridge Program Operating Budget.

Attachments: Request for Committee Approval – Summary of Proposed Purchase Orders



Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Work Item No.:	1252
Consultant:	Hewlett Packard Enterprise Company Roseville, CA
Work Project Title:	Advanced Toll Collection and Accounting System
Purpose of Project:	Hardware Maintenance Agreement
Brief Scope of Work:	Provide hardware maintenance support for Hewlett Packard Enterprise Company systems.
Project Cost Not to Exceed:	\$450,000
Funding Source:	Toll Bridge Program Operating Budget
Fiscal Impact:	Funds to be included in the FY 2021-22 Toll Bridge Program Operating Budget, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to issue a purchase order to Hewlett Packard Enterprise Company for the services described above and in the BATA Oversight Summary Sheet dated June 9, 2021 and the Chief Financial Officer is authorized to set aside \$450,000 for such purchase order, subject to the approval of the FY 2021-22 BATA budget.
BATA Oversight:	<hr/> Amy Worth, Chair
Approved:	June 9, 2021

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Work Item No.:	1252
Consultant:	AT&T Aurora, IL
Work Project Title:	Advanced Toll Collection and Accounting System
Purpose of Project:	Monthly service cost for network telecommunications
Brief Scope of Work:	Provide leased-line telecommunication services in support of the Advance Toll Collection and Accounting System network.
Project Cost Not to Exceed:	\$450,000
Funding Source:	Toll Bridge Program Operating Budget
Fiscal Impact:	Funds to be included in the FY 2021-22 Toll Bridge Program Operating Budget, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to issue a purchase order to AT&T for the services described above and in the BATA Oversight Summary Sheet dated June 9, 2021 and the Chief Financial Officer is authorized to set aside \$450,000 for such purchase order, subject to the approval of the FY 2021-22 BATA budget.
BATA Oversight:	<hr/> Amy Worth, Chair
Approved:	June 9, 2021



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0840 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/21/2021 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/9/2021 **Final action:**
Title: FasTrak® Customer Service Center State of Operations

A report on the FasTrak® Customer Service Center (CSC) operations.

Sponsors:

Indexes:

Code sections:

Attachments: [5a - 21-0840 - FasTrak CSC Performance.pdf](#)
[5a - 21-0840 - FasTrak CSC Performance Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

FasTrak® Customer Service Center State of Operations

A report on the FasTrak® Customer Service Center (CSC) operations.

Presenter:

Monica Serrano and Lynn Valdivia

Recommended Action:

Information

Bay Area Toll Authority Oversight Committee

June 9, 2021

Agenda Item 5a - 21-0840

FasTrak® Customer Service Center State of Operations

Subject: A report on FasTrak® Customer Service Center (CSC) operations.

Background: Based on a competitive selection, BATA entered into a contract with Conduent (formerly, Xerox State and Local Solutions, Inc.) on March 27, 2013 for management and operation of the FasTrak® CSC. Under the contract, Conduent provides a suite of significant responsibilities supporting the FasTrak enterprise: the FasTrak® account management system, transaction processing, call center operations, web services, payment processing, customer communications, violation image review and violation noticing for bridges and express lanes in the Bay Area.

In response to the COVID shelter-in place order in March 2020, Caltrans removed toll collectors from the booths to protect toll collectors and the traveling public. As a result, toll collection at State-owned bridges became all electronic. Non-FasTrak® customers received a notice in the mail for the toll only with no penalty. These no-penalty notices were intended as a short-term solution to maintain toll collection during the emergency COVID situation. On January 1, 2021, more robust all-electronic tolling based on the existing invoicing model already used at the Golden Gate Bridge, was deployed. In this model, non-FasTrak® customers receive a single monthly invoice before receiving a toll violation, if the invoice is unpaid. Of note, penalties associated with violations were also reinstated at the time.

The emergence of COVID enabled Caltrans and BATA to implement AET much earlier than the planned spring 2022 schedule. Although this milestone has been achieved, the rapid transition to a non-cash environment resulted in much higher outbound mail volumes and incoming associated customer contacts to the CSC. While this increase in contacts was expected, the impacts of the pandemic on staffing levels has made supporting the transition more challenging for the CSC. Other toll agencies that transitioned to all-electronic tolling as a result of the pandemic have faced similar challenges.

Increased mailings had a marked effect on CSC operations. Prior to the pandemic, the CSC mailed about 650,000 violations and invoices each month. Between November 2020 and April 2021, the monthly average was four million, a nearly six-fold increase. The higher volume of mailings drove call, email, and chat contacts into the CSC, surging in February 2021 to the current peak in April 2021. The April call volumes are the highest on record under the current Conduent contract at 700,000 calls (compared to 200,000 calls in April 2019 and April 2020).

In addition to an increase in the number of calls, the time that a customer service agent is on the phone with a customer or responding to a customer email/chat increased by about two minutes. This increase is primarily due to the more complex nature of customer questions related to all-electronic tolling invoices and violation notices. Additionally, many callers are former cash payers who are not familiar with FasTrak[®] and thus take longer to service; all of which further impacts call answering performance. Although the cashless notices for bridge crossings between March and December 2020 were for toll only and did not contain penalties, the CSC received many requests to waive tolls.

During a time that increased staffing was most critical, the CSC experienced challenges in ramping up to required levels. Staffing was impacted by unprecedented absenteeism rates, at times with 50% of staff not showing up for work. Additionally, physical distancing reduced onsite capacity by half as accommodations had to be made to create a 6-foot safeguard space around each agent. Recruitment and attrition were also significantly challenged by a lack of candidates due to COVID health concerns, school closure-related childcare needs, and a generally more fluid and complex employment environment across many sectors during the pandemic.

To mitigate the staffing challenges, Conduent located a temporary satellite office in New Hampshire, implemented work from home for appropriate functions, and established routines and incentives to improve attendance and morale. In addition, training was provided to increase efficiency of the phone calls and emails with the focus on answering caller questions as accurately and efficiently as possible.

BATA staff has worked closely with Conduent and continues to maintain constant communication and oversight routines with the goal of exploring solutions and maximizing the efficiency of existing Conduent staff and resources. Process improvements, providing education on self-service platforms and promoting FasTrak[®] account options awareness have been prioritized to reduce contact volume.


Because the invoices contain one-months' worth of trips, we anticipate that mail volumes will begin to decline as the 2020 cashless notices wrap up in mid-June. Staffing retention and recruitment efforts will continue as there will be additional call volume as the unpaid notices escalate to DMV registration holds along with the seasonal increase in traffic volumes in late summer.

Staff will report progress to this Committee on a quarterly basis as work progresses.

Issues: None

Recommendation: This item is presented for information only.

Attachments: Presentation Slides.



Therese W. McMillan



FASTRAK[®] CUSTOMER SERVICE CENTER STATE OF OPERATIONS

June 9, 2021



FASTRAK CUSTOMER SERVICE CENTER



2



**Regional Account
Management**



**Customer
Service**



**Invoicing and
Enforcement**



**Financial
Management
and Reporting**



**Payment
Processing**



**Transponder
Inventory
Management**

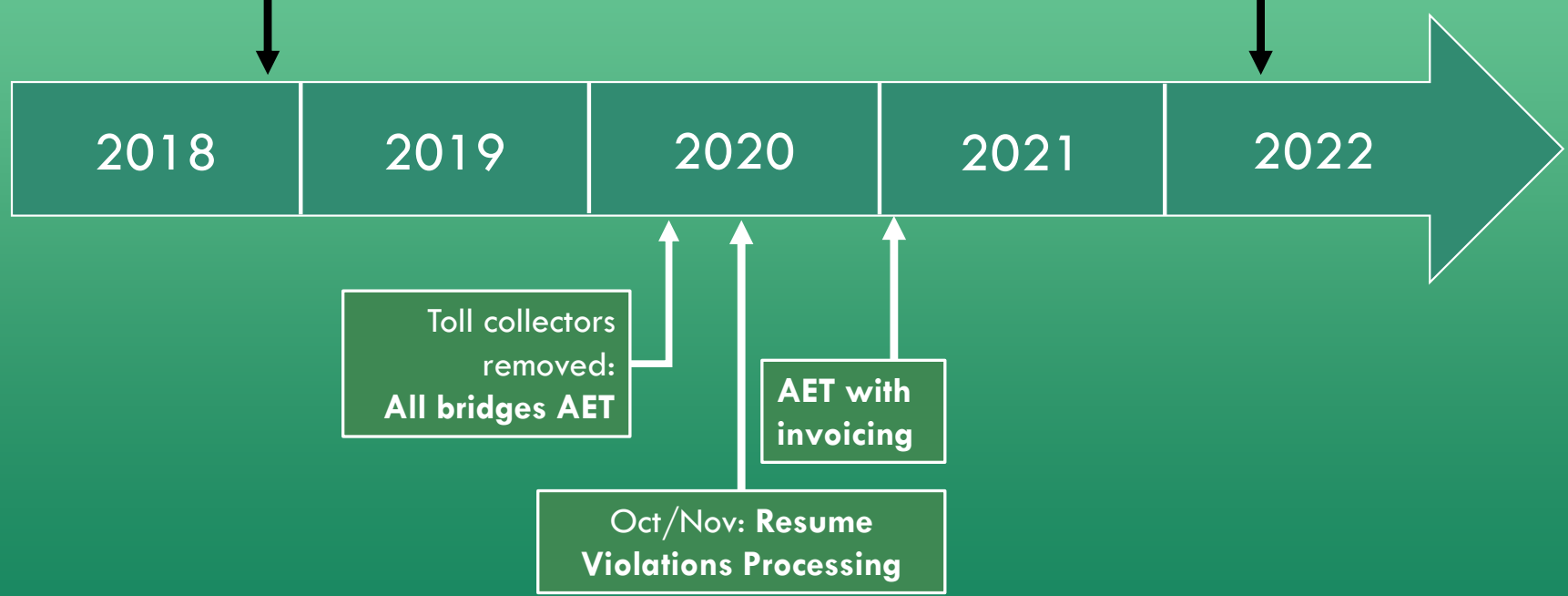


PLANNED AET CONVERSION ACCELERATED

PLANNED
conversion to
All Electronic
Tolling (AET)



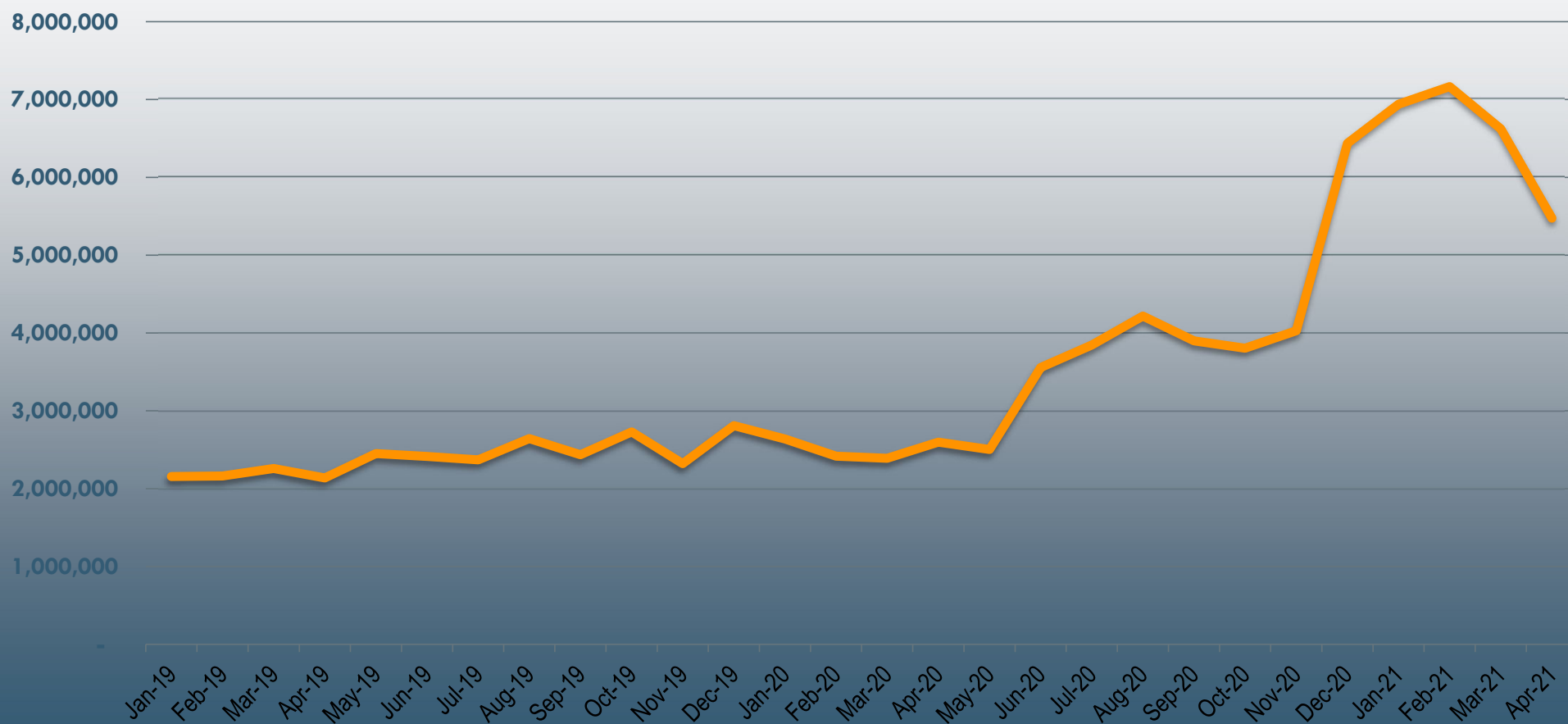
ACTUAL
Accelerated
AET due to
COVID





OUTBOUND MAIL VOLUMES SURGED IN 2021

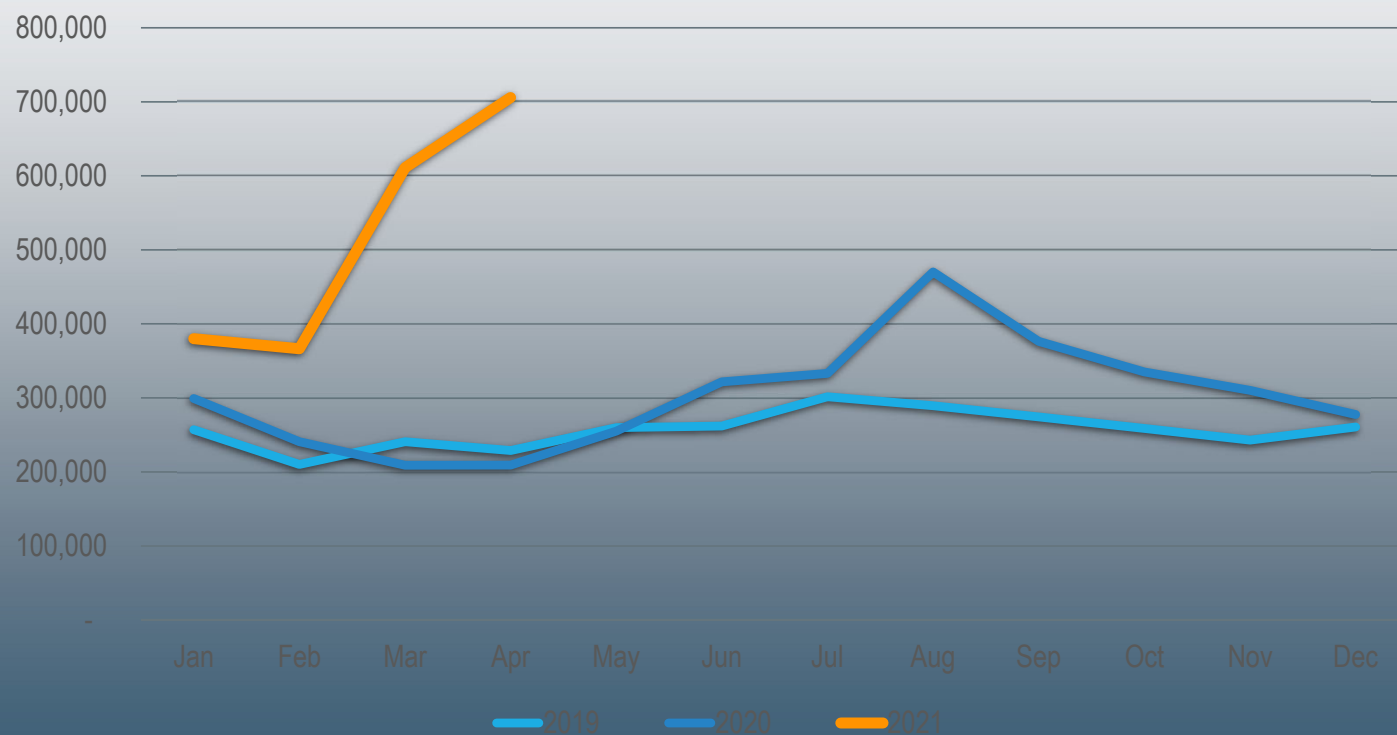
Outbound Mail Volume





CUSTOMER CONTACTS: CALL VOLUME TRENDS

Call Volume



Average Speed of Answer

- 2019 = 0:42
- 2020 = 3:19
- 2021 = 21:02

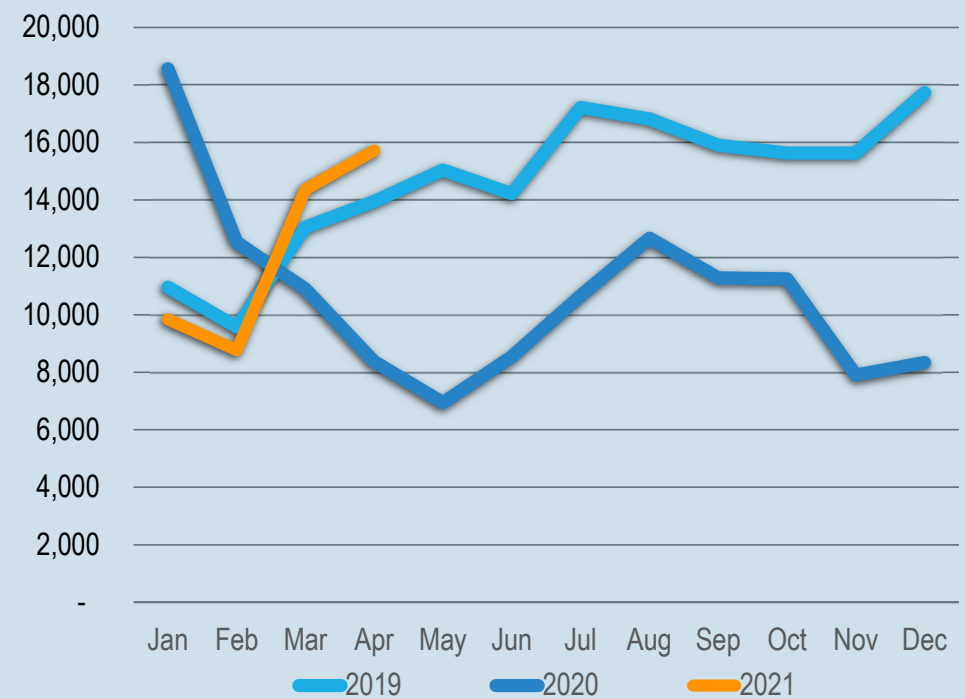


CUSTOMER CONTACTS: EMAIL AND CHAT VOLUME TRENDS

Email Volume



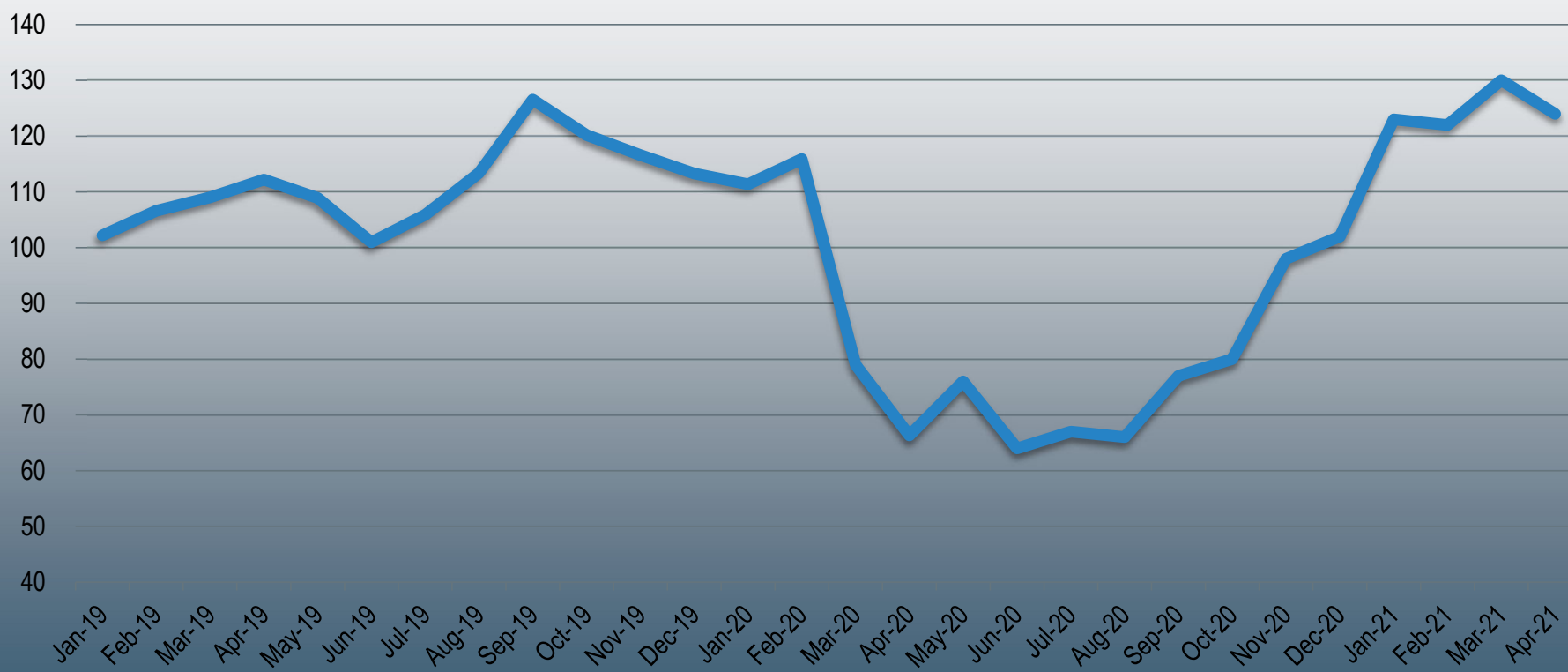
Chat Requests





CALL CENTER STAFFING TRENDS

Average Daily Number of Staff Answering Calls



STAFFING CHALLENGES

HURDLES



- **Pandemic – 14 months**
- **Government Assistance**
- **Onsite Space**

APPROACH



- **Multiple Sites –**
Work from Home, San Antonio,
New Hampshire, Austin
- **Employee Incentives –**
Attendance Bonuses, Food,
Gift Cards, Work from Home

CUSTOMER SATISFACTION 2021

	PHONE	Customer Satisfaction: 80% Issue Resolved on First Contact: 73%	
	EMAIL	Customer Satisfaction: 62% Issue Resolved on First Contact: 44%	
	CHAT	Customer Satisfaction: 91% Issue Resolved on First Contact: 84%	

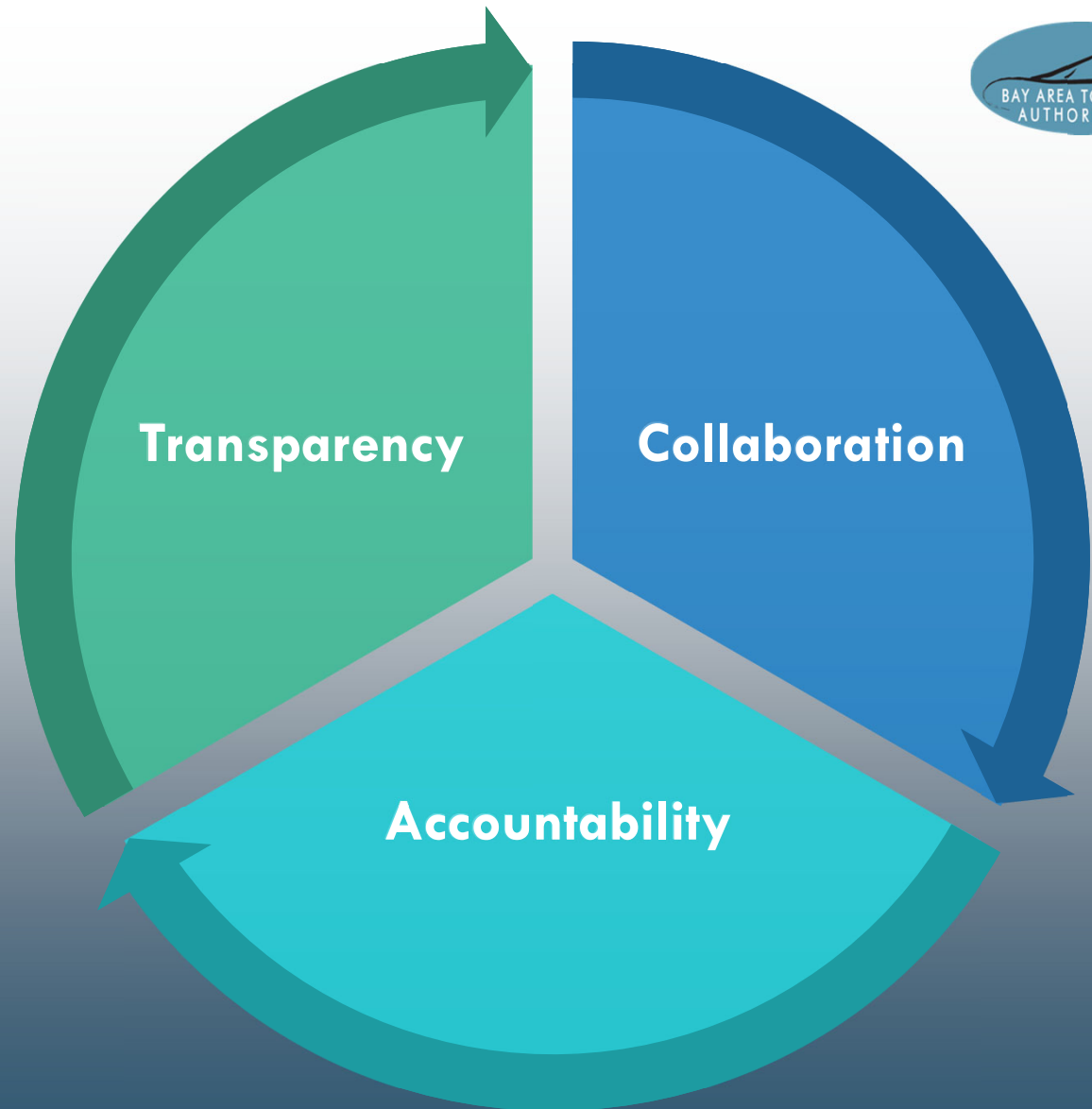
IMPROVEMENT STRATEGIES

Active Management

- Departmental focus
- Root cause analysis
- Progress updates

Continual Improvement Projects

- Call duration
- Staffing levels
- Contact center attendance
- Employee engagement to reduce attrition
- Customer satisfaction
- Issue resolution on first contact





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0691	Version:	1	Name:	
Type:	Resolution	Status:		Authority Approval	
File created:	4/23/2021	In control:		Bay Area Toll Authority Oversight Committee	
On agenda:	6/9/2021	Final action:			
Title:	BATA Recovery Ad Hoc Working Group Final Recommendation				

Staff will present and request Authority approval of the Ad Hoc Working Group Summary Report and Action Plan to address the COVID-19 pandemic impact on the BATA toll bridges and approaches.

Sponsors:

Indexes:

Code sections:

Attachments: [6a - 21-0691 - AD Hoc Summary and Action Plan.pdf](#)
[6a - 21-0691 - Ad Hoc Action Plan Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BATA Recovery Ad Hoc Working Group Final Recommendation

Staff will present and request Authority approval of the Ad Hoc Working Group Summary Report and Action Plan to address the COVID-19 pandemic impact on the BATA toll bridges and approaches.

Presenter:

Peter Lee and Lisa Klein

Recommended Action:

Authority Approval

Bay Area Toll Authority Oversight Committee

June 9, 2021

Agenda Item 6a - 21-0691

BATA Recovery Ad Hoc Working Group Final Recommendation

Subject: Staff will present and request Authority approval of the Ad Hoc Working Group Summary Report and Action Plan to address the COVID-19 pandemic impact on the BATA toll bridges and approaches.

Background: The COVID-19 pandemic has had a dramatic impact on toll traffic and revenues over the last year. Following the issuances of State and county-level shelter-in-place orders in mid-March 2020, toll traffic dropped 40 percent below prior years' traffic levels with a significant negative impact on toll revenues. Further, on March 21, 2020, the State removed cash toll collectors from the toll booths for health and safety reasons, necessitating the rapid deployment of all-electronic tolling (AET) by BATA.

With the reductions in revenues caused by the pandemic, BATA adopted an austere FY 2021 operating and capital budget in June 2020. For the first time, BATA had an operating deficit that required a draw to its reserve to cover all operating expenses to maintain the safe operations and repair of the bridges. The Rehabilitation Program was significantly reduced in the near-term to prioritize on-going operations, maintenance and inspections and a limited number of projects in construction and near delivery.

More recently, toll traffic has recovered to approximately 80 percent of pre-pandemic levels in total, but recovery has been uneven across individual bridges, with substantially less traffic returning on the southern bridges. Of additional concern is the sustained reduction in high-occupancy vehicles and transit riders traveling across the bay and possible ramifications to future traffic congestion on the bridges.

In June 2020, Chair Haggerty appointed the BATA Recovery Ad Hoc Working Group to assist the Authority in understanding the impacts of the COVID-19 pandemic on the BATA toll bridges and approaches and to guide the Authority and Caltrans in addressing these impacts on bridge operations, maintenance, and rehabilitation.

The Ad Hoc Working Group reviewed the impact of the pandemic and BATA's initial response in three areas:

- I. Toll Revenues and Toll Bridge Operations, Maintenance and Rehabilitation
- II. Tolling Operations
- III. Traffic Operations on Bridges and Approaches

Based on this review, the Working Group provided direction for follow-up action by BATA on operations, budgeting, and policy in the short- and long-term.

On May 14, 2021, the Ad Hoc Working Group approved the multi-year Action Plan (Attachment 1), and the summary report (Attachment 2) for presentation to the BATA Oversight Committee. Additions requested by the Working Group at that time are described in Attachment 3. The Action Plan reflects efforts in three areas (A) securing funding and maintaining a state of good repair; (B) effective and efficient program administration; and (C) improved bridge operations.

Staff will provide an initial report to BATA Oversight in Fall 2021 on the status of the Action Plan.

Issues:

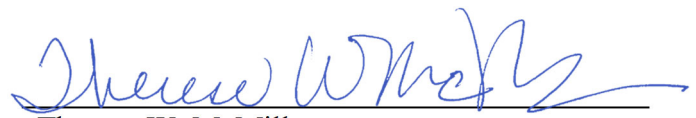
The Action Plan presents a strategy for funding key projects to support a state of good repair, open road tolling and mobility over the next ten years. The funding strategy includes both toll funding and supplemental, non-toll funding, which are in both cases subject to future board actions. Priorities for toll funding will be vetted by BATA in conjunction with approval of the FY 2021-22 budget and future budgets. The need to make trade-offs among competing regional priorities will be at least as fierce when seeking supplemental, non-toll funding from future State and Federal sources since these may be used to fund a wide variety of projects.

Recommendation:

Staff recommends the BATA Oversight Committee refer the Ad Hoc Working Group Summary Report and Action Plan to the Authority for approval.

Attachments:

1. BATA Recovery Action Plan
2. BATA Recovery Ad Hoc Working Group Summary Report
3. Additions requested by the BATA Ad Hoc Recovery Working Group at the May 14, 2021 meeting.
4. Presentation Slides



Therese W. McMillan

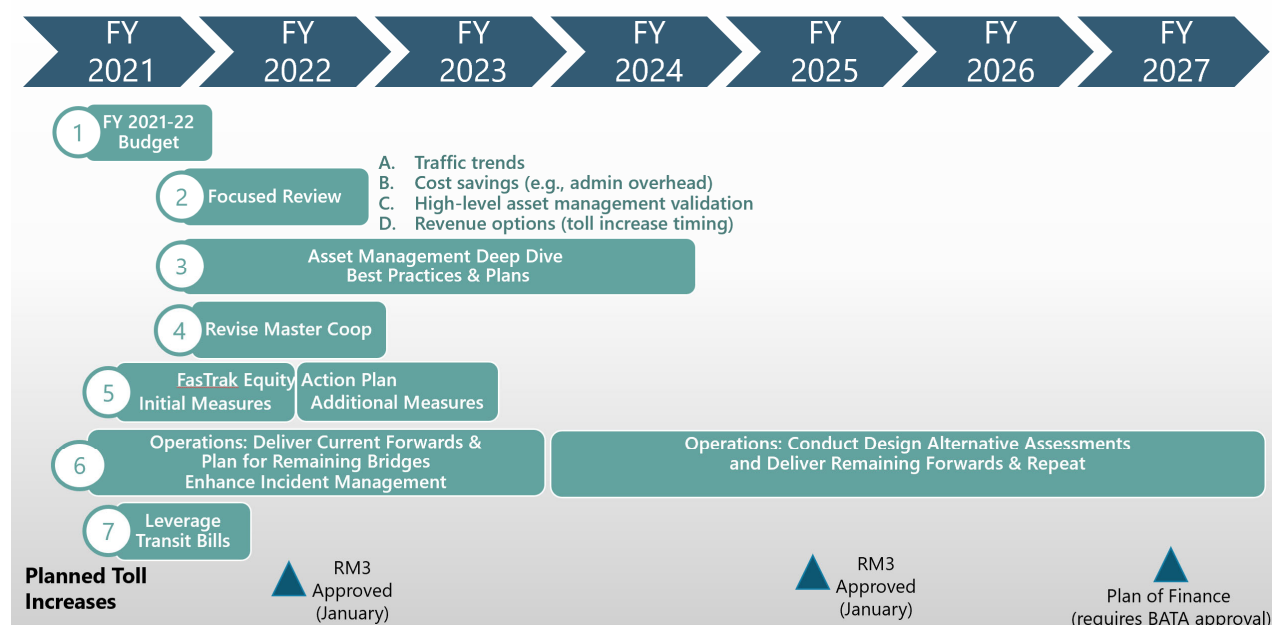
**Attachment 1:
Proposed BATA Recovery
Action Plan and Timeline**

ACTION PLAN	
<u>A. Funding & State of Good Repair</u>	
1. Proceed with Core Projects in FY 2022 Budget	<ul style="list-style-type: none"> • Request additional toll funding in the FY 2021-22 Budget for core, bridge safety projects, recognizing near-term draw on reserve. • Seek supplemental state/federal funding, recognizing this will require weighing priorities and trade-offs for each funding program.
2. Undertake Focused Review of Annual Rehabilitation Funding Needs and Recommend Next Steps (6-12 months)	<ul style="list-style-type: none"> • Track return of traffic • Pursue cost savings • Complete high-level asset management review • Review revenue options, including ability to leverage State/Federal funding, timing of future toll increases, and replenishment of reserves
3. Implement a Deep Dive Asset Management Program (1-3 years)	<ul style="list-style-type: none"> • Institute Asset Management best practices (ISO 55000 or comparable). • Develop detailed Bridge Asset Management Plans for all toll bridges. • Add dedicated staffing/consultant support starting in the FY 2022 Budget.
<u>B. Program Administration</u>	
4. Strengthen the BATA/Caltrans Partnership and Revise the Master Cooperative Agreement (1 Year)	<ul style="list-style-type: none"> • Articulate a common understanding of shared risks, building on experience. • Formalize a joint executive decision-making process to reflect shared risk. • Commit to creative delivery for transit priority projects. • Reflect current responsibilities such as BATA maintenance and All Electronic Toll collection.
5. Address Equity in FasTrak® Policies (1 Year and Continuing)	<ul style="list-style-type: none"> • Initiate review of current policies, including violation penalties and procedures, and identify low-hanging fruit for quick implementation as well as more complex measures that may require additional time to implement.

C. Operations	
6. Deliver Forward Initiatives (2 Years and Continuing)	<ul style="list-style-type: none"> Seek and secure local/State/Federal funding, in addition to toll funding, to plan, design and deliver the Forward projects to increase person-throughput in bridge corridors, in conjunction with transit priority recommendations emerging from the Blue Ribbon Transit Recovery Task Force. Focus on delivery of current Forward projects for San Francisco-Oakland Bay Bridge, Richmond-San Rafael Bridge and Dumbarton Bridge, and add remaining bridge approaches into the queue as part of the Forward Initiatives. Include operational strategies to address eastbound movement across the Bay Bridge and tools to increase compliance with HOV requirements. Leverage the Incident Management Task Force to improve traffic incident response on toll bridges and bridge approaches.
7. Leverage State Legislative Bills to Advance Transit Priority Opportunities (6 months)	<ul style="list-style-type: none"> Advocate for language in bills currently under consideration that will enable Caltrans and BATA to quickly and effectively implement transit priority projects in BATA bridge corridors.

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PROPOSED ACTION PLAN TIMELINE

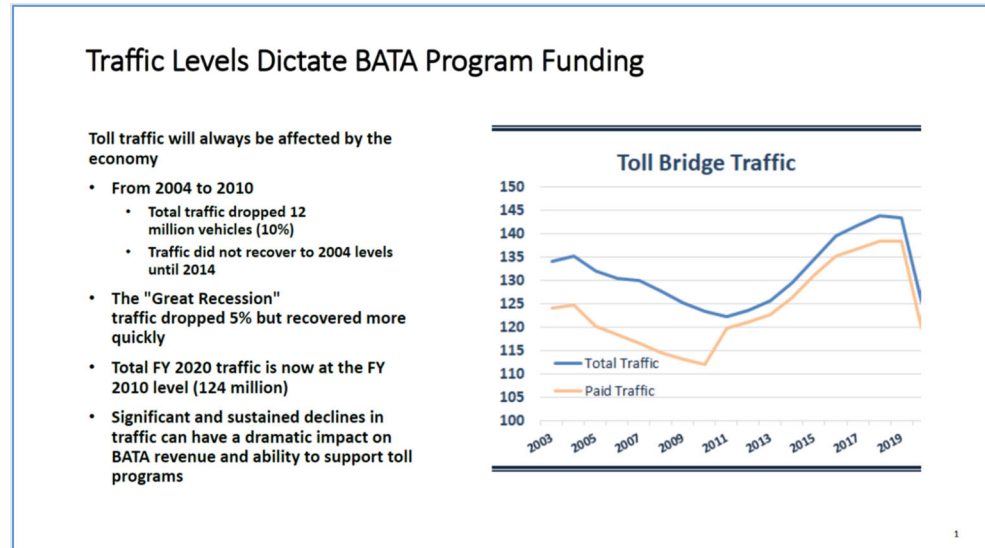


Attachment 2: BATA Recovery Ad Hoc Working Group Summary Report

I. Impacts to Toll Revenues and Toll Bridge Operations, Maintenance and Rehabilitation

Background

The COVID-19 Pandemic has had a dramatic impact on toll traffic and revenues over the last year. Following the issuances of State and county-level shelter-in-place orders in mid-March 2020, toll traffic dropped 40 percent below the prior pre-COVID traffic levels, to approximately the level of traffic in 2010 that followed the “Great Recession” with a significant negative impact on toll revenues.



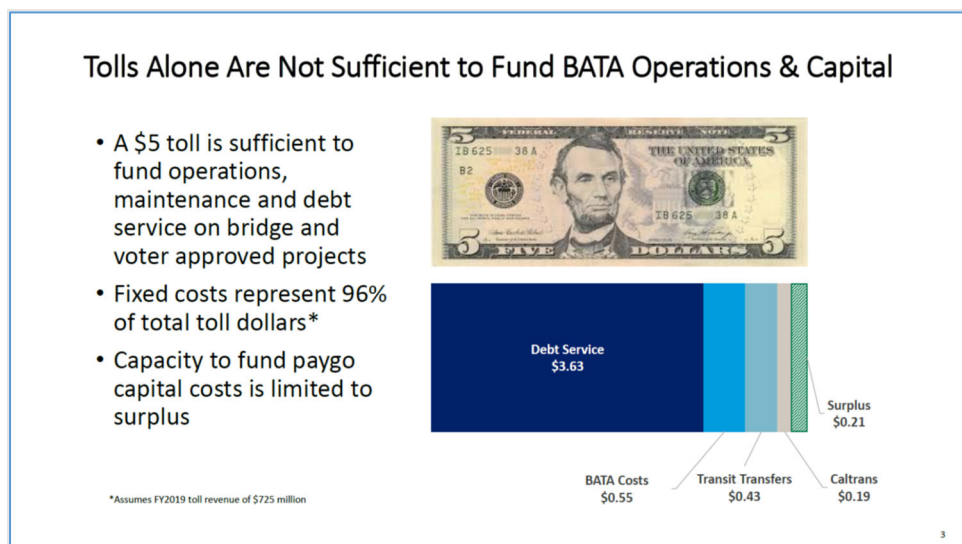
Significant Declines in Traffic Due to COVID-19 Pandemic
(Slide from August 21, 2020 BATA Ad Hoc Meeting)

Initial Actions

With the reductions in revenues caused by the pandemic, BATA adopted an austere FY 2021 operating and capital budget in June 2020. For the first time, BATA had an operating deficit that required a draw its reserve to cover all operating expenses and fund capital expenditures in the Toll Bridge Rehabilitation Program.

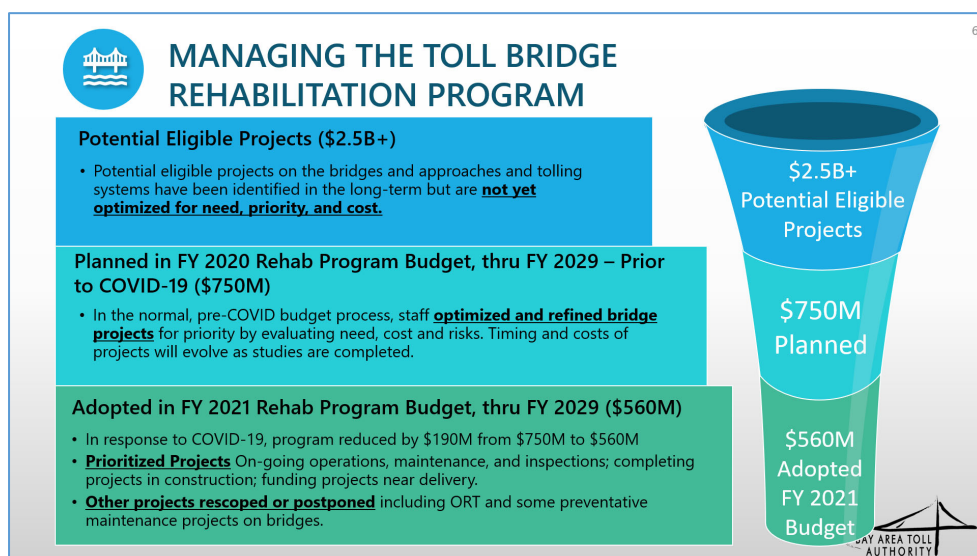
The Rehabilitation Program had been funded by BATA as a “paygo” program from operating surpluses (total toll revenues less debt service, operating and maintenance expenses). At a \$5 toll rate and pre-COVID traffic levels, tolls had been sufficient to generate some surplus revenue for rehabilitation projects, as illustrated below. However, with reduced traffic

levels, no surpluses were projected for FY 2021 and a draw on BATA's reserve was required to meet prior rehabilitation program and project commitments.



**Capacity to Fund Capital Costs Was Limited to Surplus Available
Prior to COVID-19
(Slide from August 21, 2020 BATA Ad Hoc Meeting)**

BATA established a reserve to protect against regional emergencies that could threaten toll collection. The goal of the reserve is to protect toll operations for up to two years in the event of a regional emergency without the need to raise tolls. The reserve was established at \$1 billion and had not been utilized since its creation for operating expenses.

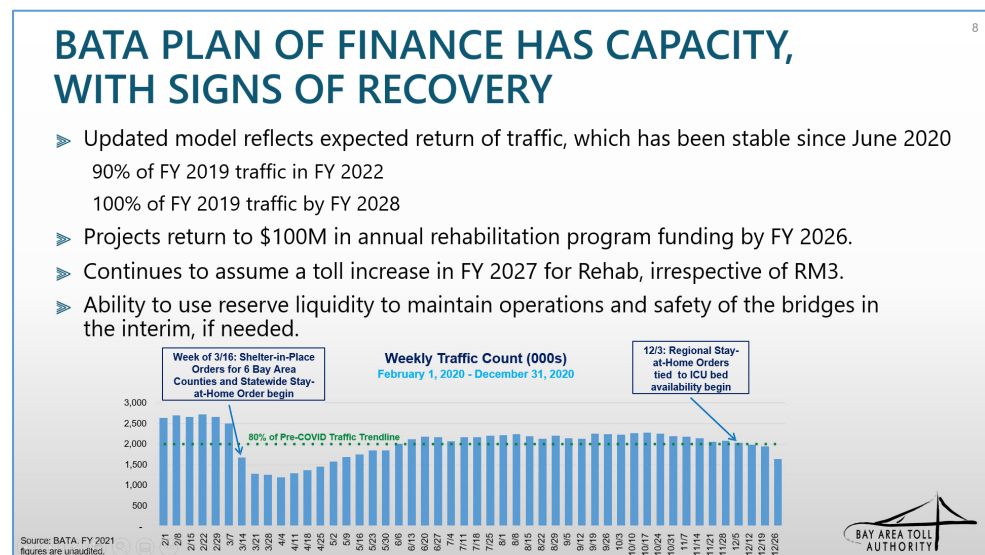


**Toll Bridge Rehabilitation Program
(Slide from March 5, 2021 BATA Ad Hoc Meeting)**

The Toll Bridge Rehabilitation Program focuses on preserving and restoring the bridges and toll collection systems. Since 2007, BATA has funded over \$1.5 billion in rehabilitation projects and will need to continue to invest in the bridges to maintain a state-of-good repair.

Prior to COVID-19, BATA had planned to fund \$750 million in Toll Bridge Rehabilitation Program projects through FY 2029. In response to the revenue reductions due to COVID-19, BATA had to quickly recalibrate priorities and reduce the program by \$190 million to \$560 million through FY 2029, as shown above. No projects were cancelled, but BATA needed to rescope, slow, or otherwise postponed projects to address the loss in toll revenue. Staff kept the safety of the bridges and traveling public as BATA's and Caltrans' highest priority and focused on continued funding for:

- On-going operations, maintenance and inspections
- Completing projects in construction
- Funding projects near delivery



**BATA Plan of Finance
(Slide from March 5, 2021 BATA Ad Hoc Meeting)**

Assuming a return to FY 2019 traffic levels by FY 2028, the Plan of Finance forecasts a return to operating surpluses and \$100 million in annual funding by FY 2026 for the Toll Bridge Rehabilitation Program, prior to a planned toll increase in 2027 to fund major bridge repairs and/or replacement expected as certain bridges age. (See image above.)

BATA Recovery Ad Hoc Working Group Summary Report

Attachment 2

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The targeted \$100 million annual funding level for Toll Bridge Rehabilitation is based on a BATA commissioned study by KPMG in 2017 that assessed the planned maintenance, repair, and rehabilitation schedules for the bridge system. This study is being reviewed and updated. Further, there remains the ability to draw upon the reserve liquidity to maintain the operations and safety of the bridges in the interim, if needed but is not unlimited.

Challenges

The FY 2021 Toll Bridge Rehabilitation Program budget was developed and adopted soon after the shelter-in-place and stay-at-home orders were issued in late March 2020. As noted, while prioritizing bridge and operations safety, BATA reacted quickly to recalibrate priorities and reduce near-term expenditures to meet the uncertain funding. The delay in funding has the potential to slow the momentum of several planned core BATA rehabilitation projects, including implementation of open road tolling. Through the work with the Ad Hoc Working Group, staff identified the following challenges to be addressed:

1. Prioritizing core bridge and operational safety and integrity projects and identifying additional toll and other supplemental funding for the BATA Rehabilitation Program projects beginning with the FY 2022 BATA Budget.
2. Improving the BATA/Caltrans Asset Management process on the Toll Bridges to better manage the program and inform BATA on the needs of the bridges relative to the toll increase for bridge rehabilitation identified in the BATA Plan of Finance.
3. Expediting project delivery and seeking cost savings and efficiencies with Caltrans.

Future Actions

1. Restore Toll Bridge Rehabilitation Program Funding with Toll and Supplemental Funding for Core Bridge Projects starting in the FY 2022 Budget

For FY 2022, traffic is projected to reach 90 percent of FY 2019 pre-COVID levels and could produce positive paygo funding for capital, as shown above. As a priority, the Ad Hoc Working Group recommended maintaining bridge safety and integrity. Staff presented core projects for toll funding priority. These core projects included repair of the fire suppression system at the Yerba Buena Island tunnel, open road tolling, and bridge paint projects. Restoration of toll funding will require future approval by BATA as part of the BATA Operating and Capital Budget.

BATA Recovery Ad Hoc Working Group Summary Report

Attachment 2

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REHABILITATION PROGRAM FUNDING OUTLOOK

- FY 2022 traffic projection is 90% of FY 2019 total
 - 14% increase in traffic from FY 2021
- FY 2022 estimate could produce positive paygo capital

Toll Revenue	\$652M
Other Revenue	\$120M
<u>Operating Exp</u>	<u>(\$724M)</u>
Net Revenue (available for capital)	\$ 48M
<u>Rehab avg</u>	<u>(\$100M)</u>
Reserve draw	(\$ 52M)
- FY 2022 will still require reserve draw for paygo capital at average of planned 10-year rehab program funding
- Current 10-year plan will require estimated \$150 M additional reserve draw until traffic recovery estimated in FY 2025




Annual Budget (millions \$)

	2017	2018	2019	2020
Toll Revenue	\$ 721	\$ 727	\$ 725	\$ 627
Operating Costs	\$ 84	\$ 95	\$ 102	\$ 100
Transfers	57	64	66	62
Debt Service	521	526	526	517
Total Costs	\$ 662	\$ 685	\$ 694	\$ 679
Operating gain/(loss)	\$ 59	\$ 43	\$ 31	\$ (52)
Other Revenue*	114	126	173	149
Other Expenses	-	-	(1)	(7)
Available for Capital	\$ 173	\$ 169	\$ 202	\$ 90
Project Costs				
Bridge Rehabilitation	(134)	(132)	(76)	(87)
RM2	(83)	(78)	(28)	(45)
1171	(39)	(6)	(2)	(4)
Other	-	-	(50)	(31)
Project Total	(256)	(216)	(156)	(167)
Reserve Increase/(Draw)	\$ (84)	\$ (47)	\$ 46	\$ (77)

* Build America payment, violations, interest

Rehabilitation Program Funding Outlook (Slide from April 5, 2021 BATA Ad Hoc Meeting)

To fund core priority Toll Bridge Rehabilitation Program projects, staff is proposing to utilize available paygo and draw upon the reserve as needed to provide a total of \$126 million in toll funding in FY 2022, as shown below.

① PROCEED WITH KEY PROJECTS IN FY 2021-22				
	PRIORITY PROJECTS	BATA FUNDED CORE	SUPPLEMENTAL, SUBJECT TO EXTERNAL APPROVALS	NOTES
 BRIDGE INTEGRITY	<ul style="list-style-type: none"> SFOBB Yerba Buena Isl. Tunnel Fire Suppression (\$11M) Contingency and emergency work (\$22M) Various: bridge paint, misc. electrical mechanical, SFOBB fender (\$26M) 	\$59M	\$2M (Caltrans)	<ul style="list-style-type: none"> Pursue up to \$94M in COVID-19 Relief Highway Funding for future eligible Rehabilitation Projects (e.g., Paint)
 TOLL COLLECTION	<ul style="list-style-type: none"> Open Road Tolling (\$20M) 	\$17M	\$3M (BATA/CTC)	<ul style="list-style-type: none"> \$3M SB-1 Local Partnership Program Formula
 APPROACHES, FACILITIES & OTHER	<ul style="list-style-type: none"> Richmond-San Rafael Bridge HOV Lane (\$2M) Bay Skyway (\$3M) Link Design(\$6M) Richmond-San Rafael Bridge Share Use Path Gap Closure (\$5M) 	\$8M	\$9M (BATA/CTC/MTC or Caltrans/Fed)	<ul style="list-style-type: none"> \$2M Quick Strike \$3M Alameda CTC \$4M Active Transportation Program
	Annual Capital Rehab	\$43M		Inspections, State Painters, Existing Electronic Toll Collection System
	TOTAL (10 YEARS)	\$126M	\$14M	

FY 2022 Toll Bridge Rehabilitation Program Proposal (Updated Slide from April 5, 2021 BATA Ad Hoc Meeting)

Over the 10-Year Rehabilitation Program in the FY 2022 Budget, staff proposes to restore funding to a level of nearly \$1.2 billion in toll revenue to




BATA Recovery Ad Hoc Working Group Summary Report

Attachment 2

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maintain momentum on core BATA bridge safety and operations projects, as shown below.

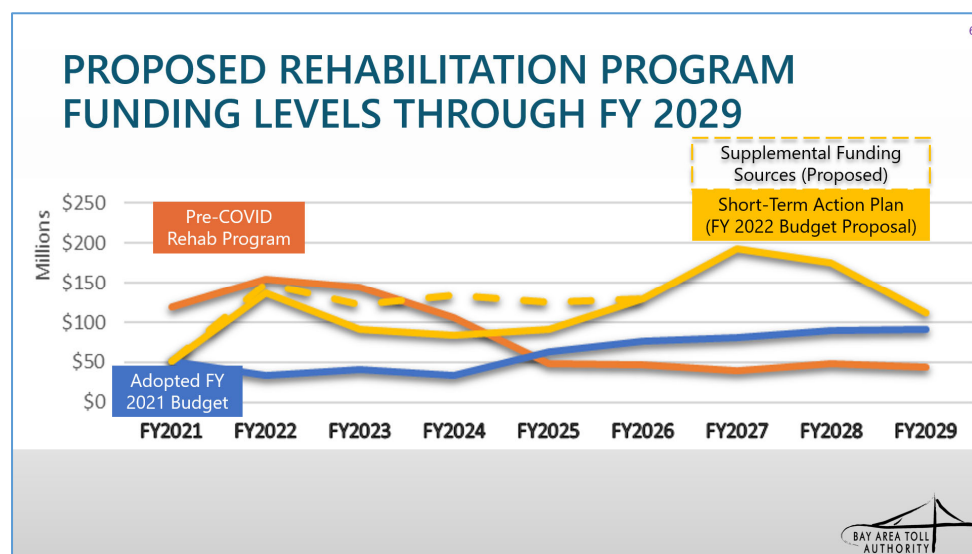
① 10-YEAR PROGRAM – KEY PROJECTS PROPOSED FOR FY 2021-22 BUDGET

	PRIORITY PROJECTS	BATA FUNDED CORE	SUPPLEMENTAL, SUBJECT TO EXTERNAL APPROVALS	NOTES
 BRIDGE INTEGRITY	<ul style="list-style-type: none"> Annual contingency for emergency work (\$76M) Preventative Maintenance Painting Projects on Richmond-San Rafael Br and SFOBB (\$300M) SFOBB Main Cable (\$48M), Fender System (\$147M), Yerba Buena Isl. Tunnel Fire Suppression (\$11M) San Mateo-Hayward Structure Repairs (\$69M) RSR Replace Existing Dampers (\$6 M) 	\$658M	\$94M (Caltrans)	<ul style="list-style-type: none"> Pursue up to \$94M in COVID-19 Relief Highway Funding for future eligible Rehabilitation Projects (e.g., Paint)
 TOLL COLLECTION	<ul style="list-style-type: none"> Open Road Tolling (\$80M) 	\$66M	\$14M (BATA/CTC)	<ul style="list-style-type: none"> \$14M SB-1 Local Partnership Program Formula Funds (next 2 cycles) on Bay Bridge Open Road Tolling
 APPROACHES, FACILITIES & OTHER	<ul style="list-style-type: none"> Bay Bridge Forward 2020 Construction of I-80 Bus Lane and I-80/Powell projects (\$10M) Richmond-San Rafael Bridge HOV Lane (\$24M) Bay Skyway (\$3M) Link Design(\$6M) Richmond-San Rafael Bridge Share Use Path Gap Closure (\$5M) 	\$25M	\$22M (BATA/CTC/MTC or Caltrans/Fed)	<ul style="list-style-type: none"> \$5M SB-1 Local Partnership Program Formula \$3M Federal \$7M Quick Strike (Regional and County) \$3M Alameda CTC \$4M Active Transportation Program
Annual Capital Rehab:	Caltrans Coordination, inspection security painters, traffic ops (\$205M) Asset management, program monitoring operations (\$77M) Annual Ending Toll Collection, Toll Tens and system maintenance(\$165M)	\$477M		
TOTAL (10 YEARS)		\$1.2B	\$130M	

10 Year Toll Bridge Rehabilitation Program Proposal (Updated Slide from May 14, 2021 BATA Ad Hoc Meeting)

Further, while BATA has funded voter-approved regional programs such as Regional Measure 2 with toll funding, BATA has not previously pursued supplemental non-toll funding for Toll Bridge Rehabilitation. With Ad Hoc Working Group support, staff proposes to seek and compete for supplemental, non-toll funding opportunities for both bridge rehabilitation and other bridge related projects.

In total, BATA is seeking a minimum of \$80 million in State/Federal funding from sources such as Senate Bill 1 Local Partnership Program Formula Funds, Federal COVID Relief funds directed to the State SHOPP, and Federal funding that may become available such as with Reauthorization or an infrastructure program. Funding is targeted for preventative maintenance (structural steel painting), Forward and Bay Skyway projects slated to proceed in the next few years. The funds are not guaranteed and MTC and other stakeholders will need to consider priorities and trade-offs attached to utilizing the various funding programs.



Should the staff proposals be successful, BATA Toll Bridge Rehabilitation Program funding would be restored to more than \$80 million per year, as shown above. Additional funding would be available should toll traffic return sooner than projected.

2. Undertake Focused Review of BATA Funding Needs and Recommend Next Steps

The COVID-19 pandemic will continue to impact BATA operations and revenues for the foreseeable future. While vaccinations and relaxation of social distancing, traffic is projected to return over time. The speed of the return of traffic and revenues will have a significant impact to BATA's ability to fund operations, projects and replenish the reserve. Further, a better understanding of the needs of the bridges is critical to the future funding needs of the bridges.

The Ad Hoc Committee discussed the need to keep BATA better informed and requested staff to continue regular updates to BATA on traffic, revenues, operations. In the next several months, BATA will undertake a focused review that involves:

- Closely monitoring traffic and revenue as the region recovers from COVID-19 and pursues near-term supplemental, non-toll funding.
- Seeking cost savings that would allow BATA and Caltrans to deliver more rehabilitation projects with a given level of funding, such as those described under Future Action 3 described below.

- Completing a high-level asset management review to validate existing data on condition of the bridge assets and project timing to confirm the cost of achieving a state of good repair.
- Assessing the gap between revenue and costs and identifying options to ensure future funding stability and replenish BATA's reserve. This could include potential to leverage State and Federal funding, potential to advance the 2027 toll increase anticipated in the BATA Plan of Finance and/or create a reserve dedicated to toll bridge rehabilitation, similar to that in place for operating expenses.

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② UNDERTAKE FOCUSED REVIEW



**Focused BATA and Caltrans Review
(Updated Slide from May 14, 2021 BATA Ad Hoc Meeting)**

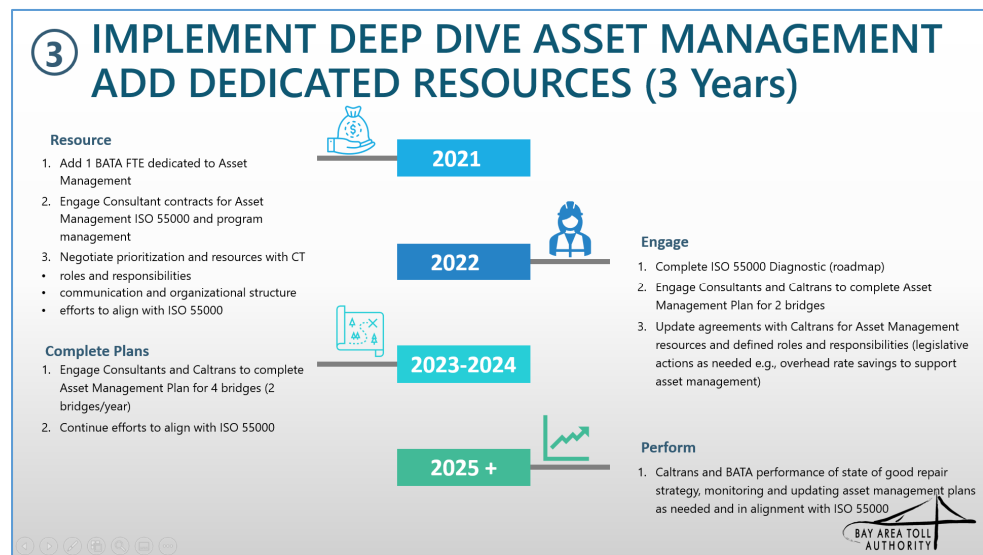
3. Commit to a Robust Toll Bridge Asset Management Program

While the bridges are in a state of good repair, the bridges will require ongoing investment, with more than \$2.5 billion in projects identified over next twenty years. The BATA Plan of Finance provides for on-going investment assuming bridge traffic returns to pre-COVID levels by 2028 and with a planned toll increase in 2027 and as prior debt is retired in the longer-term.

The Ad Hoc Working Group has highlighted the value of better understanding, documenting and communicating toll bridge rehabilitation needs to BATA and the public especially for a future toll increase.

A second element involves further commitment by BATA and Caltrans to the asset management effort that started with the Richmond-San Rafael Bridge.

- Staff proposes to review current asset management procedures and implement best practices for the efficient upkeep of the bridges, like ISO 55000.
- Staff proposes to develop Bridge Asset Management Plans on the remaining toll bridges to optimally maintain the bridges in a state of good repair over their remaining lifecycle. (See Roadmap image below.) The effort will require additional and on-going BATA, Caltrans and consultant resources to implement. Successful execution of this work will require developing a common understanding of both agencies' strengths and risk exposure.



**Toll Bridge Asset Management Roadmap
(Slide from April 5, 2021 BATA Ad Hoc Meeting)**

In addition, staff will pursue legislative or administrative opportunities for cost and schedule efficiencies. Most notably, this includes seeking an exemption from a requirement to pay Caltrans administrative overhead costs consistent with that extended to the Self-Help Counties.

4. Expedite Project Delivery and Seek Cost Savings and Efficiencies with Caltrans

While the COVID-19 pandemic has been challenging, it has also presented many agencies with opportunities to reshape and adapt their infrastructure. MTC's Blue Ribbon Transit Recovery Task Force has identified transit priority

on local streets and freeways as critical to meet regional mobility, equity and environmental goals and manage transit operating costs. Local cities have been able implement new transit prioritization, slow streets, and other mobility initiatives over the last year. BATA continues to work with Caltrans on delivery of innovative Forward initiatives in the bridge corridor and state highway system.

BATA staff is currently working to amend the BATA Caltrans Master Cooperative Agreement that stipulate the roles and responsibilities of each agency for the funding and operation of the seven State-owned toll bridges in the Bay Area. The Cooperative Agreement addresses a number of topics, including toll collection, toll bridge operations and maintenance, toll bridge rehabilitation, financial management, funding and project delivery.

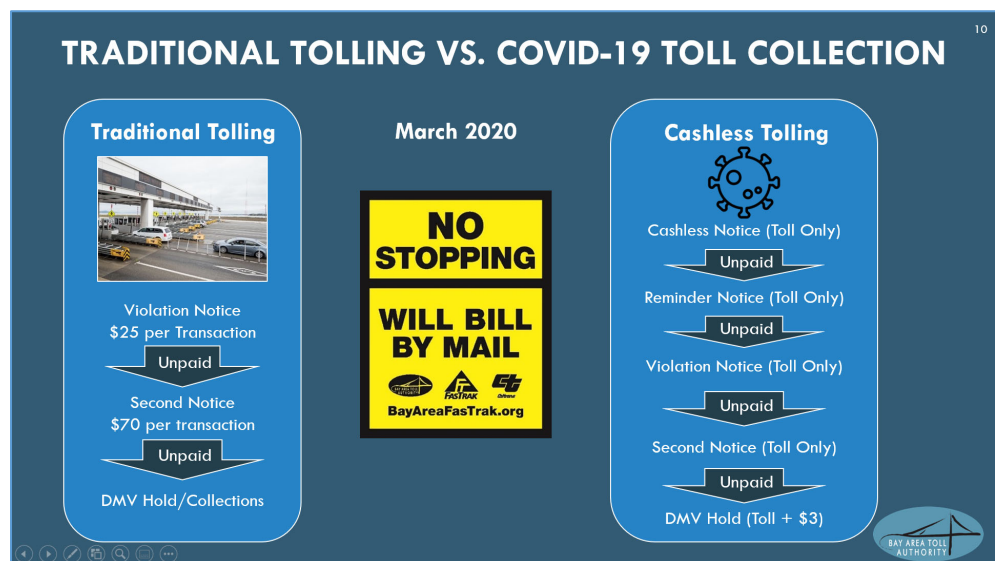
Revising the master cooperative agreement is an opportunity to partner with Caltrans to expedite delivery and address other issues. Staff proposes to update and revise the cooperative agreement to address current responsibilities and risks, to seek efficiencies in project delivery, and commit to a more robust asset management program. One key strategy to better manage risk and expedite decisions, thereby gaining cost-efficiencies, involves establishing a joint-decision making process involving executive staff from BATA, Caltrans District 4 and Caltrans Headquarters, as appropriate for certain BATA toll bridge asset management and structural matters.

II. Impacts to Tolling Operations

Background

On March 21, 2020, Caltrans removed cash toll collectors from the toll bridges for health and safety concerns related to COVID-19. With the suspension of cash toll collections, BATA initiated an all-electronic tolling (AET) process of direct invoicing by mail for those vehicles without FasTrak® that normally would have paid cash at the toll bridges.

BATA began “Cashless Tolling” operations immediately after the removal of toll collectors. Non-FasTrak® customers received a notice for the toll only, with no penalty for each trip. These no-penalty notices were intended as a short-term solution to maintain toll collection during the emergency COVID situation. In addition, BATA further suspended violations, penalties, and DMV holds until invoice functionality was deployed. (See illustration below.)



Initial COVID-19 Cashless Tolling Violation Fee Structure
(Slide from October 23, 2020 BATA Ad Hoc Meeting)

Initial Actions

BATA elected to expedite a previously approved five-year plan to implement robust AET. In this model, based on the existing invoicing model already used at the Golden Gate Bridge, non-FasTrak® customers receive a monthly invoice in the mail before receiving a toll violation, if the invoice is unpaid.

Starting January 1, 2021, monthly invoicing began on the State-owned bridges. Non-FasTrak® customers no longer receive single notices for each unpaid toll. System upgrades now permit all unpaid tolls within a given

month to be compiled into a single invoice. Prior approved fees, penalties and DMV holds were also reinstated. Roadway signage at the toll plazas and overhead approach structures was also partly updated, with additional improvements planned for the spring of 2021.

Challenges

The FY 2021 Toll Bridge Rehabilitation Program budget was developed and adopted soon after the shelter-in-place and stay-at-home orders were issued in late March 2020. To address the uncertain funding, BATA had to react quickly to recalibrate priorities and reduce near-term Toll Bridge Rehabilitation Program expenditures, including funds for open road tolling (ORT), which would remove the toll booths (no longer required with AET) and reconfigure the toll plaza to allow unimpeded and safer travel.

Further with the reinstatement of fees, penalties and DMV holds, the Ad Hoc Working Group requested a review of BATA's policies on fees and toll violation penalties to address affordability for residents earning a low-income.

Future Actions

1. Implement Open Road Tolling

The emergence of COVID-19 forced BATA to implement AET much faster than originally planned. Although this milestone has been achieved, the work to ultimately convert the bridges to open road tolling continues. Open road tolling has the potential to provide considerable safety benefits and is a key component of other regional transportation projects, including BATA's "Forward" projects to provide transit and carpool priority.

The current program schedule shows the first bridge converting to open road tolling in late 2023 and the last bridge (Bay Bridge) in 2026. BATA has started environmental clearance and civil design of the new open road tolling system and gantries. A new toll system integrator contract, with scope including replacement of BATA's aging toll system and providing updated equipment in the new open road tolling environment, is scheduled to be advertised and awarded later this year.

The estimated cost of the program is \$77 million with \$17 million in design costs and \$60 million to complete civil construction, toll system installation and customer service center integration over five years. The program was fully programmed in the BATA Toll Bridge Rehabilitation Program, however, due to COVID-19, some project funding was postponed in the FY 2021 Budget. To get the project back on schedule for completion by 2026, staff has developed a plan to fully fund the project within the multi-year Rehabilitation program in the FY 2022 BATA Budget using toll revenue and supplemental Senate Bill 1 Local Partnership Program funds. Securing these funds is subject to future approvals

by both BATA and CTC; BATA, in particular will need to consider the evolving landscape including other eligible projects, including traffic operations projects on the bridge approaches.

2. Address Equity of Violation and Fee Policies

Along with all electronic tolling, BATA staff is beginning the work to modernize FasTrak® tolling policies and procedures. The BATA Ad Hoc Committee requested a review of the fees and penalties that BATA currently applies to non-payment of tolls on the BATA bridges with an effective equity lens. In response, staff proposes to undertake a FasTrak Equity Action Plan, incorporating the four pillars of MTC's Equity Platform and leveraging experience from MTC's Clipper® STARTSM means-based transit fare discount program and BAIFA's FasTrak START means-based toll discount pilot.

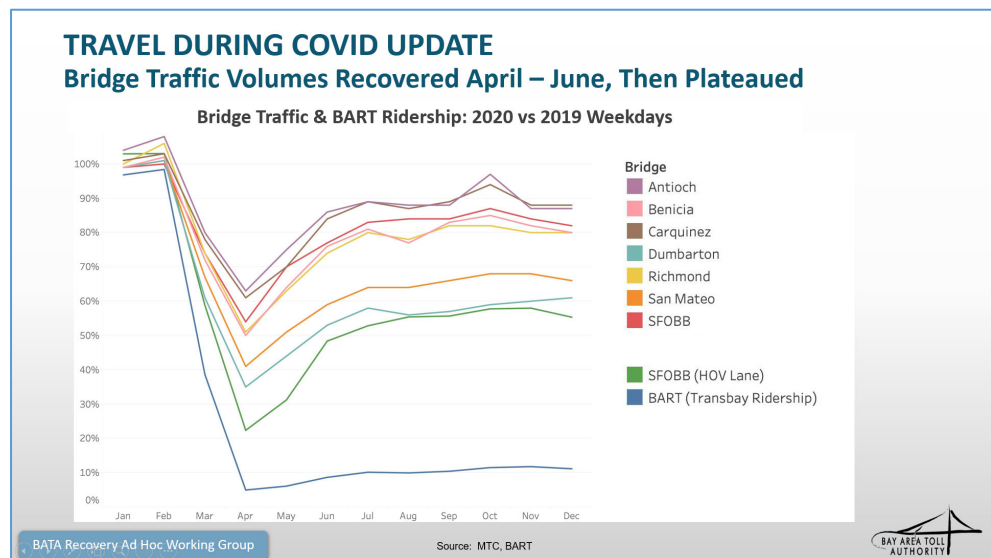
For most Bay Area households, transportation is the third-biggest monthly expense-trailing only the cost of housing and food. Staff aims to create a fair and just system that ensures access to transportation options and eases the toll payment process, while acknowledging and addressing barriers that affordability and enforcement can present. The policy updates will require a holistic approach that considers many aspects of customers interacting with the system. Staff will conduct a comprehensive review of current FasTrak® policies – from becoming a FasTrak customer (e.g., tag deposit, initial balance requirement, etc.), to keeping an account in good standing (e.g., grace periods and account balance notifications, more/easier ways for customers to load value to accounts, etc.), to enforcement and violations (e.g., violation penalties, administrative review procedures, etc.). Enforcement and violations have additional considerations as penalty fees may also generate additional burdens if unpaid fees result in high fines or the inability to renew vehicle registration.

BATA will need to engage community/customers to ensure the agency creates meaningful solutions that address their challenges and will have the most impact. Solutions must be deliberate, meaningful, and impactful, and it takes time to “listen and learn.” Staff will explore actions that can be taken immediately and develop plans for more extensive review and input in other areas.

III. Impacts on Traffic Operations on Bridges and Approaches

Background

While general bridge traffic has partly recovered from the COVID-19 lows in April and May of 2020 on the San Francisco-Oakland Bay Bridge, neither HOV3+ volumes on the San Francisco-Oakland Bay Bridge nor BART Transbay Ridership has recovered to the same level as general traffic on the span. (See image below.) The apparent reluctance of travelers to return to Transbay bus, BART, and carpooling puts the bridge corridors at risk for additional traffic congestion post-pandemic.

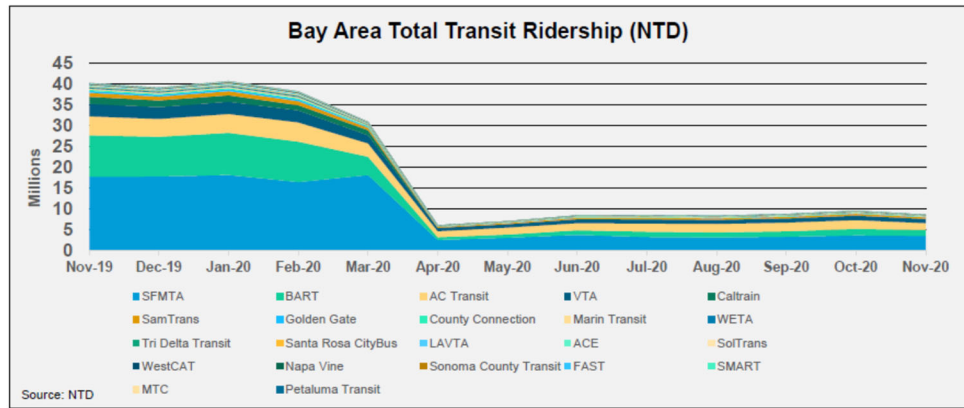


Bridge Traffic and BART Ridership During COVID
(Updated Slide from September 28, 2020 BATA Ad Hoc Meeting)

The drop in Transbay BART ridership mirrors declines in transit ridership across the region. Since April 2020, Bay Area transit ridership has declined 80 percent with the sharpest declines among operators that disproportionately carried peak hour commuters pre-pandemic such as BART, Caltrain, Golden Gate, and WETA, as shown below.

TRANSIT RIDERSHIP

Bay Area ridership has declined 80%, comparing April-November 2020 to the same period in 2019. The sharpest declines are among operators that disproportionately carried peak hour commuters pre-pandemic such as BART, Caltrain, Golden Gate, and WETA. Small bus operators that served, and continue to serve, more transit-dependent riders have seen a somewhat greater ridership recovery.



Transit Ridership During COVID (Slide from February 24, 2021 MTC Operator Update)

Addressing the sustained declines in transit ridership has been a focus of the MTC Blue Ribbon Transit Recovery Task Force. The Task Force is assisting MTC in understanding the scale of the crisis facing all Bay Area transit systems because of the COVID-19 pandemic and is developing a Bay Area Public Transit Transformation Action Plan. The plan will describe the actions needed to re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

Both the MTC Blue Ribbon Transit Recovery Task Force and BATA Recovery Ad Hoc Working Group have emphasized the need for transit prioritization to entice riders back to transit and other high occupancy modes. This emphasis is further reaffirmed by past direction from BATA Chair Haggerty and former State Assembly member Rob Bonta that seek transit priority improvements in the San Francisco-Oakland Bay Bridge corridor.

Initial Actions

Staff had already embarked on a series of Forward initiatives at the Dumbarton, Richmond-San Rafael, and San Francisco-Oakland Bay Bridges to vet and deliver projects on the bridges and approaches that provide transit and HOV priority, and supplement with active transportation enhancements where appropriate. These projects, while critical for the effective operation of the BATA bridges as the region recovers from COVID-19, are in various stages of delivery and in some case still require funding and other approvals.

Challenges

While many agencies used the lower traffic levels during COVID-19 as opportunities to reshape and adapt their infrastructure with initiatives like transit prioritization, slow streets, and other mobility projects, BATA has been challenged to quickly deliver these projects for several reasons, including lack of funding.

Future Actions

1. Seek Supplemental Funding for Forward Initiatives

With Ad Hoc Working Group support, staff proposes to leverage BATA funding by seeking and competing for supplemental local/State/Federal funding opportunities for Forward Initiatives. In total, BATA will seek \$80 million in State/Federal funding opportunities in the coming year including Senate Bill 1 Local Partnership Program Formula Funds, Federal COVID Relief funds directed to the State SHOPP, and Federal funding that may become available such as with Reauthorization or an infrastructure program. Funding is targeted for Forward and Bay Skyway Bicycle/Pedestrian projects. However, the funds are not guaranteed, MTC and others will need to consider priorities and trade-offs attached to the various funding programs. Staff will continue to assess opportunities for additional supplemental funding over time.

2. Improve the Ability of BATA and Caltrans to Deliver Transit Priority Projects

Revising the BATA/Caltrans master cooperative agreement is an opportunity to improve the project process with Caltrans to expedite delivery and address other issues. Staff proposes to update and revise the cooperative agreement within one year to address transit prioritization and coordinate highway and transit system management. The executive joint decision-making process recommended to address risk and partnership in the Asset Management program will also facilitate consistent direction, conflict resolution and risk management for transit priority projects, which often do not follow the traditional Caltrans project model.

In addition, several bills are currently being proposed that could improve our ability to deliver on transit prioritization efforts, including legislation on transit performance and coordination and a Bay Bridge Fast Forward program. The legislation offers opportunities to prioritize transit and streamline approval processes. Legislative initiatives sponsored by Assembly members Chiu and Wicks highlight key areas of overlap between the BATA Recovery Ad Hoc Working Group and the Blue Ribbon Transit Recovery Task Force. (See diagram below.)



Transit Recovery Opportunities Shared between MTC and BATA

Specifically, staff proposes principles such as authorizing MTC/BATA to: 1) designate regionally significant transit corridors on Caltrans' right of way in consultation with Caltrans, transit operators, county transportation authorities and stakeholders; and 2) implement transit priority and related operational improvements.

3. Expand Forward Initiatives to Other Toll Bridges and Both Directions of Travel

The Ad Hoc Working Group requested that staff pursue Forward projects on the remaining bridges and approaches, including both directions of travel. Staff will work in earnest to delivery Forward projects for all State toll bridges and approaches as funding becomes available. Staff will seek to include operational strategies to address eastbound movement across the Bay Bridge in the Bay Bridge Fast Forward initiative.

4. Leverage the Incident Management Task Force and Seek to Improve Traffic Incident Response on Toll Bridges and Bridge Corridors

The Bay Area Incident Management Task Force is an active multi-agency partnership that includes MTC, Caltrans, the CHP, the Federal Highway Administration, local law enforcement and fire departments, emergency medical services, county coroners, tow truck companies, and others who are focused on the safe and quick clearance of freeway traffic incidents. The agencies work through the Task Force to facilitate interagency

communication and cooperation to make Bay Area roadways safer for everyone. A recent initiative, led by MTC, created a Traffic Incident Dashboard to quickly understand trends and track effectiveness of projects and programs aimed at improving the safe and quick clearance of traffic incidents.

MTC is launching a Traffic Incident Management Strategic Plan to organize and prioritize its incident management coordination efforts. Through the strategic planning effort and through the work of the Task Force itself, staff will seek opportunities to improve incident management practices on toll bridges and bridge corridors to improve safety, reduce travel delays and improve reliability for express buses and all bridge users.

Attachment 3:

Additions Requested by the BATA Recovery Ad Hoc Working Group on May 14, 2021

Staff has made the following additions to the BATA Recovery Ad Hoc Working Group Action Plan and summary report to respond to requests made at the May 14, 2021 meeting of the Working Group. All edits are underlined.

Action Plan

- Staff has underscored the work planned in the Focused Review of Annual Rehabilitation Funding Needs and Recommended Next Steps (Action #2) as follows:
 2. Undertake Focused Review of Annual Rehabilitation Funding Needs and Recommend Next Steps (6-12 months)
 - Track return of traffic
 - Pursue cost savings
 - Complete high-level asset management review
 - Review revenue options, including ability to leverage State/Federal funding, timing of future toll increases, and replenishment of reserves
- Staff has added an action to recognize the importance of improving mobility in bridge corridors, through the multi-modal Forward Initiatives and through incident response. As a result, staff re-ordered the items in the Action Plan. The new action appears under the heading “Improved Bridge Operations” and reads as follows:
 6. Deliver Forward Initiatives (2 Years and Continuing)
 - Seek and secure local/State/Federal funding, in addition to toll funding, to plan, design and deliver the Forward projects to increase person-throughput in bridge corridors, in conjunction with transit priority recommendations emerging from the Blue Ribbon Transit Recovery Task Force.
 - Focus on delivery of current Forward projects for San Francisco-Oakland Bay Bridge, Richmond-San Rafael Bridge and Dumbarton Bridge, and add remaining bridge approaches into the queue as part of the Forward Initiatives. Include operational strategies to address eastbound movement across the Bay Bridge and tools to increase compliance with HOV requirements.
 - Leverage the Incident Management Task Force to improve traffic incident response on toll bridges and bridge approaches.

BATA Recovery Ad Hoc Working Group Summary Report

Attachment 3

Page 2 of 2

Summary Report

- Staff has expanded the discussion of the Forward Initiatives in Part III Impacts on Traffic Operations on Bridges and Approaches to capture the desire to improve travel in both directions and to develop multi-modal operational improvements for all BATA toll bridges. Additions are as follows:

3. Expand Forward Initiatives to Other Toll Bridges and Both Directions of Travel

The Ad Hoc Working Group requested that staff pursue Forward projects on the remaining bridges and approaches, including both directions of travel. Staff will work in earnest to delivery Forward projects for all State toll bridges and approaches as funding becomes available. Staff will seek to include operational strategies to address eastbound movement across the Bay Bridge in the Bay Bridge Fast Forward initiative.

- Staff has expanded the discussion in Part III Impacts on Traffic Operations on Bridges and Approaches to reflect the important role incident management has in improving safety and operations, including multi-modal mobility. Staff has added the following bullet.

4. Leverage the Incident Management Task Force and Seek to Improve Traffic Incident Response on Toll Bridges and Bridge Corridors

The Bay Area Incident Management Task Force is an active multi-agency partnership that includes MTC, Caltrans, the CHP, the Federal Highway Administration, local law enforcement and fire departments, emergency medical services, county coroners, tow truck companies, and others who are focused on the safe and quick clearance of freeway traffic incidents. The agencies work through the Task Force to facilitate interagency communication and cooperation to make Bay Area roadways safer for everyone. A recent initiative, led by MTC, created a Traffic Incident Dashboard to quickly understand trends and track effectiveness of projects and programs aimed at improving the safe and quick clearance of traffic incidents.

MTC is launching a Traffic Incident Management Strategic Plan to organize and prioritize its incident management coordination efforts. Through the strategic planning effort and through the work of the Task Force itself, staff will seek opportunities to improve incident management practices on toll bridges and bridge corridors to improve safety, reduce travel delays and improve reliability for express buses and all bridge users.



Item 6a. BATA Recovery Ad Hoc Working Group Final Recommendations and Action Plan

BATA
Oversight
Committee

June 9, 2021

BATA RECOVERY AD HOC WORKING GROUP

Appointed by Chair Haggerty in June 2020 to assist the Authority in understanding the impacts to the BATA toll bridges and approaches as a result of the COVID-19 pandemic and to guide the Authority and Caltrans in addressing these impacts on bridge operations, maintenance, and rehabilitation.

Ad Hoc
Working
Group

Amy Worth, Chair
Damon Connolly
Carol Dutra Vernaci
Nick Josefowitz
Dina El-Tawansy

Executive
Steering
Committee

Therese McMillan - BATA
Andrew Fremier - BATA
Brian Mayhew - BATA
Sean Nozzari - Caltrans



AD HOC WORKING GROUP WORKPLAN

Deep Dive

Recommendations

August

Traffic &
Revenue
Trends
Finances
Ad Hoc Goals



September

Fast-Track
Multi-
Modal
Projects to
Serve Buses
& Carpools



October

Toll
Collection &
Toll Plaza
Operations



November

Toll Bridge
Integrity
(Rehabilitation
& Asset
Management)



January

Agency Roles
BATA/
Caltrans
Joint Venture

March

Short-Term
Outlook and
Action Plan
Next Steps



April / May

Updated
Traffic/
Revenue
Outlook

Approve
Report &
Refer to
BATA



SINCE 1998, BATA AND CALTRANS HAVE UNIQUELY JOINT-VENTURED ON THE BRIDGES

BATA

- Administers the toll revenue
- Budgets and funds operation, maintenance, and rehabilitation of the bridges

Caltrans

- Owns, plans, operates, maintains, and manages rehabilitation of the bridges, including toll facilities
- Designs and constructs eligible projects

Joint-Venture by Statute and Master Cooperative Agreement between Agencies

BRIDGE TOLLS SUPPORT MULTIPLE PROGRAMS

- **Base and Seismic Retrofit Tolls are dedicated to the operations, maintenance and upkeep of the toll bridges**
- **Bridge tolls also support regional transportation and transit expansions and operations:**

Regional Measure 2

Regional Measure 3*

Regional Express Lanes

Transit Core Capacity

AB 1171

* Use of Regional Measure 3 funds pending resolution of litigation.
Future RM3 \$1 increases on January 2022 and 2025 by Statute.

Current Toll Structure	Toll
Base and Seismic Retrofit Toll	\$4
Regional Measure 2	\$1
Regional Measure 3*	\$1



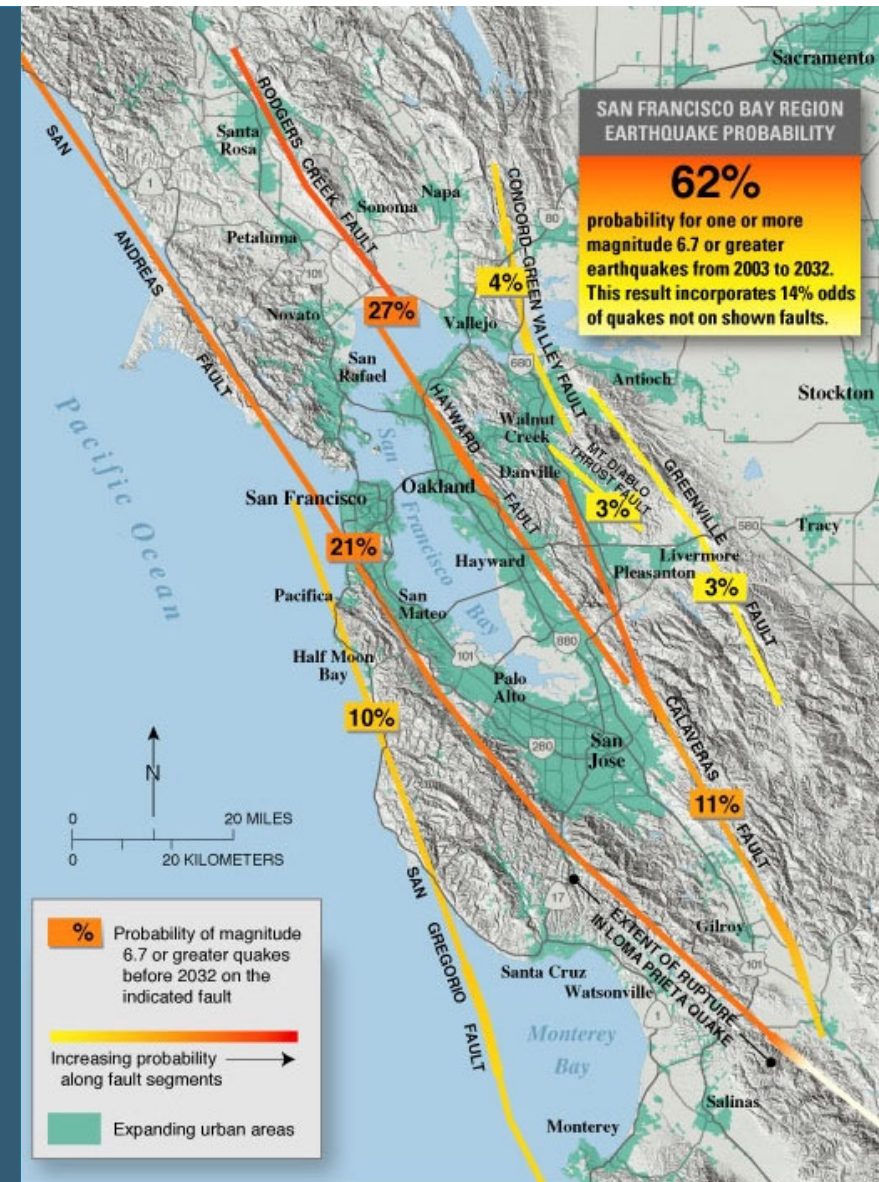
SINCE 1998, BATA & CALTRANS JOINTLY COMPLETED OVER \$10B BRIDGE IMPROVEMENT AND SEISMIC RETROFIT PROJECTS

\$8.7B Seismic Retrofit Program

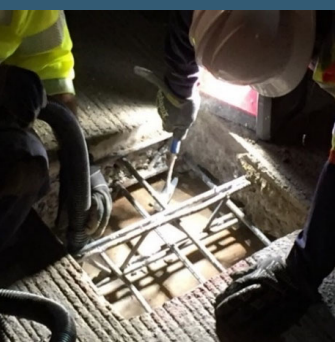
\$2.2B RM1 Toll Bridge Program




BRIDGE	SEISMIC DESIGN CRITERIA
San Francisco-Oakland Bay*	Lifeline
Benicia-Martinez*	Lifeline
Carquinez	Intermediate/No Collapse
Dumbarton	Intermediate
San Mateo-Hayward	Intermediate
Antioch	No Collapse
Richmond-San Rafael*	No Collapse

*Bridge eligible for federal funds



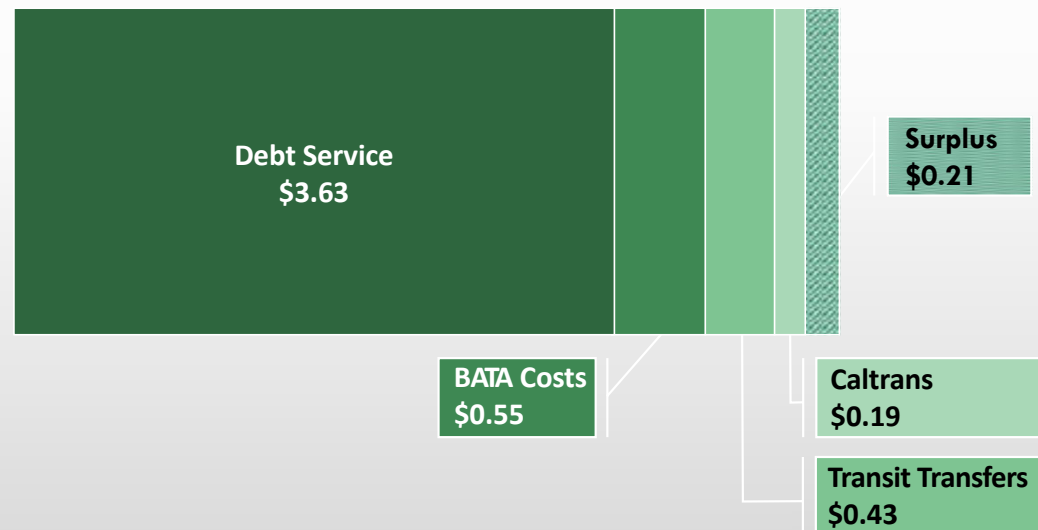
SINCE 2007, BATA HAS FUNDED \$1.5B FOR REHABILITATION



		FUNDING TO DATE	PAST MAJOR PROJECTS
	BRIDGE INTEGRITY	\$800M	<ul style="list-style-type: none"> San Mateo-Hayward Paint Ph 1 (\$60M) Richmond-San Rafael Paint Ph 1 (\$40M) San Mateo-Hayward Deck (\$40M)
	TOLL COLLECTION	\$350M	<ul style="list-style-type: none"> FasTrak® Tags (\$100M) Toll System Upgrades (\$30M) FasTrak® Sign and Sign Structure improvements (\$30M)
	APPROACHES, FACILITIES & OTHER	\$300M	<ul style="list-style-type: none"> Richmond-San Rafael Peak Period Lane & Bike Path (\$90M) 160/4 Interchange (\$50M) 680/80/12 -RM3 Advance (\$14M)

BATA'S CAPITAL PROGRAMS ARE DEPENDENT ON SURPLUS TOLL REVENUE

- A \$5 toll was sufficient to fund operations, maintenance and debt service on bridge and voter approved projects
- Fixed costs represent 96% of total toll dollars*
- Capacity to fund paygo capital costs, including toll bridge rehabilitation, is limited to surplus

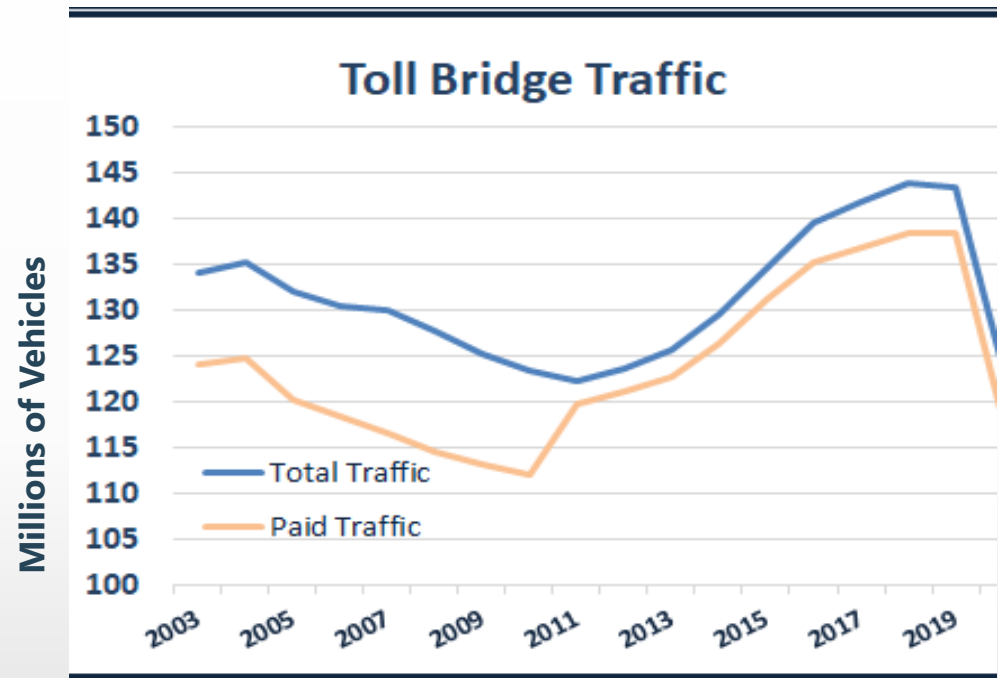


*Assumes FY2019 toll revenue of \$725 million



COVID-19 PROMPTED A SHARP DOWNTURN IN TRAFFIC AND SURPLUS REVENUES

- » FY 2020 traffic was down by 20 million vehicles to FY 2010 levels
- » Significant and sustained declines in traffic can have a dramatic impact on BATA revenue and ability to support toll programs
- » Since COVID-19 started, toll revenue is down over \$270 million (FY 2020 and FY 2021 to date)



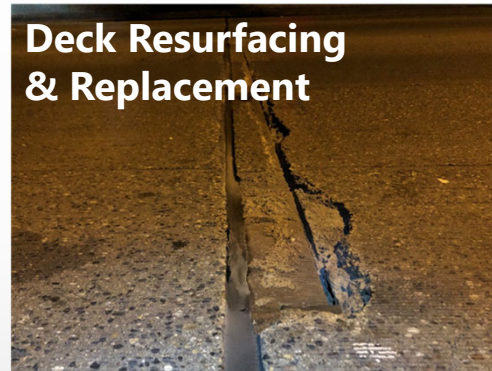


BRIDGE INTEGRITY

TAKE AWAYS

- » Toll bridges require on-going rehabilitation to maintain a state of good repair
- » Prior to COVID-19, BATA planned for \$100 million in bridge integrity projects annually, on average
- » Reduced traffic due to COVID-19 required a reduction in funding to the Rehabilitation Program
- » Safety is priority and will not be compromised

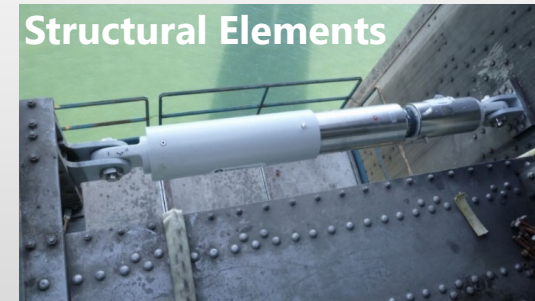
**Deck Resurfacing
& Replacement**



Joint Repairs



Structural Elements



**Structural
Steel Paint**





BRIDGE INTEGRITY

TAKE AWAYS, CONT.

- » For FY 2022, priority rehabilitation needs and key projects slightly exceed projected surplus and likely can be addressed by limited draw on reserves and supplemental non-toll funding
- » Priorities for toll and non-toll funding will need to be vetted and trade-offs considered
- » A better understanding of lifecycle needs is required to assess whether the current, planned toll structure is adequate over time

Options, if Rehabilitation needs exceed surplus

1. Defer Rehabilitation projects
2. Proceed with key safety projects drawing on reserves (cannot be done indefinitely)
3. Bring in new revenue

FUNDING & STATE OF GOOD REPAIR

1. Proceed with Key Projects in FY 2021-22 Budget

- Request additional toll funding in the FY 2021-22 Budget for core, bridge safety projects, recognizing near-term draw on Reserve
- Seek supplemental state/federal funding

2. Undertake Focused Review – Define Annual Rehabilitation Funding Needs and Recommend Next Steps (6-12 months)




- Track return of traffic
- Pursue cost savings
- Complete high-level asset management review
- Review revenue options, including leveraging State/Federal Funding and future toll increases

3. Implement Deep Dive Asset Management (1-3 years)

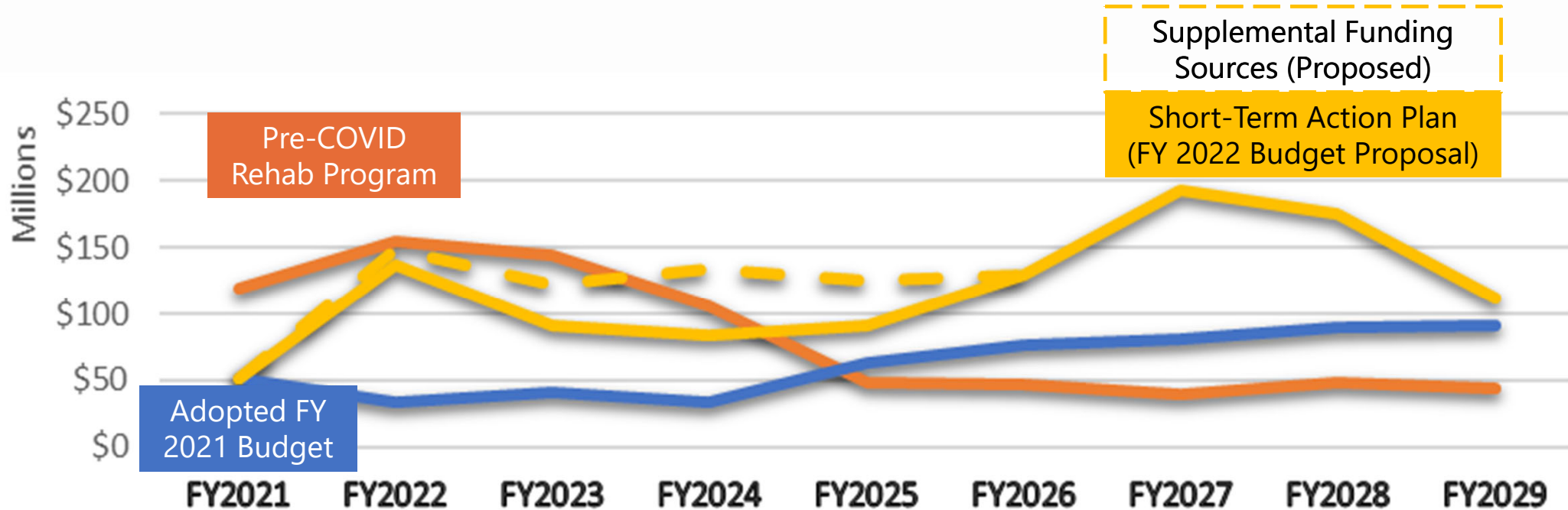
- Institute Asset Management best practices (ISO 55000 or comparable)
- Develop detailed Bridge Asset Management Plans for all toll bridges
- Add dedicated staffing/consultant support starting in the FY 2021-22 Budget



① 10-YEAR PROGRAM – KEY PROJECTS PROPOSED FOR FY 2021-22 BUDGET

	PRIORITY PROJECTS	BATA FUNDED CORE	SUPPLEMENTAL, SUBJECT TO EXTERNAL APPROVALS	NOTES
 BRIDGE INTEGRITY	<ul style="list-style-type: none"> Annual contingency for emergency work (\$76M) Preventative Maintenance Painting Projects on Richmond-San Rafael Br and SFOBB (\$300M) SFOBB Main Cable (\$48M), Fender System (\$147M), Yerba Buena Isl. Tunnel Fire Suppression (\$11M) San Mateo-Hayward Structure Repairs (\$69M) RSR Replace Existing Dampers (\$6 M) 	\$658M	\$94M (Caltrans)	<ul style="list-style-type: none"> Pursue up to \$94M in COVID-19 Relief Highway Funding for future eligible Rehabilitation Projects (e.g., Paint)
 TOLL COLLECTION	<ul style="list-style-type: none"> Open Road Tolling (\$80M) 	\$66M	\$14M (BATA/CTC)	<ul style="list-style-type: none"> \$14M SB-1 Local Partnership Program Formula Funds (next 2 cycles) on Bay Bridge Open Road Tolling
 APPROACHES, FACILITIES & OTHER	<ul style="list-style-type: none"> Bay Bridge Forward 2020 Construction of I-80 Bus Lane and I-80/Powell projects (\$10M) Richmond-San Rafael Bridge HOV Lane (\$24M) Bay Skyway (\$3M) Link Design(\$6M) Richmond-San Rafael Bridge Share Use Path Gap Closure (\$5M) 	\$25M	\$22M (BATA/CTC/MTC or Caltrans/Fed)	<ul style="list-style-type: none"> \$5M SB-1 Local Partnership Program Formula \$3M Federal \$7M Quick Strike (Regional and County) \$3M Alameda CTC \$4M Active Transportation Program
Annual Capital Rehab:	Caltrans Coordination, inspection security painters, traffic ops (\$205M) Asset management, program monitoring operations (\$77M) Annual Existing Toll Collection: Toll Tags and system maintenance(\$195M)	\$477M		
	TOTAL (10 YEARS)	\$1.2B	\$130M	

PROPOSED REHABILITATION PROGRAM FUNDING LEVELS THROUGH FY 2029



CURRENT AND FUTURE TOLL STRUCTURE

Auto Toll	Toll
Base Toll (RM1 and Seismic)	\$4
Regional Measure 2 (2004)	\$1
Regional Measure 3 (2019)*	<u>\$1</u>
Current Auto Toll	\$6
<i>Regional Measure 3 (Jan. 2022) (approved and pending)</i>	<i>\$1</i>
<i>Regional Measure 3 (Jan. 2025) (approved and pending)</i>	<i><u>\$1</u></i>
<i>Approved Pending Auto Toll</i>	<i>\$8</i>
<i>Regional Measure 3 Consumer Price Index (CPI) Increase (After 2025) (Requires BATA Approval)</i>	<i>CPI</i>
<i>Base Toll Increase (2027) (Planned, Requires BATA Approval)</i>	<i>TBD</i>

*Regional Measure 3 collections held in escrow pending resolution.

- BATA's Plan of Finance model assumes a toll increase in FY 2027 after the approved and pending RM3 increases in 2022 and 2025
- Acceleration of the planned 2027 toll increase for bridge rehabilitation is possible



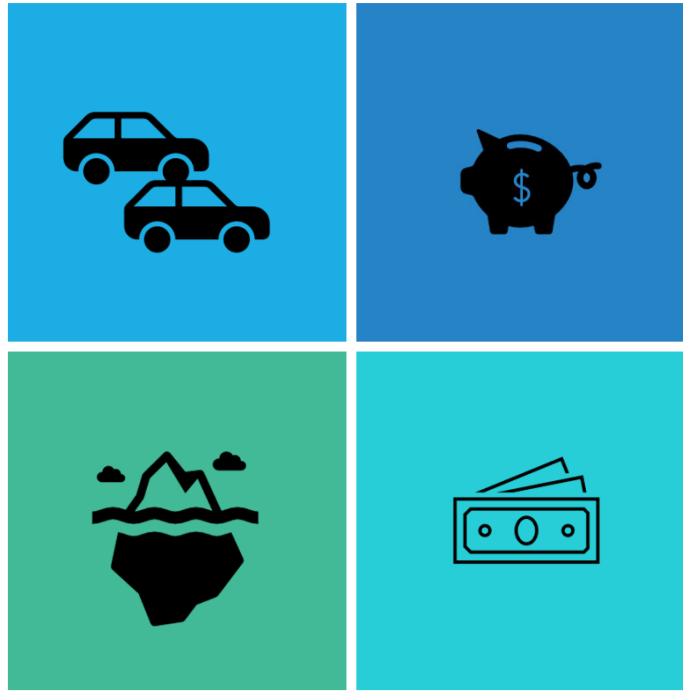
② UNDERTAKE FOCUSED REVIEW

A. Track Traffic & Revenue

1. How close are traffic & revenue to pre-COVID levels?
2. How much supplemental funding has been secured?

C. Complete High-Level Asset Management Review

1. Validate existing condition data and projects
2. Confirm project timing
3. Estimate annual rehab program funding need



B. Pursue Cost Savings

1. Seek exemption from Caltrans administrative overhead for direct savings (\$2.5M annually) to fund more projects
2. Review high-cost project areas (e.g., steel paint)

D. Review Revenue Options

1. Assess gap between available toll revenue and need
2. Review revenue options, including ability to leverage State/Federal funding, timing of future toll increases, and replenishment of reserves
3. Create a Reserve for Rehabilitation similar to that for operating, for use in future emergencies

③ FOCUSED REVIEW AND DEEP DIVE FOR ASSET MANAGEMENT

- » High - Level validation of existing data on bridge conditions and costs (3-6 months)



Structure	Deck	Painting	Electrical
GOOD	FAIR	POOR	FAIR
FAIR	GOOD	FAIR	POOR
POOR	GOOD	GOOD	POOR

» Deep Dive

- Best Practices for asset management
- In-Depth Studies for Structural Steel Painting and Deck life cycles
- Detailed Bridge Asset Management Plans

PROGRAM ADMINISTRATION

4. Strengthen the BATA/Caltrans partnership – revise the Master Cooperative Agreement (1 Year)

- Formalize a joint executive decision-making process to reflect shared risk.
- Commit to creative delivery for transit priority projects.
- Reflect current responsibilities such as BATA maintenance and All Electronic Tolling.

5. Address equity in FasTrak® policies, including violations penalties (1 Year and Continuing)

- Initiate review of current policies and identify low-hanging fruit for quick implementation as well as more complex measures.



⑤ FASTRAK EQUITY ACTION PLAN

TOLL PAYMENT OPTIONS



Goal: All customers will be afforded access to flexible and manageable ways to pay.

CUSTOMER EXPERIENCE



Goal: All customers will be provided with a positive and equitable experience when interfacing with the RCSC through any channel (website, call center, etc.).

COMMUNITY CONNECTIONS



Goal: Engaging the community and embracing the diversity of customers for continuous improvement in RCSC policies and operations.

ISSUE RESOLUTION



Goal: Providing fair and timely resolutions when problems occur, with an emphasis on reducing disproportionate impacts of toll evasion enforcement.

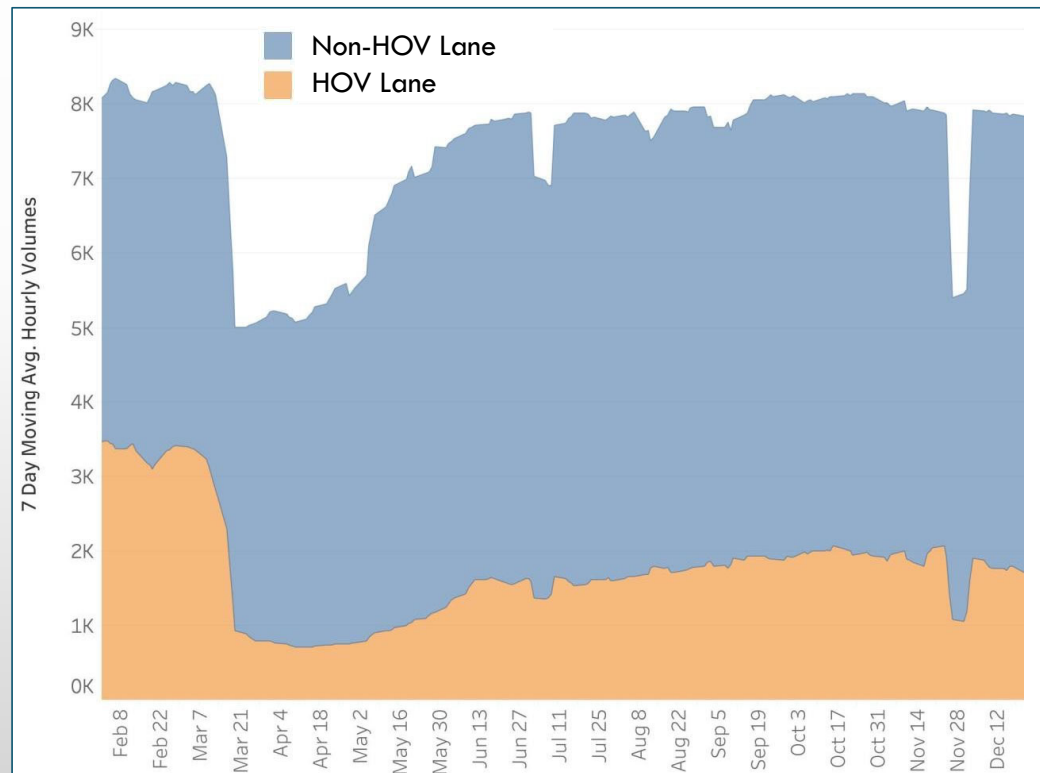


MULTI-MODAL APPROACHES, FACILITIES & OTHER

TAKE AWAYS

- As traffic returns to the toll bridges, it is critical to provide transit and HOV priority, such as through the “Forward” suite of projects
- Significant challenges include full funding and expediting project delivery
- Non-toll funding sources and broad partnerships are key
- Incident management is an important strategy to improve safety and operations

SFOBB 5-10 AM Volumes by Lane Type (Tu-Fri)



Source: MTC

BAY AREA TOLL
AUTHORITY

PROPOSED BATA RECOVERY AD HOC WORKING GROUP ACTION PLAN

IMPROVED BRIDGE OPERATIONS

6. Deliver Forward Initiatives (2 Years and Continuing)

- Secure local/State/Federal funding, in addition to toll funding
- Deliver current projects on Bay, Richmond-San Rafael and Dumbarton bridges & seek to expand to other bridges. Address two-way travel
- Leverage the Incident Management Task Force to improve traffic incident response

7. Leverage bills to advance transit priority opportunities (6 months)



⑥ DELIVER FORWARD OPERATIONAL STRATEGIES ASAP²²

Operations



Bus Queue Jump Lane



Open Road Tolling/Reinstate HOV Lane



Bus on Shoulder



Transit

High Frequency Express Bus & Ferry



Express Bus

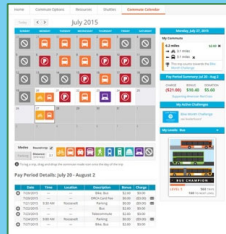


Coordinated & Modernized Express Bus



Mobility

Commute Management



Quick Builds, Gap Closures & E-bike



Gap Closures and E-bikes



7 TRANSIT RECOVERY AND TRANSIT PRIORITY – BAY BRIDGE/I-80 CORRIDOR FOCUS

BLUE RIBBON



TRANSIT RECOVERY TASK FORCE

Spring 2020 to Summer 2021

- Federal Relief Funding Advocacy / Distribution
- Transit Passenger & Employer Surveys
- Network Management Problem Statement/Scope
- Transformation Action Plan

Fare Integration
Mapping & Wayfinding
TRANSIT PRIORITY
Service Coordination
Transit Hubs

Asset Management
OPEN ROAD TOLLING
FORWARD PROJECTS
Reduce Overhead Rate
COOP / EXEC DECISION MAKING & EFFICIENCIES

**TRANSIT PERFORMANCE AND
COORDINATION LEGISLATION (*Chiu*)**
**BAY BRIDGE FAST FORWARD
PROGRAM (*Bonta*)**

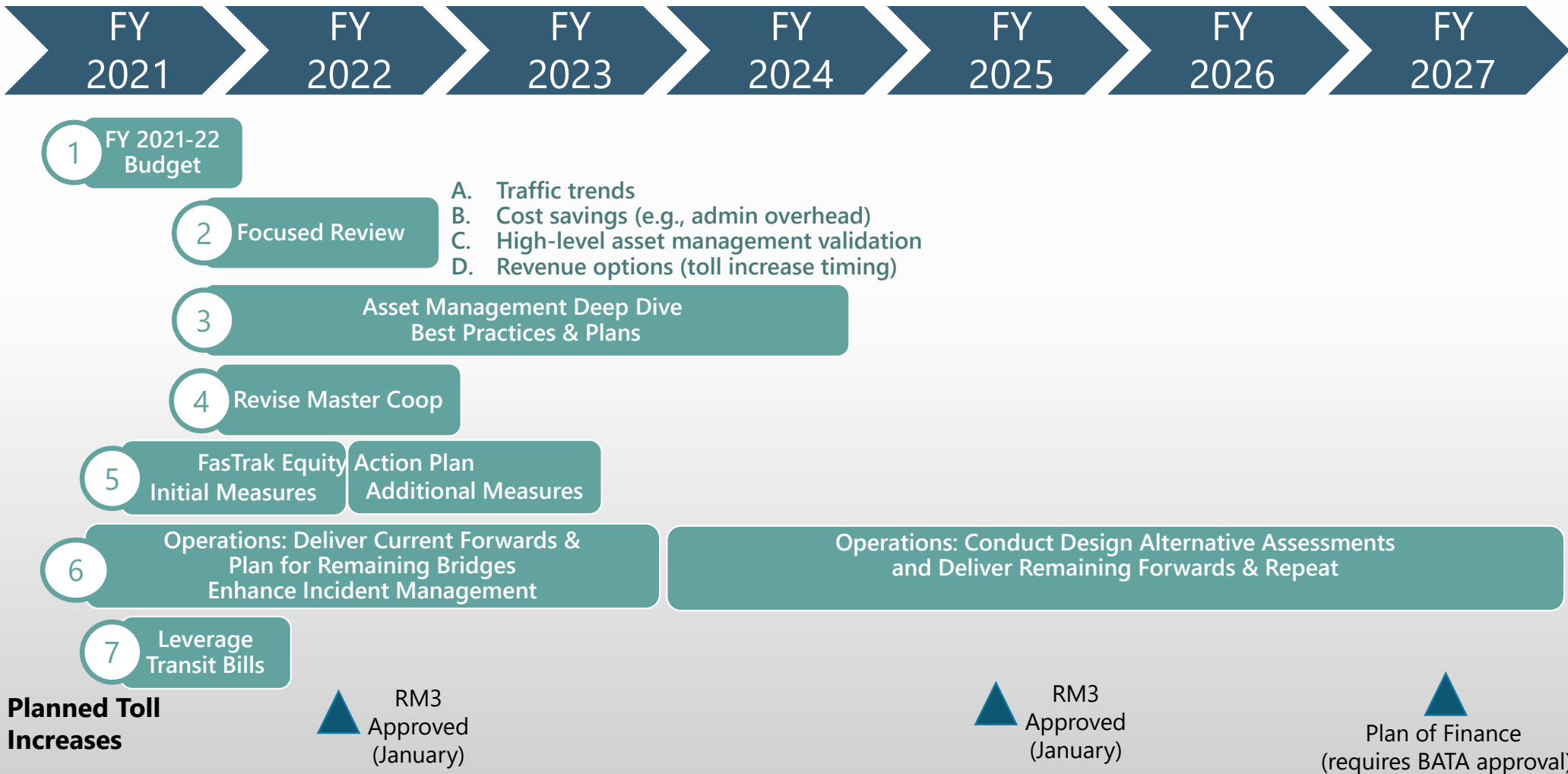
BATA RECOVERY AD HOC WORKING GROUP

Summer 2020 – Spring 2021

- Toll Bridge State of Good Repair
- Tolling Operations
- Traffic Operations on Bridges and Approaches
- Near-Term Action Plan



PROPOSED ACTION PLAN TIMELINE





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0676 **Version:** 1 **Name:**
Type: Resolution **Status:** Authority Approval
File created: 4/15/2021 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/9/2021 **Final action:**
Title: BATA Resolution No. 144 - FY 2021-22 Operating and Capital Budgets

Staff requests that BATA Resolution No. 144 authorizing the Operating and Capital Budgets for FY 2021-22 be referred to the Authority for approval. The operating budget is balanced as presented with a surplus of \$81 million that will be utilized as part of the FY 2021-22 capital program.

Sponsors:

Indexes:

Code sections:

Attachments: [6b - 21-0676 - FY2021-22 BATA Op & Capital Budget .pdf](#)
[6b - 21-0676 - FY2021-22 BATA Op & Capital Budget Presentation .pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BATA Resolution No. 144 - FY 2021-22 Operating and Capital Budgets

Staff requests that BATA Resolution No. 144 authorizing the Operating and Capital Budgets for FY 2021-22 be referred to the Authority for approval. The operating budget is balanced as presented with a surplus of \$81 million that will be utilized as part of the FY 2021-22 capital program.

Presenter:

Brian Mayhew

Recommended Action:

Authority Approval

Bay Area Toll Authority Oversight Committee

June 9, 2021

Agenda Item 6b - 21-0676

BATA Resolution No. 144 – FY 2021-22 Operating and Capital Budgets

Subject: Staff requests that BATA Resolution No. 144 authorizing the Operating and Capital Budgets for FY 2021-22 be referred to the Authority for approval. The operating budget is balanced as presented with a surplus of \$81 million that will be utilized as part of the FY 2021-22 capital program.

Background: BATA has managed through significant issues during FY 2020-21, including:

- Full time all-electronic payments
- Over 19 million cash invoices mailed
- Over 7 million follow up second invoices
- Implementation of new monthly billing system
- “Run-out” of March 2020 – December 2020 cash toll invoicing
- Traffic increased each of the last three months, 21% in March 2021
- Traffic stable but at 80% of FY 2018-19 year totals

The conversion from cash toll/electronic toll collection to all electronic collections would have been difficult enough to manage under normal circumstances but trying to staff the customer service center along with developing all new toll invoicing systems during a pandemic was nearly impossible. Even though we are improving our billing processes, we are still a long way from billing stability.

FY 2021-22 will be a significant improvement over FY 2020-21. There are still some residual issues that will concern us for the next few years. These issues include revenue recovery and cost controls, liquidity reserves and maintaining necessary pay-go capital funding.

Even with the FY 2020-21 traffic recovering, we estimate that the FY 2021-22 paid traffic level will still produce an operating revenue stream nearly \$70 million lower than FY 2018-19.

	<u>Paid</u>	<u>Revenue</u>	<u>(R3)</u>	<u>Net Toll Revenue</u>
FY 2019	138M	\$828M	(\$138M)	\$ 690M
FY 2022 (budget)	124M	\$744M	(\$124M)	\$ 620M

FY 2021-22 will be the third straight year paid traffic and toll revenue will be below the FY 2018-19 total. The remaining question is, if and when the traffic and revenue will recover to the FY 2019 level. Our financing models, based on FY 2008 history and industry projections, anticipate traffic and revenue increasing annually until full recovery by FY 2025.

We estimate the cost of the pandemic in lost revenue and increased costs, from April 2020 through FY 2021, to be approximately \$ 300 million. A summary of the cost details includes:

- Traffic (FY 2019 Base)

Total	FY 2020	- 19 million	- 13%
	FY 2021	- 34 million	- 25%
Paid	FY 2020	- 20 million	- 14%
	FY 2021	- 41 million	- 30%
Non-paying	FY 2021	7 million	135%

- Value

Paid traffic	\$246 million
Non-Paying traffic	42 million
Cash-toll invoice	26 million
Cash collection (April-June)	5 million
Waived violations	13 million
Total	\$332 million
Cash collection savings	-26 million
Net cost	\$306 million

As traffic recovers, revenue should increase and as we improve the invoicing processes, our costs should stabilize.

One additional casualty of the pandemic is the impact on BATA reserves. BATA has spent over \$1 billion in the past few years on pay-go capital projects. Over the same period, BATA's reserve balance dropped almost 50%. Until 2020, the reduction of the cash reserve was part of a planned drawdown of capital funds built up during the seismic retrofit program. The combination of project costs and the pandemic impact on overall BATA reserve balances is shown below (in millions):

<u>Fiscal Year</u>	<u>Project Costs</u> (Million)	<u>Reserve Balance **</u> (Million)
2017	\$256	\$2,309
2018	216	2,128
2019	215	2,101
2020	167	1,533
2021*	175	1,248

*Through March

**Net DSRF & RM3 escrow

BATA has a covenant to maintain a \$1 billion minimum reserve for liquidity and debt service protection. BATA's reserve structure is intended to maintain the enterprise for up to 18 months in a regional emergency.

Even with the combined revenue loss and added cost, BATA still has over two years of liquidity on hand and has not broken the \$1 billion minimum reserve requirement. However, surplus revenue and a strong reserve balance are important to maintaining the large and important pay-go capital program of the past few years and extending it into the next 10 years.

FY 2021-22 Budget

There are positive signs going into the FY 2021-22 budget. The positive signs include:

- Traffic has stabilized at over 80% of FY 2018-19 total
- Traffic has increased each of the past three months
- Toll revenue will be up over 22% from FY 2020-21 (net of RM3)
- The backlog of cash invoices should be resolved by year-end
- Invoicing processes and costs should stabilize in FY 2021-22
- The operating surplus will be over \$81 million compared to \$523,000 for FY 2020-21
- Proposed bridge rehabilitation budget of \$138 million is up from \$51 million
- In order to protect covenant calculations, BATA will prepay approximately \$80 million in principal coming due in April 2022

Our current model estimates that paid traffic will be restored to FY 2018-19 levels by FY 2024-25, allowing BATA to restore funding of approximately \$100 million per year to future pay-go capital projects.

RM3 revenue will be recorded back to the initial collection date of January 2019. There is a line called 'Prior Year RM3 revenue' for \$184 million. RM3 revenue will be recorded as toll revenue with an offsetting transfer to deposit the funds in the escrow account. The RM 3 funds for FY 2021-22 include \$175 million consisting of the first RM3 toll dollar and one-half year of the second RM3 toll dollar, scheduled to start January 1, 2022.

Below the transfer line is the line item showing the deposit of current and prior year RM3 toll revenue into the restricted escrow account. RM3 funds will remain in the restricted escrow account until released by the Authority. Recording the RM3 revenue and deposit is being shown for technical reasons and will not change the nature of the restricted RM3 funds nor BATA obligations.

FY 2021-22 Operating Budget

The total proposed BATA Operating Budget for FY 2021-22 is \$927 million in revenue with projected operating expenses of \$844 million, including debt service and transfers. The Operating Budget is balanced as presented with a projected operating surplus of \$81 million.

The proposed Bridge Rehabilitation Budget for FY 2021-22 is \$138 million which will be funded through a combination of surplus and reserve funds as well as supplemental revenue sources for specific projects.

Operating Revenue

Overall revenue for FY 2021-22 is expected to be approximately \$927 million, \$752 million net of RM3. Revenue highlights includes:

- Toll traffic up 28% over FY 2020-21
- Toll revenue, net of RM3, up 22%
- No change in Violation revenue of \$15 million
- Reimbursement revenue from other operators up \$7 million, 87% based on new express lane openings and improving traffic levels

Toll revenue is based on a return to 90% of the FY 2018-19 paid traffic level.

While this is an aggressive projection, we believe it to be reasonable based on recent traffic data.

Operating Expense

Total proposed operating expense, including transfers and depreciation for FY 2021-22, is approximately \$846 million, \$671 million after removal of the \$175 million RM3 deposit.

The proposed Operating Expense before transfers and depreciation, for FY 2021-22 is \$641 million, up \$33 million, a 5.4% increase. The increase is mainly tied to debt service costs, up \$18.5 million and RM2 transit transfers, up \$9.6 million. RM2 transfers increase with the change in traffic.

Operating expenses have been adjusted for the new all electronic toll format as well as costs associated with increasing traffic. Highlights include:

<u>Caltrans Operations</u>	\$7 million	down \$24 million
Termination of cash toll collection		
<u>FasTrak Operations</u>	\$51 million	up \$2 million
New AET and Invoicing costs		

Toll Bridge Administration \$40 million up \$4.6 million
The 13% increase - a shift of approximately 9 positions due to rebalancing overall MTC/BATA administrative responsibility. In addition, BATA has added 8 position the FY2021-22 budget.

Transfers \$28 million up \$7 million
\$3 million increase to liability reserve
\$2 million increase to admin transfer – traffic increase

Debt Service \$458 million up \$18 million
Prepaid FY 2020-21 principal of \$70 million

RM2 Transfers \$44.5 million up \$9.6 million
Estimated 27% increase in FY 2021-22 traffic

Overall, excluding the new RM3 revenue and transfer, BATA operating expenses are relatively stable. The shift to electronic invoicing is somewhat offset by a reduction in cash collection costs. As the FY 2020-21 backlog of cash toll invoices are completed and new invoicing procedures get more efficient, AET costs should stabilize as well. We will make a defensive move to prepay the April 2022 principal payment to protect investor coverage. However, in future years increasing tolls and stable costs should make these defensive moves unnecessary.

Capital Program

With completion of the \$8.9 billion Seismic Retrofit Program and the \$2.2 billion RM1 projects, attention has shifted to the Bridge Rehabilitation Program. However, there are other important capital projects underway, in addition to Rehab, including (in millions):

	Budget	Actual*	Balance
RM2	\$1,589	\$1,506	\$83
1171	570	489	81
CCCP	250	104	146
Subtotal	\$2,409	\$2,099	\$310
Bridge Rehab	1,559	1,235	324
Total Projects	\$3,968	\$3,334	\$634
*March, 2021			

As can be seen, BATA has committed to a substantial capital program, excluding Express Lane contributions, over the past few years. These projects are already underway and will require equal attention for cash flow purposes during FY 2021-22.

Bridge Rehabilitation Program

The Toll Bridge Rehabilitation Program has been underway, under BATA Oversight since 2007. Over the past 14 years both Caltrans and BATA have administered bridge rehab projects (in millions).

	<u>Budget</u>	<u>Actual</u>	<u>Balance</u>
Caltrans	\$848	\$694	\$154
BATA	711	541	170
	<hr/>	<hr/>	<hr/>
	\$1,559	\$1,235	\$324

The proposed Bridge Rehab budget for FY 2022 is \$138 million, up from an approved budget of \$51 million in FY 2021. Major components of the 10-year plan are (in millions):

	<u>Total</u>	<u>Average Annual Cost</u>
Capital Operations	\$378	\$38
Bridge Integrity	270	27
Paint	301	30
Electronic Toll Collection (ETC)	261	26
Other	32	3

The projects have been broken down in an order of priority based on discussions between Caltrans and BATA project staff. The total 10-year plan is approximately \$1.2 billion or an average annual budget of \$124 million.


The proposed budget for FY 2021-22 is \$138 million (detail is included in Attachment C-1). The breakdown of Caltrans and BATA is (in millions):

- Caltrans \$77
- BATA \$61

BATA projects make up over 40% of the FY 2021-22 budget and the entire 10-year funding program. FY 2021-22 projects include annual toll tag replacement, \$14 million for All Electronic Tolling (AET) (\$66 million 10-year total), asset management, Richmond Bridge Open Road Tolling (ORT)/HOV and SFOBB ORT civil design. The complete list of proposed FY 2021-22 Bridge Rehab projects along with the entire 10 years plan is attached.

Recommendation: Staff recommends that this Committee refer BATA Resolution No. 144, the BATA Toll Bridge and Operating Budgets for FY 2021-22, to the Authority for approval.

Attachments: BATA Resolution No. 144, the BATA Toll Bridge and Operating Budgets for FY 2021-22.


Therese W. McMillan

Date: June 23, 2021
W.I.: 1251, 1252, 1253, 1254, 1255, 1256, 1258
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 144

This resolution approves the FY 2021-22 BATA Toll Bridge Program Operating and Capital Budgets.

Further discussion of the BATA Operating and Capital Budgets is contained in the BATA Oversight Committee's Summary Sheet dated June 9, 2021. A budget is attached as Attachments A through G.

Date: June 23, 2021
W.I.: 1251, 1252, 1253, 1254, 1255, 1256, 1258
Referred by: BATA Oversight

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 144

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% 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% 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 2021-22 that includes anticipated revenues and expenses, as set forth in Attachment A, 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 budgets 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 SRP; and

WHEREAS, in accordance with the BATA Plan of Finance plan (BATA Resolution No. 110), adopted by BATA on November 20, 2013, and the bond covenants adopted under the Master Indenture and Supplemental Indentures, 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 final draft BATA budget for FY 2021-22 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2021-22 BATA operating and capital budgets prepared in accordance to generally accepted accounting principles attached hereto as Attachment A 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 budget for FY 2021-22, provided that there shall be no increase in the overall BATA operating 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 2021-22, 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 2021-22; and, be it further

RESOLVED, that BATA adopt budgets for the FY 2021-22 RM 2, Rehab, AB 1171, and RM 3 Programs for the state-owned toll bridges, as listed in Attachments B through F; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to close projects and reallocate remaining budgets within the authorized Toll Bridge 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 Toll Bridge 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 2021-22, and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2021, as listed in Attachment G; 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 pension 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 the Chief Financial Officer is authorized to record all RM3 revenue received since January 2019, and to transfer all RM3 funds to a restricted RM3 trust to be held in trust until further direction of the governing board of BATA; 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 \$2 million for FY 2020-21 and up to \$5 million for FY 2021-22 with a current contract limit of \$3 million and no further expenditures are authorized from the Liability Reserve without prior approval of the BATA Operations Committee; 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

Alfred Pedroza, 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 23, 2021.

Date: June 23, 2021
W.I.: 1251, 1252, 1253, 1254, 1255, 1256, 1258
Referred by: BATA Oversight

Attachments
BATA Resolution No. 144

FY2021-22 Toll Bridge Program
Operating and Capital Budgets

Attachment A: FY 2021-22 Toll Bridge Program Operating Budget.

Attachment B: Other Capital Project Budget, which shows the adopted capital budgets for the Express Lanes and Core Capacity Challenge projects.

Attachment C: FY 2021-31 Ten-Year Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 detailing the FY 2021-22 budgets and allocations, Attachment C-2, detailing the entire ten-year plan, and Attachment C-3, detailing the Rehabilitation Program Budget by Program).

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.

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

Attachment G: Fund Reserve Designations, effective June 30, 2021.

ATTACHMENT A
BAY AREA TOLL AUTHORITY
OPERATING BUDGET FY 2021-22

BATA Resolution No. 144

Date: June 23, 2021

W.I.: 1251 - 1258

Referred by: BATA Oversight Committee

	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec	
Operating Revenue						
General Toll Revenue	\$262,261,356	\$605,982,407	\$801,000,000	32.2%	\$195,017,593	L1
Violation Revenue	18,468,327	15,000,000	15,000,000	0.0%	\$0	L2
Interest Revenue	3,165,934	24,000,000	25,000,000	4.2%	\$1,000,000	L3
Reimbursement Revenue	2,882,815	7,973,335	14,885,000	86.7%	\$6,911,665	L4
Rebate for Build America Bonds	18,291,981	71,638,789	71,255,709	-0.5%	(\$383,080)	L5
Total Operating Revenue	\$305,070,413	\$724,594,531	\$927,140,709	28.0%	\$202,546,178	
Total Operating Expense	\$154,110,140	\$608,130,916	\$641,097,940	5.4%	\$32,967,024	
Operating Surplus/(Shortfall) before Transfer and Depreciation	\$150,960,273	\$116,463,615	\$286,042,769	145.6%	\$169,579,154	
Transfers	\$13,731,935	\$112,340,552	\$203,229,436	80.9%	\$90,888,884	
Depreciation	\$777,397	\$3,600,000	\$1,554,794	-56.8%	(\$2,045,206)	
Total Operating Surplus/(Shortfall)	\$136,450,941	\$523,063	\$81,258,540	15435.1%	\$80,735,477	
Transfer to Toll Bridge Capital Program		\$523,063	\$81,258,540			
Transfer to (from) Reserves		\$0	\$0			

REVENUE DETAIL

BUDGET FY 2021-22

	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec
General Toll Revenue (subtotal)	\$262,261,356	\$605,982,407	\$801,000,000	32.2%	\$195,017,593
RM 1 & Seismic Toll Revenues	\$216,786,829	\$422,596,683	\$508,500,000	20.3%	\$85,903,317
RM 2 Toll Revenues	45,474,527	91,692,862	117,000,000	27.6%	\$25,307,138
RM 3 Toll Revenues	0	91,692,862	175,500,000	100.0%	175,500,000
Violation and Other Revenue (subtotal)	\$18,468,327	\$15,000,000	\$15,000,000	0.0%	\$0
Violations & Other	\$18,468,327	\$15,000,000	\$15,000,000	0.0%	\$0
Interest Revenue (subtotal)	\$3,165,934	\$24,000,000	\$25,000,000	4.2%	\$1,000,000
RM1 Interest Earnings	\$2,532,747	\$19,200,000	\$20,000,000	4.2%	\$800,000
RM2 Interest Earnings	633,187	4,800,000	5,000,000	4.2%	\$200,000
Reimbursement Revenue (subtotal)	\$2,882,815	\$7,973,335	\$14,885,000	86.7%	\$6,911,665
BAIFA	\$235,771	\$1,687,500	\$2,985,000	76.9%	\$1,297,500
GGBHTD Fastrak	960,804	3,768,120	6,500,000	72.5%	\$2,731,880
ACTC	404,487	889,695	2,000,000	124.8%	\$1,110,305
VTA Express Lane	253,707	366,345	2,100,000	473.2%	\$1,733,655
SFO Airport	28,046	261,675	300,000	14.6%	\$38,325
BAHA	1,000,000	1,000,000	1,000,000	0.0%	\$0
Rebate for Build America Bonds (subtotal)	\$18,291,981	\$71,638,789	\$71,255,709	-0.5%	(\$383,080)
Rebate for Build America Bonds	\$18,291,981	\$71,638,789	71,255,709	-0.5%	(\$383,080)
Total Current Year Revenue	\$305,070,413	\$724,594,531	\$927,140,709	28.0%	\$202,546,178

EXPENSE DETAIL

BUDGET FY 2021-22

	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec	
Operating Expense						
Caltrans Operations and Maintenance (Subtotal)	\$3,266,584	\$30,825,000	\$7,000,000	-77.3%	(\$23,825,000)	
Toll Collection & Operations Services	\$0	\$24,225,000	\$0	-100.0%	(\$24,225,000)	L6
Toll Bridge & Facility Maintenance (Category A&B)	3,266,584	6,600,000	7,000,000	6.1%	\$400,000	L7
Fastrak Operations and Maintenance (Subtotal)	\$21,882,722	\$56,940,000	\$79,103,000	38.9%	\$22,163,000	
RCSC Operations	\$15,476,191	\$29,500,000	\$50,700,000	71.9%	\$21,200,000	L8
Banking/Credit Card Fees	4,712,639	16,000,000	16,000,000	0.0%	\$0	L9
Cash Processing	0	900,000	0	-100.0%	(\$900,000)	
ATCAS Facility and In-lane Maintenance	0	4,000,000	4,000,000	0.0%	\$0	L10
ATCAS Hardware/Software Maintenance	1,562,639	2,240,000	2,303,000	2.8%	\$63,000	L11
Collections Contract	131,253	1,600,000	1,600,000	0.0%	\$0	L12
DMV Expenses	0	2,700,000	4,500,000	66.7%	\$1,800,000	L13
Toll Bridge Operations and Maintenance Total	\$25,149,306	\$87,765,000	\$86,103,000	-1.9%	(\$1,662,000)	
Toll Bridge Administration (Subtotal)	\$9,796,985	\$35,352,898	\$39,962,475	13.0%	\$4,609,577	
Salaries and Benefits	\$5,930,297	\$12,910,970	\$17,328,940	34.2%	\$4,417,970	L14
Temporary Assistance	0	303,280	577,690	90.5%	\$274,410	L15
Travel&Training/Printing/Memberships	51,767	294,430	329,830	12.0%	\$35,400	L16
Other	0	196,500	156,025	-20.6%	(\$40,475)	L17
Financing Costs	1,355,283	16,025,300	16,036,100	0.1%	\$10,800	L18
Audit/Accounting/Other	534,926	1,762,500	1,762,500	0.0%	\$0	L19
Beale St Assessment	937,459	1,874,918	2,026,390	8.1%	\$151,472	L20
Business Insurance	358,898	625,000	385,000	-38.4%	(\$240,000)	L21
Misc. Toll Administration Operating Expenses	628,355	1,360,000	1,360,000	0.0%	\$0	L22
Consultant Contract/Other (Subtotal)	\$1,062,942	\$5,710,000	\$7,605,000	33.2%	\$1,895,000	
ETC Marketing	\$1,047,407	\$3,305,000	\$2,800,000	-15.3%	(\$505,000)	L25
Other Operating Contracts	15,535	1,840,000	4,240,000	130.4%	\$2,400,000	L26
RM2 Project Monitoring - Capital & Ops. Program	0	565,000	565,000	0.0%	\$0	L27
Debt Service	\$112,539,219	\$439,968,730	\$458,497,465	4.2%	\$18,528,735	L28
RM2 Marketing	\$672,864	\$4,491,000	\$4,470,000	-0.5%	(\$21,000)	L29
RM2 Transit Operating	\$4,888,824	\$34,843,288	\$44,460,000	27.6%	\$9,616,712	L30
Total Operating Expense	\$154,110,140	\$608,130,916	\$641,097,940	5.4%	\$32,967,024	
Transfers In						
Prior Year RM3 Revenue	\$0	\$183,775,975	\$0	-100.0%	(\$183,775,975)	
Transfers Out and Depreciation						
Transfers Out	\$13,731,935	\$20,647,690	\$27,729,436	34.3%	\$7,081,746	
1% Administration	\$5,532,895	\$5,532,895	\$6,655,000	20.3%	\$1,122,105	L31
Additional Transfer	4,862,690	5,532,895	6,655,000	20.3%	\$1,122,105	L32
Transfer to MTC	278,285	527,668	2,457,250	365.7%	\$1,929,582	L33
Transfer to Liability Reserve	782,749	2,000,000	5,000,000	150.0%	\$3,000,000	L34
Transbay Transit Terminal Maintenance	1,605,111	5,384,027	5,545,548	3.0%	\$161,521	L36
Transfer to ABAG SFEP	670,205	670,205	416,638	-37.8%	(\$253,567)	L37
Transfer to BART for IG Contract	0	1,000,000	1,000,000	0.0%	\$0	L38
Deposit to RM3 Escrow	\$0	\$275,468,837	\$175,500,000	100.0%	\$0	L39
Provision for Depreciation/Amortization	\$777,397	\$3,600,000	\$1,554,794	-56.8%	(\$2,045,206)	L40
Total Transfers Out and Depreciation	\$14,509,332	\$299,716,527	\$204,784,230	-31.7%	(\$94,932,297)	
Total Operating Expense and Transfer	\$168,619,472	\$724,071,468	\$845,882,170	16.8%	\$121,810,702	



BATA Resolution No. 144
Date: June 23, 2021
W.I.: 6840/6953
Referred by: BATA Oversight Committee

Attachment B
Bay Area Toll Authority
Other Capital Projects

Program #		BATA Actual Thru Dec 2020	BATA Budget Thru FY 2020-21	FY 2021-22	Life to Date Project Budget
6953	Core Capacity Challenge Program	\$ 104,200,686	\$ 250,000,000	-	\$ 250,000,000



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

BATA Resolution No. 144
Date: June 23, 2021
W.I.: 1251
Referred by: BATA Oversight Committee

NEW PROJECT
UPDATED PROJECT

		Thru 2021	2022	Adjustments	Thru 2022
Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
Summary	Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
	Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	JUL-SEPT Adjustments	Thru 2022
1	Completed		Var.	Completed/Closed Rehab Projects	Support	\$38,665,694			\$38,665,694
		REHAB 8030			Capital	\$78,636,635			\$78,636,635
					Total	\$117,302,329	\$0	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,562,775			\$7,562,775
		REHAB 6825			Capital	\$0			\$0
					Total	\$7,562,775	\$0	\$0	\$7,562,775
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,733,571			\$5,733,571
		REHAB 6814			Capital	\$4,480,035			\$4,480,035
					Total	\$10,213,606	\$0	\$0	\$10,213,606
4	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	\$6,180,409			\$6,180,409
		REHAB 6828			Capital	\$5,597,591			\$5,597,591
					Total	\$11,778,001	\$0	\$0	\$11,778,001
5	CTR 0009	01407	SFO	Toll Plaza Median Landscaping***	Support	\$722,112			\$722,112
		REHAB 6825			Capital	\$202,181			\$202,181
					Total	\$924,293	\$0	\$0	\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement,	Support	\$2,958,917			\$2,958,917
		REHAB 6825		BASE	Capital	\$11,883,015			\$11,883,015
					Total	\$14,841,932	\$0	\$0	\$14,841,932
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644			\$957,644
		REHAB 6825			Capital	\$869,782			\$869,782
					Total	\$1,827,425	\$0	\$0	\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,838,078			\$7,838,078
		REHAB 6826		Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	\$27,880,814			\$27,880,814
					Total	\$35,718,892	\$0	\$0	\$35,718,892
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662			\$72,662
		REHAB 6828			Capital	\$0			\$0
					Total	\$72,662	\$0	\$0	\$72,662
10	CTR 0015	04224	SMH	Replace Elec Cable Hangers & Upgrade 12kv System***	Support	\$2,869,539			\$2,869,539
		REHAB 6826			Capital	\$2,777,316			\$2,777,316
					Total	\$5,646,855	\$0	\$0	\$5,646,855
11	CTR 0016	04225	DUM	Expansion Joint Rehabilitation***	Support	\$2,091,531			\$2,091,531
		REHAB 6827			Capital	\$2,700,672			\$2,700,672
					Total	\$4,792,203	\$0	\$0	\$4,792,203
12	CTR 0145	0120S	SFO	SFOBB East Span YBITS 1	Support	\$1,340,014			\$1,340,014
		REHAB 6825		YBI Resurfacing/BASE	Capital	\$21,690,860			\$21,690,860
				Replace Lighting w/ HPS Lighting System ***	Total	\$23,030,874	\$0	\$0	\$23,030,874
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400			\$4,811,400
		REHAB 6813		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449			\$17,652,449
					Total	\$22,463,849	\$0	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010			\$714,010
		REHAB 6825			Capital	\$0			\$0
					Total	\$714,010	\$0	\$0	\$714,010
15	CTR 0028	1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$554,232			\$554,232
		REHAB 6825			Capital	\$0			\$0
					Total	\$554,232	\$0	\$0	\$554,232
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,346,596	\$42,154		\$1,388,750
		REHAB 6825			Capital	\$0			\$0
					Total	\$1,346,596	\$42,154	\$0	\$1,388,750
17	CTR 0032	1G720	SFO	Eyebar Monitoring System (ES)***	Support	\$207,931			\$207,931
		REHAB 6825			Capital	\$3,431,263			\$3,431,263
					Total	\$3,639,194	\$0	\$0	\$3,639,194
18	CTR 0147	2F000	SMH	Replace Damaged Transformer and Substation***	Support	\$53,276			\$53,276
		REHAB 6826			Capital	\$204,900			\$204,900
					Total	\$258,176	\$0	\$0	\$258,176
19	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$202,495			\$202,495
		REHAB 6828			Capital	\$0			\$0
					Total	\$202,495	\$0	\$0	\$202,495

NEW PROJECT			Thru 2021	2022	Adjustments	Thru 2022
UPDATED PROJECT						
	Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
	Summary	Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
20	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$2,756,322			\$2,756,322
		REHAB 6826			Capital	\$4,033,186			\$4,033,186
					Total	\$6,789,509	\$0	\$0	\$6,789,509
21	CTR 0043	3G300	Var.	Replace Foghorns/Radar Beacons PID***	Support	\$67,738			\$67,738
		REHAB 6828			Capital	\$0			\$0
					Total	\$67,738	\$0	\$0	\$67,738
22	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	\$8,741,000			\$8,741,000
		REHAB 6825			Capital	\$23,000,000			\$23,000,000
					Total	\$31,741,000	\$0	\$0	\$31,741,000
23	CTR 0048	3G487	SFO	Structural Steel Painting, Floor System, Deck, towers and deck rehabilitaiton projects	Support	\$1,664,669			\$1,664,669
		REHAB 6825			Capital	\$0			\$0
					Total	\$1,664,669	\$0	\$0	\$1,664,669
24	CTR 0049	3G470	Var.	Replace travelers and Rails PIDS***	Support	\$159,815			\$159,815
		REHAB 6828			Capital	\$0			\$0
					Total	\$159,815	\$0	\$0	\$159,815
25	CTR 0051	3G480	Var.	Caltrans PSR Planning	Support	\$64,164			\$64,164
		REHAB 6828		Paint Bridge Structures PID ***	Capital	\$0			\$0
					Total	\$64,164	\$0	\$0	\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint	Support	\$7,778,247			\$7,778,247
		REHAB 6814		(Lower Deck Only)	Capital	\$29,299,836			\$29,299,836
				Part 1***	Total	\$37,078,084	\$0	\$0	\$37,078,084
27	CTR 0053	3G486	SMH	Bridge Paint	Support	\$8,623,000	\$ (220,874)		\$8,402,126
		REHAB 6826		Part 1 ***	Capital	\$51,000,000	\$ (115,815)		\$50,884,185
					Total	\$59,623,000	-\$336,689	\$0	\$59,286,311
28	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$5,372,000			\$5,372,000
		REHAB 6814			Capital	\$26,615,000	\$11,200,000		\$37,815,000
					Total	\$31,987,000	\$11,200,000	\$0	\$43,187,000
29	CTR 0056	4A860	SFO	Repair Timber Fender at W5***	Support	\$335,109			\$335,109
		REHAB 6825			Capital	\$1,429,316			\$1,429,316
					Total	\$1,764,424	\$0	\$0	\$1,764,424
30	CTR 0057	4G280	SFO	Toll Plaza Renovation Oversight***	Support	\$352,488			\$352,488
		REHAB 6825			Capital	\$0			\$0
					Total	\$352,488	\$0	\$0	\$352,488
31	CTR 0058	4G290	SFO	Toll Plaza Crash Cushion and Pump Station	Support	\$396,591			\$396,591
		REHAB 6825		Oversight ***	Capital	\$0			\$0
					Total	\$396,591	\$0	\$0	\$396,591
32	CTR 0059	91206	ALL	OSM Rehab Planning***	Support	\$158,660			\$158,660
		REHAB 8629			Capital	\$0			\$0
					Total	\$158,660	\$0	\$0	\$158,660
33	CTR 0064	97037	ANT	Toll Plaza Rehab Projects***	Support	\$0			\$0
		REHAB 8033			Capital	\$179,979			\$179,979
					Total	\$179,979	\$0	\$0	\$179,979
34	CTR 0065	97047	SFO	Toll Plaza Rehab Projects***	Support	\$0			\$0
		REHAB 8033			Capital	\$3,386			\$3,386
					Total	\$3,386	\$0	\$0	\$3,386
35	CTR 0078	3G462	BM	Floor Beam Mitigation Phase 1	Support	\$2,132,800			\$2,132,800
		REHAB 6812		(Modification of stringer floor beams due to fatigue cracking) and Bearing Shear Bolts	Capital	\$971,200			\$971,200
					Total	\$3,104,000	\$0	\$0	\$3,104,000
36	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements,	Support	\$3,695,965			\$3,695,965
		REHAB 6813		Polyester Concrete Overlay (1958) and Ped	Capital	\$8,165,909			\$8,165,909
				Replace Joint Seals (1958)***	Total	\$11,861,874	\$0	\$0	\$11,861,874
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,977,097	\$2,401		\$2,979,498
		REHAB 6828		Related Electrical Systems on Southern Bridges	Capital	\$4,291,623			\$4,291,623
					Total	\$7,268,720	\$2,401	\$0	\$7,271,121
38	CTR 0107	3G364	RSR	Substations Upgrade (4 locations)	Support	\$3,187,726			\$3,187,726
		REHAB 6814		upgrade from 4,160V to 15kV	Capital	\$12,500,000			\$12,500,000
				replace power cable 12kV	Total	\$15,687,726	\$0	\$0	\$15,687,726
39	CTR 0119	3G307	SFO	Fog Horns (West Spans)***	Support	\$339,821			\$339,821
		REHAB 6825			Capital	\$0			\$0
					Total	\$339,821	\$0	\$0	\$339,821
40	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	\$1,523,000	\$2,000,000		\$3,523,000
		REHAB 6825			Capital	\$4,000,000	-\$4,000,000		\$0
					Total	\$5,523,000	-\$2,000,000	\$0	\$3,523,000
41	CTR 0121	3G477	SFO	Traveler Replacements and Rail Upgrades	Support	\$380,000			\$380,000

NEW PROJECT	UPDATED PROJECT					JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
				Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
				Summary	Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
					Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
		REHAB			Capital	\$0			\$0
		6825			Total	\$380,000	\$0	\$0	\$380,000
42	CTR 0126	3G448	SFO	W1 to W7 Concrete Column Repair and Seal	Support	\$300,000			\$300,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$300,000	\$0	\$0	\$300,000
43	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,405,504			\$3,405,504
		REHAB		RSR - Replace Joint Seals (Upper Deck)	Capital	\$5,368,882			\$5,368,882
		6825		and Resurfacing***	Total	\$8,774,386	\$0	\$0	\$8,774,386
44	CTR 0134	4H970	SFO	Gateway Park Oversight	Support	\$1,910,000			\$1,910,000
		REHAB		and Link (4H971) PAED	Capital	\$0			\$0
		6825			Total	\$1,910,000	\$0	\$0	\$1,910,000
45	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Support	\$2,915,337			\$2,915,337
		REHAB		Maintenance Complex***	Capital	\$41,587,338			\$41,587,338
		6825			Total	\$44,502,675	\$0	\$0	\$44,502,675
46	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Support	\$0			\$0
		REHAB		Maintenance Warehouse	Capital	\$18,414,937			\$18,414,937
		6825		Phase 2***	Total	\$18,414,937	\$0	\$0	\$18,414,937
47	CTR 0151	3G443	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,715,469			\$1,715,469
		REHAB			Capital	\$1,473,044			\$1,473,044
		6825			Total	\$3,188,512	\$0	\$0	\$3,188,512
48	CTR 0152	0120M	SFO	Toll Plaza Repaving***	Support	\$825,782			\$825,782
		REHAB			Capital	\$7,450,000			\$7,450,000
		6825			Total	\$8,275,782	\$0	\$0	\$8,275,782
49	CTR 0153	1G310	SFO	Toll Plaza Repaving***	Support	\$0			\$0
		REHAB			Capital	\$1,602,286			\$1,602,286
		6825			Total	\$1,602,286	\$0	\$0	\$1,602,286
50	CTR 0154	3G440	SFO	Various Structural PIDS***	Support	\$159,900			\$159,900
		REHAB			Capital	\$0			\$0
		6825			Total	\$159,900	\$0	\$0	\$159,900
51	CTR 0155	3G450	VAR	Bridge Joint Seals***	Support	\$57,611			\$57,611
		REHAB			Capital	\$0			\$0
		6828			Total	\$57,611	\$0	\$0	\$57,611
52	CTR 0156	3G390	VAR	Bridge Lighting***	Support	\$99,415			\$99,415
		REHAB			Capital	\$0			\$0
		6828			Total	\$99,415	\$0	\$0	\$99,415
53	CTR 0157	3G400	VAR	Bridge Overlays***	Support	\$134,556			\$134,556
		REHAB			Capital	\$0			\$0
		6828			Total	\$134,556	\$0	\$0	\$134,556
54	CTR 0158	0120F	SFO	East Span Base ***	Support	\$0			\$0
		REHAB			Capital	\$1,930,691			\$1,930,691
		6825			Total	\$1,930,691	\$0	\$0	\$1,930,691
55	CTR 0159	2J870	SFO	West Span BASE***	Support	\$938,249			\$938,249
		REHAB			Capital	\$8,790,393			\$8,790,393
		6825			Total	\$9,728,641	\$0	\$0	\$9,728,641
56	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052			\$22,052
		REHAB			Capital	\$252,546			\$252,546
		6825			Total	\$274,597	\$0	\$0	\$274,597
57	CTR 0163	3G447	SFO	Rebuild Damaged Fender System ***	Support	\$238,798			\$238,798
		REHAB		W6	Capital	\$772,842			\$772,842
		6825			Total	\$1,011,640	\$0	\$0	\$1,011,640
58	CTR 0182	3G478	Var	PID - Water Line System	Support	\$193,307			\$193,307
		REHAB		Air Compressor, Airlines	Capital	\$0			\$0
		6828			Total	\$193,307	\$0	\$0	\$193,307
59	CTR 0201	0J120	RSR	Replace Expansion Joint at Pier 44E***	Support	\$68,600			\$68,600
		REHAB			Capital	\$270,000			\$270,000
		6814			Total	\$338,600	\$0	\$0	\$338,600
60	CTR 0202	0J870	SFO	Install Air Gap Monitoring System***	Support	\$95,994			\$95,994
		REHAB			Capital	\$128,755			\$128,755
		6825			Total	\$224,749	\$0	\$0	\$224,749
61	CTR 0203	3G360	Var.	Replace Various Navigational and Utility Equipment	Support	\$127,649			\$127,649
		REHAB		Supplemental PID***	Capital	\$0			\$0
		6828			Total	\$127,649	\$0	\$0	\$127,649
62	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,256,394	\$1,700,000		\$3,956,394
		REHAB		Related Electrical Systems on Northern Bridges	Capital	\$6,000,000			\$6,000,000

NEW PROJECT	UPDATED PROJECT					JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
				Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
				Summary	Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
					Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
		6828			Total	\$8,256,394	\$1,700,000	\$0	\$9,956,394
63	CTR 0206	2J680 REHAB 6814	RSR	RSR Access – PPUL Oversight	Support	\$3,500,000			\$3,500,000
					Capital	\$0			\$0
					Total	\$3,500,000	\$0	\$0	\$3,500,000
64	CTR 0212	3G368 REHAB 6828	Var	Substation and Power Cable	Support	\$219,112			\$219,112
					Capital	\$0			\$0
					Total	\$219,112	\$0	\$0	\$219,112
65	CTR 0213	01412 REHAB 6825	SFO	CT Oversight of Bridge Yard (IERBYS Building Slab) ***	Support	\$276,198			\$276,198
					Capital	\$0			\$0
					Total	\$276,198	\$0	\$0	\$276,198
66	CTR 0214	01413 REHAB 6825	SFO	CT Oversight of Bridge Yard (IERBYS Building Retrofit) ***	Support	\$476,178			\$476,178
					Capital	\$0			\$0
					Total	\$476,178	\$0	\$0	\$476,178
67	CTR 0215	2J190 REHAB 6825	SFO	Replace transverse expansion joints *** West Span	Support	\$1,309,010			\$1,309,010
					Capital	\$1,944,698			\$1,944,698
					Total	\$3,253,708	\$0	\$0	\$3,253,708
68	CTR 0216	2J410 REHAB 6813	CARQ	Al Zampa (CARQ) Joint Repair ***	Support	\$146,672			\$146,672
					Capital	\$183,592			\$183,592
					Total	\$330,265	\$0	\$0	\$330,265
69	CTR 0217	2J400 REHAB 6825	SFO	I-880 Overhead Signage and Delineation Upgrade Oversight ***	Support	\$46,649			\$46,649
					Capital	\$0			\$0
					Total	\$46,649	\$0	\$0	\$46,649
70	CTR 0219	0K220 REHAB 6825	SFO	Metering Lights Upgrade Oversight	Support	\$1,650,000			\$1,650,000
					Capital	\$0			\$0
					Total	\$1,650,000	\$0	\$0	\$1,650,000
71	CTR 0222	TBD REHAB 6825	SFO	SFOBB Maintenance Administration	Support	\$0			\$0
					Capital	\$478,064			\$478,064
					Total	\$478,064	\$0	\$0	\$478,064
72	CTR 0225	4J710 REHAB 6814	RSR	RSR Access - Bike Ped Oversight	Support	\$855,000			\$855,000
					Capital	\$0			\$0
					Total	\$855,000	\$0	\$0	\$855,000
73	CTR 0226	1K450 REHAB 8033	SFO	Roof Repairs at Sterling Substation Minor Rehab***	Support	\$72,000			\$72,000
					Capital	\$119,999			\$119,999
					Total	\$191,999	\$0	\$0	\$191,999
74	CTR 0227	1K470 REHAB 8033	SMH	Roof Repairs at toll admin building (Toll Plaza) Minor Rehab***	Support	\$60,000			\$60,000
					Capital	\$99,550			\$99,550
					Total	\$159,550	\$0	\$0	\$159,550
75	CTR 0228	1K460 REHAB 8033	BM	Bird abatement at Benicia Toll Plaza Minor Rehab***	Support	\$150,000			\$150,000
					Capital	\$249,950			\$249,950
					Total	\$399,950	\$0	\$0	\$399,950
76	CTR 0229	0K691 REHAB 6825	SFO	Install Grease Caps and Repair Pre-stress Tendons East Span- Director's Order***	Support	\$1,188,816			\$1,188,816
					Capital	\$3,318,043			\$3,318,043
					Total	\$4,506,859	\$0	\$0	\$4,506,859
77	CTR 0230	3G482 REHAB 6812	BM	Repair Seismic Joint - Pier 3 Director's Order	Support	\$148,912			\$148,912
					Capital	\$250,846			\$250,846
					Total	\$399,758	\$0	\$0	\$399,758
78	CTR 0232	2K960 REHAB 6825	SFO	YBI Tunnel Concrete Repair	Support	\$811,591			\$811,591
					Capital	\$1,463,409			\$1,463,409
					Total	\$2,275,000	\$0	\$0	\$2,275,000
79	CTR 0233	3G445 REHAB 6825	SFO	Fender Repair Director's Order***	Support	\$735,111			\$735,111
					Capital	\$4,302,040			\$4,302,040
					Total	\$5,037,151	\$0	\$0	\$5,037,151
80	CTR 0234	2K560 REHAB 6825	SFO	Repair SFOBB Seismic Dampers Director's Order***	Support	\$185,712			\$185,712
					Capital	\$279,263			\$279,263
					Total	\$464,976	\$0	\$0	\$464,976
81	CTR 0243	0W140 REHAB 6825	SFO	Replace Fender System and Skirt Modifications	Support	\$2,000,000	\$5,000,000		\$7,000,000
					Capital	\$0			\$0
					Total	\$2,000,000	\$5,000,000	\$0	\$7,000,000
82	CTR 0244	TBD REHAB 6814	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$0			\$0
					Capital	\$11,200,000	-\$11,200,000		\$0
					Total	\$11,200,000	-\$11,200,000	\$0	\$0
83	CTR 0245	0P560 REHAB 6828	Var.	Install BASE radio links Director's Order ***	Support	\$300,583			\$300,583
					Capital	\$483,201			\$483,201
					Total	\$783,784	\$0	\$0	\$783,784

NEW PROJECT			Thru 2021	2022	Adjustments	Thru 2022
UPDATED PROJECT						
	Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
	Summary	Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
84	CTR 0246	0Q470	SFO	East Span Skyway Polyester Concrete Overlay Repairs	Support	\$22,760			\$22,760
		REHAB		Director's Order ***	Capital	\$183,163			\$183,163
		6825			Total	\$205,922	\$0	\$0	\$205,922
85	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$86,000			\$86,000
		REHAB		Director's Order	Capital	\$314,000			\$314,000
		6825			Total	\$400,000	\$0	\$0	\$400,000
86	CTR 0248	1Q500	BM	Repair Water Line	Support	\$118,911			\$118,911
		REHAB		Director's Order ***	Capital	\$230,583			\$230,583
		6812			Total	\$349,494	\$0	\$0	\$349,494
87	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$195,905			\$195,905
		REHAB		(West Approach & Anchorage)	Capital	\$163,601			\$163,601
		6825		Director's Order ***	Total	\$359,506	\$0	\$0	\$359,506
88	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$251,000			\$251,000
		REHAB		Director's Order	Capital	\$314,000			\$314,000
		6825			Total	\$565,000	\$0	\$0	\$565,000
89	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion to LED	Support	\$100,000			\$100,000
		REHAB			Capital	\$1,925,000			\$1,925,000
		8033			Total	\$2,025,000	\$0	\$0	\$2,025,000
90	CTR 0252	0P680	CAR	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$0			\$0
		REHAB			Capital	\$908,118			\$908,118
		8033			Total	\$908,118	\$0	\$0	\$908,118
91	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage tank (U	Support	\$12,500			\$12,500
		REHAB			Capital	\$250,000			\$250,000
		8033			Total	\$262,500	\$0	\$0	\$262,500
92	CTR 0254	2Q920	Var	Toll Paint Facility and Plaza – Replace Metals Doors And Other	Support	\$0			\$0
		REHAB			Capital	\$450,000			\$450,000
		8033			Total	\$450,000	\$0	\$0	\$450,000
93	CTR 0258	TBD	ANT	Replace Fender System	Support	\$70,000			\$70,000
		REHAB			Capital	\$0			\$0
		6811			Total	\$70,000	\$0	\$0	\$70,000
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$64,764	\$1,000,000		\$1,064,764
		REHAB			Capital	\$8,885,236			\$8,885,236
		6826			Total	\$8,950,000	\$1,000,000	\$0	\$9,950,000
95	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	\$500,000			\$500,000
		REHAB			Capital	\$1,950,000			\$1,950,000
		6812			Total	\$2,450,000	\$0	\$0	\$2,450,000
96	CTR 0263	3G454	SMH	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	\$4,664,000			\$4,664,000
		REHAB			Capital	\$20,825,000			\$20,825,000
		6826			Total	\$25,489,000	\$0	\$0	\$25,489,000
97	CTR 0264	01358	SFO	SFOBB East Span Pier Retention-CMGC	Support	\$0			\$0
		REHAB			Capital	\$787,344			\$787,344
		6825			Total	\$787,344	\$0	\$0	\$787,344
98	CTR 0265	2Q360	SFO	SFOBB WS Remove Truss Web Scaffolds	Support	\$220,000			\$220,000
		REHAB			Capital	\$550,000			\$550,000
		6825			Total	\$770,000	\$0	\$0	\$770,000
99	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot	Support	\$0			\$0
		REHAB		(MC3-Training Center)	Capital	\$10,000,000			\$10,000,000
		6825			Total	\$10,000,000	\$0	\$0	\$10,000,000
100	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints	Support	\$2,600,000			\$2,600,000
		REHAB		upper deck - 31 joints***	Capital	\$8,370,000			\$8,370,000
		6814			Total	\$10,970,000	\$0	\$0	\$10,970,000
101	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	\$460,000			\$460,000
		REHAB		Repair vehicle collision damage Director's Order***	Capital	\$1,400,000			\$1,400,000
		6814			Total	\$1,860,000	\$0	\$0	\$1,860,000
102	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and South,	Support	\$0			\$0
		REHAB		spans 1-6	Capital	\$0			\$0
		6825			Total	\$0	\$0	\$0	\$0
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers	Support	\$400,000	-\$400,000		\$0
		REHAB		and utility panels (Old Bridge)	Capital	\$0			\$0
		6812			Total	\$400,000	-\$400,000	\$0	\$0
104	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA	Support	\$200,000	-\$200,000		\$0
		REHAB		for remote control and monitoring	Capital	\$0			\$0
		6812			Total	\$200,000	-\$200,000	\$0	\$0
105	CTR 0277	TBD	DUM	Air Compressor, Pier 44- Replace	Support	\$0			\$0

NEW PROJECT	UPDATED PROJECT	Toll Bridge Rehabilitation Program Summary		Thru 2021	2022	Adjustments	Thru 2022
		Support		\$320,997,488	\$39,702,375	\$0	\$353,822,863
		Capital		\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
		Total		\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA	Bridge	Description		JUL-SEPT			
		Program	CCA	Status		Thru 2021	2022	Adjustments	Thru 2022
		REHAB			Capital	\$0			\$0
		6827			Total	\$0	\$0	\$0	\$0
106	CTR 0278	TBD	SMH	Replace Generators	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6826			Total	\$0	\$0	\$0	\$0
107	CTR 0279	TBD	VAR	Replace Generators for Dum and RSR	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		8629			Total	\$0	\$0	\$0	\$0
108	CTR 0282	TBD	VAR	Existing Water Line System, Air compressor and Air lines	Support	\$0			\$0
		REHAB		North Bridges	Capital	\$0			\$0
		6828			Total	\$0	\$0	\$0	\$0
109	CTR 0288	1AA40	SFO	Air Compressors at YBI Substation	Support	\$278,000			\$278,000
		REHAB		Director's Order	Capital	\$1,162,000			\$1,162,000
		6825			Total	\$1,440,000	\$0	\$0	\$1,440,000
110	CTR 0289	TBD	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6826			Total	\$0	\$0	\$0	\$0
111	CTR 0290	1AA60	SFO	Repair armored joint Assemblies on SFOBB	Support	\$270,000			\$270,000
		REHAB		Director's Order	Capital	\$760,000			\$760,000
		6825			Total	\$1,030,000	\$0	\$0	\$1,030,000
112	CTR 0291	1AC70	Var	SMHB Toll Admin Building Repairs and	Support	\$50,000	\$3,380		\$53,380
		REHAB		Replace HVAC System at RSR Paint facility	Capital	\$160,000	-\$124,995		\$35,005
		8629			Total	\$210,000	-\$121,614	\$0	\$88,386
113	CTR 0292	1AA20	RSR	Replace roof at RSR Paint facility ***	Support	\$80,000	-\$80,000		\$0
		REHAB			Capital	\$250,000	-\$201,100		\$48,900
		8629			Total	\$330,000	-\$281,100	\$0	\$48,900
114	CTR 0293	1AC00	SFO	Repair burned rest area facility	Support	\$50,000			\$50,000
		REHAB		at SFOBB in Oakland	Capital	\$230,000			\$230,000
		6825		Director's Order	Total	\$280,000	\$0	\$0	\$280,000
115	CTR 0294	2AC50	CAR	Repair burned electrical facilities	Support	\$300,000			\$300,000
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	\$1,000,000			\$1,000,000
		6813		Director's Order	Total	\$1,300,000	\$0	\$0	\$1,300,000
116	CTR 0295	01359	SFO	SFOBB environmental close out	Support	\$6,300,000			\$6,300,000
		REHAB			Capital	\$4,200,000			\$4,200,000
		6825			Total	\$10,500,000	\$0	\$0	\$10,500,000
117	CTR 0296	2AC10	CAR	Repair burned toll facilities and vista point	Support	\$1,600,000			\$1,600,000
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	\$5,320,000			\$5,320,000
		6813		Director's Order	Total	\$6,920,000	\$0	\$0	\$6,920,000
118	CTR 0297	1W080	DUM	Pier 31 Dumbarton Seismic Joint	Support	\$152,000			\$152,000
		REHAB		Director's Order	Capital	\$333,000			\$333,000
		6827			Total	\$485,000	\$0	\$0	\$485,000
119	CTR 0298	TBD	SMH	Replace Booster Pump & Fire Pump Controllers	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6826			Total	\$0	\$0	\$0	\$0
120	CTR 0299	1W350	SFO	Modify SAS Tower Elevator Landings	Support	\$152,000			\$152,000
		REHAB		Director's Order	Capital	\$333,000			\$333,000
		6825			Total	\$485,000	\$0	\$0	\$485,000
121	CTR 0300	1W340	RSR	Repair Car Fire Damage on RSR	Support	\$110,000			\$110,000
		REHAB		Director's Order	Capital	\$160,000			\$160,000
		6814			Total	\$270,000	\$0	\$0	\$270,000
122	CTR 0301	1W330	SFO	Repair Overlay and Joint	Support	\$280,000			\$280,000
		REHAB		Director's Order	Capital	\$780,000			\$780,000
		6825			Total	\$1,060,000	\$0	\$0	\$1,060,000
123	CTR 0302	2Q280	DUM	Dumbarton Bridge Operational Improvements	Support	\$0			\$0
		REHAB		Oversight	Capital	\$0			\$0
		6827			Total	\$0	\$0	\$0	\$0
124	CTR 0303	1W670	SFO	SFOBB Repair Expansion Joint on lower deck span W2	Support	\$152,000			\$152,000
		REHAB		District Director's Order	Capital	\$333,000			\$333,000
		6825			Total	\$485,000	\$0	\$0	\$485,000
125	CTR 0304	1W060	SFO	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	\$2,750,000	\$3,670,000		\$6,420,000
		REHAB		Director's Order	Capital	\$8,000,000	\$7,430,000		\$15,430,000
		6825			Total	\$10,750,000	\$11,100,000	\$0	\$21,850,000
126	CTR 0305	1W720	SFO	SFOBB Replace Finger Joint Support Expansion Shoe Plates	Support	\$152,000			\$152,000
		REHAB		District Director's Order	Capital	\$333,000			\$333,000

NEW PROJECT			Thru 2021	2022	Adjustments	Thru 2022
UPDATED PROJECT						
	Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
	Summary	Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA	Bridge	Description		JUL-SEPT			
		Program	CCA	Status		Thru 2021	2022	Adjustments	Thru 2022
		6825			Total	\$485,000	\$0	\$0	\$485,000
127	CTR 0306	1W970	SMH	SMH Replace Fire Damaged Polyester Concrete Overlay	Support	\$152,000			\$152,000
		REHAB		District Director's Order	Capital	\$200,000			\$200,000
		6826			Total	\$352,000	\$0	\$0	\$352,000
128	CTR 0307	2W120	RSR	Richmond-San Rafael Bridge Gusset Plate Strengthening	Support	\$1,500,000			\$1,500,000
		REHAB			Capital	\$3,100,000			\$3,100,000
		6814			Total	\$4,600,000	\$0	\$0	\$4,600,000
129	CTR 0308	2W690	SFO	Repair the fog warning system on the East Span	Support	\$152,000			\$152,000
		REHAB			Capital	\$333,000			\$333,000
		6825			Total	\$485,000		\$0	\$485,000
130	CTR 0309	TBD	SMH	Trestle Repairs Ph 2	Support		\$400,000		\$400,000
		REHAB			Capital				\$0
		6826			Total	\$0	\$400,000	\$0	\$400,000
131	CTR 0310	TBD	SFO	Main Cable Wrap West Span (Ph 2)	Support				\$0
		REHAB			Capital				\$0
		6825			Total	\$0	\$0	\$0	\$0
132	CTR 0311	TBD	RSR	Replace Existing Damper	Support				\$0
		REHAB			Capital				\$0
		6814			Total	\$0	\$0	\$0	\$0
133	CTR 0312	TBD	RSR	Structural Steel Paint, Superstructure and Upper Towers-	Support				\$0
		REHAB			Capital				\$0
		6814			Total	\$0	\$0	\$0	\$0
129	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$9,868,000	\$800,000		\$10,668,000
		REHAB			Capital				\$0
		6828			Total	\$9,868,000	\$800,000	\$0	\$10,668,000
134	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$33,860,000	\$4,430,000		\$38,290,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$33,860,000	\$4,430,000	\$0	\$38,290,000
135	CTR 0062	93870	ALL	Base Security	Support	\$16,840,000	\$1,600,000		\$18,440,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$16,840,000	\$1,600,000	\$0	\$18,440,000
136	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$33,200,000	\$13,300,000		\$46,500,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$33,200,000	\$13,300,000	\$0	\$46,500,000
137	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$7,750,000	\$400,000		\$8,150,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$7,750,000	\$400,000	\$0	\$8,150,000
138	CTR 0269	TBD	Var.	Bridge Facilities Capital Rehab by State forces	Support	\$270,000			\$270,000
		REHAB			Capital	\$890,000			\$890,000
		6828			Total	\$1,160,000	\$0	\$0	\$1,160,000
139	CTR 0270	TBD	Var.	TBD Paint	Support	\$0			\$0
		REHAB			Capital	\$0	\$22,000,000		\$22,000,000
		6828			Total	\$0	\$22,000,000	\$0	\$22,000,000
140	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$28,000			\$28,000
		REHAB			Capital	\$30,000	\$21,500,000		\$21,530,000
		6829			Total	\$58,000	\$21,500,000	\$0	\$21,558,000
141	880/92	2G361	880/92	Landscaping**	Support	\$1,160,000			\$1,160,000
		RM1		***	Capital	\$1,448,000			\$1,448,000
		8615			Total	\$2,608,000	\$0	\$0	\$2,608,000
142	880/92	2G362	880/92	Landscaping**	Support	\$836,000			\$836,000
		RM1		***	Capital	\$0			\$0
		8615			Total	\$836,000	\$0	\$0	\$836,000
143	BM	0060A	BM	Modification to 1962 Bridge**	Support	\$6,211			\$6,211
		RM1		***	Capital	\$0			\$0
		8210			Total	\$6,211	\$0	\$0	\$6,211
144	BM	0060C	BM	Replacement Planting**	Support	\$584,000	-\$477,748		\$106,252
		RM1			Capital	\$1,125,000	-\$706,846		\$418,154
		8210			Total	\$1,709,000	-\$1,184,594	\$0	\$524,406
145	CAR	0130J	CAR	Site Mitigation 3**	Support	\$150,000			\$150,000
		RM1		***	Capital	\$0			\$0
		8315			Total	\$150,000	\$0	\$0	\$150,000
146	CAR	0130K	CAR	Misc Landscaping**	Support	\$4,177			\$4,177
		RM1		***	Capital	\$0			\$0
		8315			Total	\$4,177	\$0	\$0	\$4,177

NEW PROJECT	UPDATED PROJECT	Toll Bridge Rehabilitation Program Summary		Thru 2021	2022	Adjustments	Thru 2022
			Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
			Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
			Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
147	880/92	01601	880/92	880/92 Interchange**	Support	\$344,000	-\$143,939		\$200,061
		RM1			Capital	\$2,500,000	-\$1,598,498		\$901,502
		8615			Total	\$2,844,000	-\$1,742,437	\$0	\$1,101,563
148	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0			\$0
		RM1		***	Capital	\$0			\$0
		8637			Total	\$0	\$0	\$0	\$0
149	BR 0001	8531	BATA	Benicia ORT***	Support	\$0			\$0
		REHAB			Capital	\$4,153,000			\$4,153,000
		8531			Total	\$4,153,000	\$0	\$0	\$4,153,000
150	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	\$2,914,000			\$2,914,000
		REHAB			Capital	\$0			\$0
		8539			Total	\$2,914,000	\$0	\$0	\$2,914,000
151	BR 0003	8594	BATA	SFOBB West Span Pathway Planning	Support	\$1,750,000			\$1,750,000
		REHAB			Capital	\$10,550,000			\$10,550,000
		8594			Total	\$12,300,000	\$0	\$0	\$12,300,000
152	BR 0004	8909	BATA	Gateway Park	Support	\$1,273,000			\$1,273,000
		REHAB			Capital	\$17,301,863			\$17,301,863
		8909			Total	\$18,574,863	\$0	\$0	\$18,574,863
153	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000			\$5,000,000
		REHAB			Capital	\$20,319,200			\$20,319,200
		8913			Total	\$25,319,200	\$0	\$0	\$25,319,200
154	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	\$0			\$0
		REHAB			Capital	\$531,000			\$531,000
		8918			Total	\$531,000	\$0	\$0	\$531,000
155	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0			\$0
		REHAB			Capital	\$1,775,000			\$1,775,000
		8921			Total	\$1,775,000	\$0	\$0	\$1,775,000
156	BR 0009	8922	BATA	Metering Lights Upgrade	Support	\$1,000,000			\$1,000,000
		REHAB			Capital	\$17,000,000			\$17,000,000
		8922			Total	\$18,000,000	\$0	\$0	\$18,000,000
157	BR 0010	8920	BATA	SFO Plaza and Canopy Improvements***	Support	\$3,991,000			\$3,991,000
		REHAB			Capital	\$5,272,000			\$5,272,000
		8920			Total	\$9,263,000	\$0	\$0	\$9,263,000
158	BR 0011	8923	BATA	Bridge Documentation	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000
		8923			Total	\$500,000	\$0	\$0	\$500,000
159	BR 0013	8602	BATA	Hybrid/ETC Lane Modifications***	Support	\$0			\$0
		REHAB			Capital	\$874,000			\$874,000
		8602			Total	\$874,000	\$0	\$0	\$874,000
160	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000			\$425,000
		REHAB			Capital	\$29,408,000	\$2,000,000		\$31,408,000
		8907			Total	\$29,833,000	\$2,000,000	\$0	\$31,833,000
161	BR 0016	8631	BATA	Callboxes***	Support	\$0			\$0
		REHAB			Capital	\$2,344,000			\$2,344,000
		8631			Total	\$2,344,000	\$0	\$0	\$2,344,000
162	BR 0017	8900	BATA	2003 CSC Procurement	Support	\$1,679,000			\$1,679,000
		REHAB			Capital	\$10,679,000			\$10,679,000
		8900			Total	\$12,358,000	\$0	\$0	\$12,358,000
163	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	\$0			\$0
		REHAB			Capital	\$108,299,532	\$9,600,000		\$117,899,532
		8901			Total	\$108,299,532	\$9,600,000	\$0	\$117,899,532
164	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0			\$0
		REHAB			Capital	\$24,050,000	\$600,000		\$24,650,000
		8902			Total	\$24,050,000	\$600,000	\$0	\$24,650,000
165	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	\$0			\$0
		REHAB			Capital	\$36,145,000	\$1,500,000		\$37,645,000
		8903			Total	\$36,145,000	\$1,500,000	\$0	\$37,645,000
166	BR 0021	8904	BATA	FasTrak Sign and Sign Structure Improvements (Strategic Plan)	Support	\$1,000,000			\$1,000,000
		REHAB			Capital	\$28,510,130			\$28,510,130
		8904			Total	\$29,510,130	\$0	\$0	\$29,510,130
167	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000			\$400,000
		REHAB			Capital	\$28,453,741	\$2,000,000		\$30,453,741
		8905			Total	\$28,853,741	\$2,000,000	\$0	\$30,853,741
168	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	\$0			\$0

NEW PROJECT	UPDATED PROJECT					JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
				Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
				Summary	Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
					Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
		REHAB		(HW, SW, NETWORK)	Capital	\$4,835,000	\$600,000		\$5,435,000
			8908		Total	\$4,835,000	\$600,000	\$0	\$5,435,000
169	BR 0025	8912	BATA	Tag Inventory Conversion	Support	\$200,000			\$200,000
		REHAB		(Upgrade Technology)***	Capital	\$1,736,500			\$1,736,500
			8912		Total	\$1,936,500	\$0	\$0	\$1,936,500
170	BR 0026	8914	BATA	Violation Enforcement System***	Support	\$0			\$0
		REHAB			Capital	\$7,842,000			\$7,842,000
			8914		Total	\$7,842,000	\$0	\$0	\$7,842,000
171	BR 0027	8916	BATA	Bay Crossing Study***	Support	\$540,000			\$540,000
		REHAB			Capital	\$0			\$0
			8916		Total	\$540,000	\$0	\$0	\$540,000
172	BR 0028	8917	BATA	BATA Technology Security	Support	\$0			\$0
		REHAB			Capital	\$2,300,000	\$900,000		\$3,200,000
			8917		Total	\$2,300,000	\$900,000	\$0	\$3,200,000
173	BR 0029	8926	BATA	Bridge Modeling and Investigations	Support	\$2,000,000			\$2,000,000
		REHAB			Capital	\$3,801,198			\$3,801,198
			8926		Total	\$5,801,198	\$0	\$0	\$5,801,198
174	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0			\$0
		REHAB			Capital	\$46,644,709	\$200,000		\$46,844,709
			8000-16		Total	\$46,644,709	\$200,000	\$0	\$46,844,709
175	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0			\$0
		REHAB			Capital	\$8,300,000	\$400,000		\$8,700,000
			8000-05		Total	\$8,300,000	\$400,000	\$0	\$8,700,000
176	BR 0034	8924	BATA	Antioch Bridge	Support	\$0			\$0
		REHAB		CCTA 160/4 Interchange	Capital	\$50,000,000			\$50,000,000
			8924		Total	\$50,000,000	\$0	\$0	\$50,000,000
177	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000			\$1,494,000
		REHAB		580 Access Improvements	Capital	\$85,734,000	\$150,000		\$85,884,000
			8930		Total	\$87,228,000	\$150,000	\$0	\$87,378,000
178	BR 0038	8937	BATA	2020 CSC Procurement	Support	\$0			\$0
		REHAB			Capital	\$34,000,000			\$34,000,000
			8937		Total	\$34,000,000	\$0	\$0	\$34,000,000
179	BR 0039	8933	BATA	Plan Bay Area TMS	Support	\$0			\$0
		REHAB			Capital	\$9,000,000			\$9,000,000
			8933		Total	\$9,000,000	\$0	\$0	\$9,000,000
180	BR 0040	8012	BATA	All Electronic Tolling	Support	\$0			\$0
		REHAB			Capital	\$5,963,000	\$14,000,000		\$19,963,000
			8012		Total	\$5,963,000	\$14,000,000	\$0	\$19,963,000
181	BR 0043	8936	BATA	Backhaul Connection Infrastructure	Support	\$0			\$0
		REHAB			Capital	\$1,000,000			\$1,000,000
			8936		Total	\$1,000,000	\$0	\$0	\$1,000,000
182	BR 0044	8540	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0			\$0
		REHAB			Capital	\$2,000,000			\$2,000,000
			8540		Total	\$2,000,000	\$0	\$0	\$2,000,000
183	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000
			8530		Total	\$500,000	\$0	\$0	\$500,000
184	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0			\$0
		REHAB			Capital	\$1,350,000	\$420,000		\$1,770,000
			8528		Total	\$1,350,000	\$420,000	\$0	\$1,770,000
185	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	\$0			\$0
		REHAB			Capital	\$4,848,854			\$4,848,854
			8938		Total	\$4,848,854	\$0	\$0	\$4,848,854
186	BR 0048	8939	BATA	Asset Management	Support	\$0			\$0
		REHAB			Capital	\$6,747,976	\$2,100,000		\$8,847,976
			8939		Total	\$6,747,976	\$2,100,000	\$0	\$8,847,976
187	BR 0049	8941	BATA	CHP - COZEEP/MAZEPP	Support	\$200,000			\$200,000
		REHAB			Capital	\$506,000	\$200,000		\$706,000
			8941		Total	\$706,000	\$200,000	\$0	\$906,000
188	BR 0050	8940	BATA	HOV Lane Enforcement	Support	\$2,600,000			\$2,600,000
		REHAB		Vehicle Occupancy	Capital	\$4,000,000			\$4,000,000
			8940		Total	\$6,600,000	\$0	\$0	\$6,600,000
189	BR 0051	8942	BATA	Bridge Yard Capital Improvements	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000

NEW PROJECT	Toll Bridge Rehabilitation Program Summary		Thru 2021	2022	Adjustments	Thru 2022
UPDATED PROJECT		Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
		Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
			8942		Total	\$500,000	\$0	\$0	\$500,000
190	BR 0052	8943 REHAB	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0			\$0
					Capital	\$1,200,000			\$1,200,000
			8943		Total	\$1,200,000	\$0	\$0	\$1,200,000
191	BR 0053	8944 REHAB	BATA	Dumbarton Bridge Operational Improvement	Support	\$0			\$0
					Capital	\$17,000,000			\$17,000,000
			8944		Total	\$17,000,000	\$0	\$0	\$17,000,000
192	BR 0054	8945 REHAB	BATA	Next Gen Clipper (C2) System	Support	\$0			\$0
					Capital	\$9,600,000			\$9,600,000
			8945		Total	\$9,600,000	\$0	\$0	\$9,600,000
193	BR 0055	8946 REHAB	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0			\$0
					Capital	\$14,300,000			\$14,300,000
			8946		Total	\$14,300,000	\$0	\$0	\$14,300,000
194	BR 0056	8947 REHAB	BATA	New BATA Bridge Evaluation and Due Diligence	Support	\$0			\$0
				SR-37	Capital	\$8,000,000			\$8,000,000
			8947		Total	\$8,000,000	\$0	\$0	\$8,000,000
195	BR 0057	8948 REHAB	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	\$0			\$0
				Open Road Tolling and HOV Lane	Capital	\$2,000,000	\$2,000,000		\$4,000,000
			8948		Total	\$2,000,000	\$2,000,000	\$0	\$4,000,000
196	BR 0058	8949 REHAB	BATA	Regional Transportation Commute Challenge	Support	\$0			\$0
				Carryover from FY19-20	Capital	\$1,075,500	\$925,000		\$2,000,500
			8949		Total	\$1,075,500	\$925,000	\$0	\$2,000,500
197	BR 0059	TBD REHAB	BATA	Link: Bike/Ped Access to East Span of SFOBB Design	Support		\$3,000,000		\$3,000,000
					Capital		\$3,000,000		\$3,000,000
			TBD		Total	\$0	\$6,000,000	\$0	\$6,000,000
198	BR 0060	TBD REHAB	BATA	Open Road Tolling Civil Design	Support		\$3,177,000		\$3,177,000
			Caltrans	(includes funds for CT Oversight)	Capital		\$3,177,000		\$3,177,000
			TBD		Total	\$0	\$6,354,000	\$0	\$6,354,000
199	BR 0061	TBD REHAB	BATA	Bay Bridge Forward 2020	Support				\$0
				Construction of I-80 Bus Lane and I-80/Powell projects	Capital				\$0
			TBD		Total	\$0	\$0	\$0	\$0
200	BR 0062	TBD REHAB	BATA	Bay Skyway - CCO to YBI	Support				\$0
					Capital		\$2,700,000		\$2,700,000
			TBD		Total	\$0	\$2,700,000	\$0	\$2,700,000
201	BR 0063	TBD REHAB	BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support		\$700,000		\$700,000
					Capital		\$4,302,000		\$4,302,000
			TBD		Total	\$0	\$5,002,000	\$0	\$5,002,000
202	BR Res	8928 REHAB	BATA	BATA Program Contingency	Support	\$0			\$0
				RM1 and Seismic Closeout	Capital	\$3,768,759	\$3,100,000		\$6,868,759
			8928		Total	\$3,768,759	\$3,100,000	\$0	\$6,868,759

			JUL-SEPT			
			Thru 2021	2021	Adjustments	Thru 2022
*Caltrans Capital includes capital outlay construction and right-of-way.	Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$0	\$360,699,863
	Summary	Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,335,173,069
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932
**Previous expenses covered in RM1 Program.	Caltrans Rehabilitation Program	Support	\$294,531,488	\$32,825,375	\$0	\$327,356,863
	Summary	Capital	\$552,397,361	\$44,182,746	\$0	\$596,580,107
		Total	\$846,928,848	\$77,008,122	\$0	\$923,936,970
*** Project closed to expenditure reimbursement June 30, 2021 or earlier	BATA Rehabilitation Program	Support	\$26,466,000	\$6,877,000	\$0	\$33,343,000
	Summary	Capital	\$684,718,962	\$53,874,000	\$0	\$738,592,962
		Total	\$711,184,962	\$60,751,000	\$0	\$771,935,962

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

**Previous expenses covered in RM1 Program.

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

Additional Funding		JUL-SEPT			
Funding	Program	Thru 2021	2022	Adjustments	Thru 2022
Active Transportation Program	BR 0063	\$0	\$4,302,000		\$4,302,000
Measure BB ACTC	BR 0059	\$0	\$3,000,000		\$3,000,000
SB-1 LPP	BR 0060	\$0	\$3,177,000		\$3,177,000
Total		\$0	\$10,479,000		\$10,479,000



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
Summary	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
1	Completed		Var.	Completed/Closed Rehab Projects	Support	\$38,665,694											\$38,665,694
		REHAB 8030			Capital	\$78,636,635											\$78,636,635
					Total	\$117,302,329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,562,775											\$7,562,775
		REHAB 6825			Capital	\$0											\$0
					Total	\$7,562,775	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,562,775
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,733,571											\$5,733,571
		REHAB 6814			Capital	\$4,480,035											\$4,480,035
					Total	\$10,213,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,213,606
4	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	\$6,180,409											\$6,180,409
		REHAB 6828			Capital	\$5,597,591											\$5,597,591
					Total	\$11,778,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,778,001
5	CTR 0009	01407	SFO	Toll Plaza Median Landscaping***	Support	\$722,112											\$722,112
		REHAB 6825			Capital	\$202,181											\$202,181
					Total	\$924,293	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement,	Support	\$2,958,917											\$2,958,917
		REHAB 6825	BASE		Capital	\$11,883,015											\$11,883,015
					Total	\$14,841,932	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,841,932
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644											\$957,644
		REHAB 6825			Capital	\$869,782											\$869,782
					Total	\$1,827,425	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,838,078											\$7,838,078
		REHAB 6826		Deck Rehabilitation & 12KV Cable for Entire Bridge**	Capital	\$27,880,814											\$27,880,814
					Total	\$35,718,892	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,718,892
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662											\$72,662
		REHAB 6828			Capital	\$0											\$0
					Total	\$72,662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,662
10	CTR 0015	04224	SMH	Replace Elec Cable Hangers & Upgrade 12kv System	Support	\$2,869,539											\$2,869,539
		REHAB 6826			Capital	\$2,777,316											\$2,777,316
					Total	\$5,646,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,646,855
11	CTR 0016	04225	DUM	Expansion Joint Rehabilitation***	Support	\$2,091,531											\$2,091,531
		REHAB 6827			Capital	\$2,700,672											\$2,700,672
					Total	\$4,792,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,792,203
12	CTR 0145	01205	SFO	SFOBB East Span YBITS 1	Support	\$1,340,014											\$1,340,014
		REHAB 6825		YBI Resurfacing/BASE	Capital	\$21,690,860											\$21,690,860
				Replace Lighting w/ HPS Lighting System ***	Total	\$23,030,874	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,030,874
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400											\$4,811,400
		REHAB 6813		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449											\$17,652,449
					Total	\$22,463,849	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010											\$714,010
		REHAB 6825			Capital	\$0											\$0
					Total	\$714,010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$714,010



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
Summary	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	
15	CTR 0028	1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$554,232											\$554,232
		REHAB			Capital	\$0										\$0	
		6825			Total	\$554,232		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$554,232	
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,346,596	\$42,154										\$1,388,750
		REHAB			Capital	\$0										\$0	
		6825			Total	\$1,346,596	\$42,154	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,388,750	
17	CTR 0032	1G720	SFO	Eyebar Monitoring System (ES)***	Support	\$207,931											\$207,931
		REHAB			Capital	\$3,431,263										\$3,431,263	
		6825			Total	\$3,639,194	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,639,194	
18	CTR 0147	2F000	SMH	Replace Damaged Transformer and Substation***	Support	\$53,276											\$53,276
		REHAB			Capital	\$204,900										\$204,900	
		6826			Total	\$258,176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$258,176	
19	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$202,495											\$202,495
		REHAB			Capital	\$0										\$0	
		6828			Total	\$202,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,495	
20	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$2,756,322											\$2,756,322
		REHAB			Capital	\$4,033,186										\$4,033,186	
		6826			Total	\$6,789,509	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,789,509	
21	CTR 0043	3G300	Var.	Replace Foghorns/Radar Beacons PID***	Support	\$67,738											\$67,738
		REHAB			Capital	\$0										\$0	
		6828			Total	\$67,738	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,738	
22	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	\$8,741,000											\$8,741,000
		REHAB			Capital	\$23,000,000										\$23,000,000	
		6825			Total	\$31,741,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,741,000	
23	CTR 0048	3G487	SFO	Structural Steel Painting, Floor System, Deck, towers and deck rehabilitation projects	Support	\$1,664,669							\$6,000,000	\$6,000,000	\$6,000,000	\$3,000,000	\$22,664,669
		REHAB			Capital	\$0							\$30,000,000	\$30,000,000	\$30,000,000	\$20,000,000	\$110,000,000
		6825			Total	\$1,664,669	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000,000	\$36,000,000	\$36,000,000	\$23,000,000	\$132,664,669
24	CTR 0049	3G470	Var.	Replace travelers and Rails PIDS***	Support	\$159,815											\$159,815
		REHAB			Capital	\$0											\$0
		6828			Total	\$159,815	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,815
25	CTR 0051	3G480	Var.	Caltrans PSR Planning	Support	\$64,164											\$64,164
		REHAB			Capital	\$0											\$0
		6828			Total	\$64,164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint	Support	\$7,778,247											\$7,778,247
		REHAB			Capital	\$29,299,836											\$29,299,836
		6814			Total	\$37,078,084	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,078,084
27	CTR 0053	3G486	SMH	Bridge Paint	Support	8623000	-220873.58										\$8,402,126
		REHAB			Capital	51000000	-115815.46										\$50,884,185
		6826			Total	\$59,623,000	-\$336,689	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,286,311
28	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2	Support	\$5,372,000											\$5,372,000
		REHAB			Capital	\$26,615,000	\$11,200,000										\$37,815,000
		6814			Total	\$31,987,000	\$11,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,187,000
29	CTR 0056	4A860	SFO	Repair Timber Fender at W5***	Support	\$335,109											\$335,109
		REHAB			Capital	\$1,429,316											\$1,429,316
		6825			Total	\$1,764,424	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,764,424



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
Summary	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
30	CTR 0057	4G280 REHAB 6825	SFO	Toll Plaza Renovation Oversight***	Support Capital Total	\$352,488 \$0 \$352,488											\$352,488 \$0 \$352,488
31	CTR 0058	4G290 REHAB 6825	SFO	Toll Plaza Crash Cushion and Pump Station Oversight***	Support Capital Total	\$396,591 \$0 \$396,591											\$396,591 \$0 \$396,591
32	CTR 0059	91206 REHAB 8629	ALL	OSM Rehab Planning***	Support Capital Total	\$158,660 \$0 \$158,660											\$158,660 \$0 \$158,660
33	CTR 0064	97037 REHAB 8033	ANT	Toll Plaza Rehab Projects***	Support Capital Total	\$0 \$179,979 \$179,979											\$0 \$179,979 \$179,979
34	CTR 0065	97047 REHAB 8033	SFO	Toll Plaza Rehab Projects***	Support Capital Total	\$0 \$3,386 \$3,386											\$0 \$3,386 \$3,386
35	CTR 0078	3G462 REHAB 6812	BM	Floor Beam Mitigation Phase 1 (Modification of stringer floor beams due to fatigue and Bearing Shear Bolts)	Support Capital Total	\$2,132,800 \$971,200 \$3,104,000											\$2,132,800 \$971,200 \$3,104,000
36	CTR 0088	3G403 REHAB 6813	CAR	Anchorage Modification, Drainage Improvements, Polyester Concrete Overlay (1958) and Ped Replace Joint Seals (1958)***	Support Capital Total	\$3,695,965 \$8,165,909 \$11,861,874											\$3,695,965 \$8,165,909 \$11,861,874
37	CTR 0097	3G305 REHAB 6828	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Southern Bridges	Support Capital Total	\$2,977,097 \$4,291,623 \$7,268,720	\$2,401										\$2,979,498 \$4,291,623 \$7,271,121
38	CTR 0107	3G364 REHAB 6814	RSR	Substations Upgrade (4 locations) upgrade from 4,160V to 15kV replace power cable 12kV	Support Capital Total	\$3,187,726 \$12,500,000 \$15,687,726											\$3,187,726 \$12,500,000 \$15,687,726
39	CTR 0119	3G307 REHAB 6825	SFO	Fog Horns (West Spans)***	Support Capital Total	\$339,821 \$0 \$339,821											\$339,821 \$0 \$339,821
40	CTR 0120	3G444 REHAB 6825	SFO	Main Cable Wrap Investigations Phase 1	Support Capital Total	\$1,523,000 \$4,000,000 \$5,523,000	\$2,000,000 -\$4,000,000 -\$2,000,000	\$4,000,000 \$10,000,000 \$14,000,000	\$6,000,000								\$7,523,000 \$16,000,000 \$23,523,000
41	CTR 0121	3G477 REHAB 6825	SFO	Traveler Replacements and Rail Upgrades	Support Capital Total	\$380,000 \$0 \$380,000											\$380,000 \$0 \$380,000
42	CTR 0126	3G448 REHAB 6825	SFO	W1 to W7 Concrete Column Repair and Seal	Support Capital Total	\$300,000 \$0 \$300,000											\$300,000 \$0 \$300,000
43	CTR 0129	3G457 REHAB 6825	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck); RSR - Replace Joint Seals (Upper Deck) and Resurfacing**	Support Capital Total	\$3,405,504 \$5,368,882 \$8,774,386											\$3,405,504 \$5,368,882 \$8,774,386
44	CTR 0134	4H970 REHAB 6825	SFO	Gateway Park Oversight and Link (4H971) PAED	Support Capital Total	\$1,910,000 \$0 \$1,910,000											\$1,910,000 \$0 \$1,910,000



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
Summary	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
45	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Support	\$2,915,337											\$2,915,337
		REHAB		Maintenance Complex***	Capital	\$41,587,338											\$41,587,338
		6825			Total	\$44,502,675	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,502,675
46	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Support	\$0											\$0
		REHAB		Maintenance Warehouse	Capital	\$18,414,937											\$18,414,937
		6825		Phase 2***	Total	\$18,414,937	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,414,937
47	CTR 0151	3G443	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,715,469											\$1,715,469
		REHAB			Capital	\$1,473,044											\$1,473,044
		6825			Total	\$3,188,512	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,188,512
48	CTR 0152	0120M	SFO	Toll Plaza Repaving***	Support	\$825,782											\$825,782
		REHAB			Capital	\$7,450,000											\$7,450,000
		6825			Total	\$8,275,782	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,275,782
49	CTR 0153	1G310	SFO	Toll Plaza Repaving***	Support	\$0											\$0
		REHAB			Capital	\$1,602,286											\$1,602,286
		6825			Total	\$1,602,286	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,602,286
50	CTR 0154	3G440	SFO	Various Structural PIDS***	Support	\$159,900											\$159,900
		REHAB			Capital	\$0											\$0
		6825			Total	\$159,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900
51	CTR 0155	3G450	VAR	Bridge Joint Seals***	Support	\$57,611											\$57,611
		REHAB			Capital	\$0											\$0
		6828			Total	\$57,611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,611
52	CTR 0156	3G390	VAR	Bridge Lighting***	Support	\$99,415											\$99,415
		REHAB			Capital	\$0											\$0
		6828			Total	\$99,415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,415
53	CTR 0157	3G400	VAR	Bridge Overlays***	Support	\$134,556											\$134,556
		REHAB			Capital	\$0											\$0
		6828			Total	\$134,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,556
54	CTR 0158	0120F	SFO	East Span Base ***	Support	\$0											\$0
		REHAB			Capital	\$1,930,691											\$1,930,691
		6825			Total	\$1,930,691	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,930,691
55	CTR 0159	2J870	SFO	West Span BASE***	Support	\$938,249											\$938,249
		REHAB			Capital	\$8,790,393											\$8,790,393
		6825			Total	\$9,728,641	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,728,641
56	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052											\$22,052
		REHAB			Capital	\$252,546											\$252,546
		6825			Total	\$274,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$274,597
57	CTR 0163	3G447	SFO	Rebuild Damaged Fender System ***	Support	\$238,798											\$238,798
		REHAB		W6	Capital	\$772,842											\$772,842
		6825			Total	\$1,011,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,011,640
58	CTR 0182	3G478	Var	PID - Water Line System	Support	\$193,307											\$193,307
		REHAB		Air Compressor, Airlines	Capital	\$0											\$0
		6828			Total	\$193,307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,307



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
Summary	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
59	CTR 0201	0J120 REHAB 6814	RSR	Replace Expansion Joint at Pier 44E***	Support	\$68,600											\$68,600
					Capital	\$270,000											\$270,000
					Total	\$338,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$338,600
60	CTR 0202	0J870 REHAB 6825	SFO	Install Air Gap Monitoring System***	Support	\$95,994											\$95,994
					Capital	\$128,755											\$128,755
					Total	\$224,749	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,749
61	CTR 0203	3G360 REHAB 6828	Var.	Replace Various Navigational and Utility Equipment Supplemental PID***	Support	\$127,649											\$127,649
					Capital	\$0											\$0
					Total	\$127,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,649
62	CTR 0204	3G301 REHAB 6828	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Northern Bridges	Support	\$2,256,394	\$1,700,000	\$1,000,000									\$4,956,394
					Capital	\$6,000,000											\$6,000,000
					Total	\$8,256,394	\$1,700,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,956,394
63	CTR 0206	2J680 REHAB 6814	RSR	RSR Access – PPUL Oversight	Support	\$3,500,000											\$3,500,000
					Capital	\$0											\$0
					Total	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000
64	CTR 0212	3G368 REHAB 6828	Var	Substation and Power Cable	Support	\$219,112											\$219,112
					Capital	\$0											\$0
					Total	\$219,112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$219,112
65	CTR 0213	01412 REHAB 6825	SFO	CT Oversight of Bridge Yard (IERBYS Building Slab) ***	Support	\$276,198											\$276,198
					Capital	\$0											\$0
					Total	\$276,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$276,198
66	CTR 0214	01413 REHAB 6825	SFO	CT Oversight of Bridge Yard (IERBYS Building Retrofit)***	Support	\$476,178											\$476,178
					Capital	\$0											\$0
					Total	\$476,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,178
67	CTR 0215	2J190 REHAB 6825	SFO	Replace transverse expansion joints *** West Span	Support	\$1,309,010											\$1,309,010
					Capital	\$1,944,698											\$1,944,698
					Total	\$3,253,708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,253,708
68	CTR 0216	2J410 REHAB 6813	CARQ	Al Zampa (CARQ) Joint Repair ***	Support	\$146,672											\$146,672
					Capital	\$183,592											\$183,592
					Total	\$330,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,265
69	CTR 0217	2J400 REHAB 6825	SFO	I-880 Overhead Signage and Delineation Upgrade Oversight***	Support	\$46,649											\$46,649
					Capital	\$0											\$0
					Total	\$46,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,649
70	CTR 0219	0K220 REHAB 6825	SFO	Metering Lights Upgrade Oversight	Support	\$1,650,000											\$1,650,000
					Capital	\$0											\$0
					Total	\$1,650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,650,000
71	CTR 0222	TBD REHAB 6825	SFO	SFOBB Maintenance Administration	Support	\$0											\$0
					Capital	\$478,064											\$478,064
					Total	\$478,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$478,064
72	CTR 0225	4J710 REHAB 6814	RSR	RSR Access - Bike Ped Oversight	Support	\$855,000											\$855,000
					Capital	\$0											\$0
					Total	\$855,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,000
73	CTR 0226	1K450 REHAB 8033	SFO	Roof Repairs at Sterling Substation Minor Rehab***	Support	\$72,000											\$72,000
					Capital	\$119,999											\$119,999
					Total	\$191,999	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191,999



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program Summary	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
74	CTR 0227	1K470	SMH	Roof Repairs at toll admin building (Toll Plaza)	Support	\$60,000											\$60,000
		REHAB			Capital	\$99,550											\$99,550
		8033			Total	\$159,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,550
75	CTR 0228	1K460	BM	Bird abatement at Benicia Toll Plaza	Support	\$150,000											\$150,000
		REHAB		Minor Rehab***	Capital	\$249,950											\$249,950
		8033			Total	\$399,950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$399,950
76	CTR 0229	0K691	SFO	Install Grease Caps and Repair Pre-stress Tendons	Support	\$1,188,816											\$1,188,816
		REHAB		East Span - Director's Order***	Capital	\$3,318,043											\$3,318,043
		6825			Total	\$4,506,859	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,506,859
77	CTR 0230	3G482	BM	Repair Seismic Joint - Pier 3	Support	\$148,912											\$148,912
		REHAB		Director's Order***	Capital	\$250,846											\$250,846
		6812			Total	\$399,758	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$399,758
78	CTR 0232	2K960	SFO	YBI Tunnel Concrete Repair	Support	\$811,591											\$811,591
		REHAB			Capital	\$1,463,409											\$1,463,409
		6825			Total	\$2,275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,275,000
79	CTR 0233	3G445	SFO	Fender Repair	Support	\$735,111											\$735,111
		REHAB		Director's Order***	Capital	\$4,302,040											\$4,302,040
		6825			Total	\$5,037,151	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,037,151
80	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712											\$185,712
		REHAB		Director's Order***	Capital	\$279,263											\$279,263
		6825			Total	\$464,976	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$464,976
81	CTR 0243	0W140	SFO	Replace Fender System and Skirt Modifications	Support	\$2,000,000	\$5,000,000					\$3,500,000	\$3,500,000				\$14,000,000
		REHAB			Capital	\$0					\$45,000,000	\$45,000,000	\$45,000,000				\$135,000,000
		6825			Total	\$2,000,000	\$5,000,000	\$0	\$0	\$0	\$45,000,000	\$48,500,000	\$48,500,000	\$0	\$0	\$0	\$149,000,000
82	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, trav	Support	\$0											\$0
		REHAB			Capital	\$11,200,000	-\$11,200,000										\$0
		6814			Total	\$11,200,000	-\$11,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
83	CTR 0245	0P560	Var.	Install BASE radio links	Support	\$300,583											\$300,583
		REHAB		Director's Order***	Capital	\$483,201											\$483,201
		6828			Total	\$783,784	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$783,784
84	CTR 0246	0Q470	SFO	East Span Skyway Polyester Concrete Overlay Repai	Support	\$22,760											\$22,760
		REHAB		Director's Order***	Capital	\$183,163											\$183,163
		6825			Total	\$205,922	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205,922
85	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$86,000											\$86,000
		REHAB		Director's Order	Capital	\$314,000											\$314,000
		6825			Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
86	CTR 0248	1Q500	BM	Repair Water Line	Support	\$118,911											\$118,911
		REHAB		Director's Order***	Capital	\$230,583											\$230,583
		6812			Total	\$349,494	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$349,494
87	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seal	Support	\$195,905											\$195,905
		REHAB		(West Approach & Anchorage)	Capital	\$163,601											\$163,601
		6825		Director's Order***	Total	\$359,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$359,506
88	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$251,000											\$251,000
		REHAB		Director's Order	Capital	\$314,000											\$314,000
		6825			Total	\$565,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,000



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program Summary	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
89	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion	Support	\$100,000											\$100,000
		REHAB			Capital	\$1,925,000											\$1,925,000
		8033			Total	\$2,025,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,025,000
90	CTR 0252	0P680	CAR	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$0											\$0
		REHAB			Capital	\$908,118											\$908,118
		8033			Total	\$908,118	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$908,118
91	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage	Support	\$12,500											\$12,500
		REHAB			Capital	\$250,000											\$250,000
		8033			Total	\$262,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
92	CTR 0254	2Q920	Var	Toll Paint Facility and Plaza – Replace Metals Doors	Support	\$0											\$0
		REHAB			Capital	\$450,000											\$450,000
		8033			Total	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000
93	CTR 0258	TBD	ANT	Replace Fender System	Support	\$70,000											\$70,000
		REHAB			Capital	\$0											\$0
		6811			Total	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$64,764	\$1,000,000										\$1,064,764
		REHAB			Capital	\$8,885,236											\$8,885,236
		6826			Total	\$8,950,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,950,000
95	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	\$500,000											\$500,000
		REHAB			Capital	\$1,950,000											\$1,950,000
		6812			Total	\$2,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,450,000
96	CTR 0263	3G454	SMH	Concrete Repairs on SMHB Spandrel beam and bent	Support	\$4,664,000											\$4,664,000
		REHAB			Capital	\$20,825,000											\$20,825,000
		6826			Total	\$25,489,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,489,000
97	CTR 0264	01358	SFO	SFOBB East Span Pier Retention-CMGC	Support	\$0											\$0
		REHAB			Capital	\$787,344											\$787,344
		6825			Total	\$787,344	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$787,344
98	CTR 0265	2Q360	SFO	SFOBB WS Remove Truss Web Scaffolds	Support	\$220,000											\$220,000
		REHAB			Capital	\$550,000											\$550,000
		6825			Total	\$770,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$770,000
99	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot (MC3-Training Center)	Support	\$0											\$0
		REHAB			Capital	\$10,000,000											\$10,000,000
		6825			Total	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
100	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints	Support	\$2,600,000											\$2,600,000
		REHAB		upper deck - 31 joints***	Capital	\$8,370,000											\$8,370,000
		6814			Total	\$10,970,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,970,000
101	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	\$460,000											\$460,000
		REHAB		Repair vehicle collision damage Director's Order***	Capital	\$1,400,000											\$1,400,000
		6814			Total	\$1,860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,860,000
102	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and spans 1-6	Support	\$0											\$0
		REHAB			Capital	\$0											\$0
		6825			Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers and utility panels (Old Bridge)	Support	\$400,000	-\$400,000										\$0
		REHAB			Capital	\$0											\$0
		6812			Total	\$400,000	-\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program Summary	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
104	CTR 0273	TBD REHAB 6812	BM	Repair 12KV Transfer Scheme and connect it with SC for remote control and monitoring	Support	\$200,000	-\$200,000										\$0
					Capital	\$0											\$0
					Total	\$200,000	-\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
105	CTR 0277	TBD REHAB 6827	DUM	Air Compressor, Pier 44- Replace	Support	\$0											\$0
					Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
106	CTR 0278	TBD REHAB 6826	SMH	Replace Generators	Support	\$0											\$0
					Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
107	CTR 0279	TBD REHAB 8629	VAR	Replace Generators for Dum and RSR	Support	\$0											\$0
					Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
108	CTR 0282	TBD REHAB 6828	VAR	Existing Water Line System, Air compressor and Air North Bridges	Support	\$0											\$0
					Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
109	CTR 0288	1AA40 REHAB 6825	SFO	Air Compressors at YBI Substation Director's Order	Support	\$278,000											\$278,000
					Capital	\$1,162,000											\$1,162,000
					Total	\$1,440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,440,000
110	CTR 0289	TBD REHAB 6826	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	\$0											\$0
					Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
111	CTR 0290	1AA60 REHAB 6825	SFO	Repair armored joint Assemblies on SFOBB Director's Order	Support	\$270,000											\$270,000
					Capital	\$760,000											\$760,000
					Total	\$1,030,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,030,000
112	CTR 0291	1AC70 REHAB 8629	Var	SMHB Toll Admin Building Repairs and Replace HVAC System at RSR Paint facility	Support	\$50,000	\$3,380										\$53,380
					Capital	\$160,000	-\$124,995										\$35,005
					Total	\$210,000	-\$121,614	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,386
113	CTR 0292	1AA20 REHAB 8629	RSR	Replace roof at RSR Paint facility ***	Support	\$80,000	-\$80,000										\$0
					Capital	\$250,000	-\$201,100										\$48,900
					Total	\$330,000	-\$281,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,900
114	CTR 0293	1AC00 REHAB 6825	SFO	Repair burned rest area facility at SFOBB in Oakland Director's Order	Support	\$50,000											\$50,000
					Capital	\$230,000											\$230,000
					Total	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000
115	CTR 0294	2AC50 REHAB 6813	CAR	Repair burned electrical facilities at Carquinez Bridge Toll Plaza in Solano County Director's Order	Support	\$300,000											\$300,000
					Capital	\$1,000,000											\$1,000,000
					Total	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000
116	CTR 0295	01359 REHAB 6825	SFO	SFOBB environmental close out	Support	\$6,300,000											\$6,300,000
					Capital	\$4,200,000											\$4,200,000
					Total	\$10,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,500,000
117	CTR 0296	2AC10 REHAB 6813	CAR	Repair burned toll facilities and vista point at Carquinez Bridge Toll Plaza in Solano County Director's Order	Support	\$1,600,000											\$1,600,000
					Capital	\$5,320,000											\$5,320,000
					Total	\$6,920,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,920,000



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program Summary	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
118	CTR 0297	1W080 REHAB 6827	DUM	Pier 31 Dumbarton Seismic Joint Director's Order	Support Capital Total	\$152,000 \$333,000 \$485,000											\$152,000 \$333,000 \$485,000
119	CTR 0298	TBD REHAB 6826	SMH	Replace Booster Pump & Fire Pump Controllers	Support Capital Total	\$0 \$0 \$0											\$0 \$0 \$0
120	CTR 0299	1W350 REHAB 6825	SFO	Modify SAS Tower Elevator Landings Director's Order	Support Capital Total	\$152,000 \$333,000 \$485,000											\$152,000 \$333,000 \$485,000
121	CTR 0300	1W340 REHAB 6814	RSR	Repair Car Fire Damage on RSR Director's Order	Support Capital Total	\$110,000 \$160,000 \$270,000											\$110,000 \$160,000 \$270,000
122	CTR 0301	1W330 REHAB 6825	SFO	Repair Overlay and Joint Director's Order	Support Capital Total	\$280,000 \$780,000 \$1,060,000											\$280,000 \$780,000 \$1,060,000
123	CTR 0302	2Q280 REHAB 6827	DUM	Dumbarton Bridge Operational Improvements Oversight	Support Capital Total	\$0 \$0 \$0											\$0 \$0 \$0
124	CTR 0303	1W670 REHAB 6825	SFO	SFOBB Repair Expansion Joint on lower deck span W District Director's Order	Support Capital Total	\$152,000 \$333,000 \$485,000											\$152,000 \$333,000 \$485,000
125	CTR 0304	1W060 REHAB 6825	SFO	SFOBB Rehabilitate Fire Protection System at YBI Tur Director's Order	Support Capital Total	\$2,750,000 \$8,000,000 \$10,750,000	\$3,670,000 \$7,430,000										\$6,420,000 \$15,430,000 \$21,850,000
126	CTR 0305	1W720 REHAB 6825	SFO	SFOBB Replace Finger Joint Support Expansion Shoe District Director's Order	Support Capital Total	\$152,000 \$333,000 \$485,000											\$152,000 \$333,000 \$485,000
127	CTR 0306	1W970 REHAB 6826	SMH	SMH Replace Fire Damaged Polyester Concrete Over District Director's Order	Support Capital Total	\$152,000 \$200,000 \$352,000											\$152,000 \$200,000 \$352,000
128	CTR 0307	2W120 REHAB 6814	RSR	Richmond-San Rafael Bridge Gusset Plate Strengthen Director's Order	Support Capital Total	\$1,500,000 \$3,100,000 \$4,600,000											\$1,500,000 \$3,100,000 \$4,600,000
129	CTR 0308	2W690 REHAB 6825	SFO	Repair the fog warning system on the East Span	Support Capital Total	\$152,000 \$333,000 \$485,000											\$152,000 \$333,000 \$485,000
130	CTR 0309	TBD REHAB 6826	SMH	Trestle Repairs Ph 2	Support Capital Total		\$400,000 \$400,000	\$600,000 \$600,000	\$13,600,000 \$13,600,000	\$13,600,000 \$13,600,000	\$13,600,000 \$13,600,000	\$13,600,000 \$13,600,000					\$1,000,000 \$68,000,000 \$69,000,000
131	CTR 0310	TBD REHAB 6825	SFO	Main Cable Wrap West Span (Ph 2)	Support Capital Total										\$3,000,000 \$27,000,000 \$30,000,000		\$3,000,000 \$27,000,000 \$30,000,000
132	CTR 0311	TBD REHAB 6814	RSR	Replace Existing Damper	Support Capital Total				\$300,000 \$300,000	\$400,000 \$5,000,000 \$5,400,000	\$700,000 \$700,000						\$1,400,000 \$5,000,000 \$6,400,000



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
Summary	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
133	CTR 0312	TBD REHAB 6814	RSR	Structural Steel Paint, Superstructure and Upper T	Support						\$4,000,000	\$4,000,000	\$5,000,000	\$5,000,000			\$18,000,000
					Capital												\$55,000,000
					Total	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$59,000,000	\$5,000,000	\$5,000,000	\$0	\$0	\$73,000,000
134	CTR 0060	91207 REHAB 6828	Var.	Caltrans Capital Coordination	Support	\$9,868,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$17,868,000
					Capital												\$0
					Total	\$9,868,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$17,868,000
135	CTR 0061	93030 REHAB 6828	ALL	Toll Bridge Inspections	Support	\$33,860,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$78,160,000
					Capital	\$0											\$0
					Total	\$33,860,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$4,430,000	\$78,160,000
136	CTR 0062	93870 REHAB 6828	ALL	Base Security	Support	\$16,840,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$32,840,000
					Capital	\$0											\$0
					Total	\$16,840,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$32,840,000
137	CTR 0235	92685 REHAB 6828	Var.	Structural Steel Paint by State Forces	Support	\$33,200,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$166,200,000
					Capital	\$0											\$0
					Total	\$33,200,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$166,200,000
138	CTR 0069	97708 REHAB 6828	Var.	Caltrans ETC Traffic Operations Support	Support	\$7,750,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$11,750,000
					Capital	\$0											\$0
					Total	\$7,750,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$11,750,000
139	CTR 0269	TBD REHAB 6828	Var.	Bridge Facilities Capital Rehab by State forces	Support	\$270,000											\$270,000
					Capital	\$890,000											\$890,000
					Total	\$1,160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,160,000
140	CTR 0270	TBD REHAB 6828	Var.	TBD Paint	Support	\$0				\$750,000	\$750,000	\$750,000					\$2,250,000
					Capital	\$0	\$22,000,000			\$10,000,000	\$10,000,000	\$17,663,000	\$17,000,000	\$17,000,000			\$93,663,000
					Total	\$0	\$22,000,000	\$0	\$0	\$10,750,000	\$10,750,000	\$18,413,000	\$17,000,000	\$17,000,000	\$0	\$0	\$95,913,000
141	CTR Res	CTR Res REHAB 6829	Var.	Caltrans Program Contingency	Support	\$28,000											\$28,000
					Capital	\$30,000	\$21,500,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$75,530,000
					Total	\$58,000	\$21,500,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$75,558,000
142	880/92	2G361 RM1 8615	880/92	Landscaping**	Support	\$1,160,000											\$1,160,000
					Capital	\$1,448,000											\$1,448,000
					Total	\$2,608,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,608,000
143	880/92	2G362 RM1 8615	880/92	Landscaping**	Support	\$836,000											\$836,000
					Capital	\$0											\$0
					Total	\$836,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$836,000
144	BM	0060A RM1 8210	BM	Modification to 1962 Bridge**	Support	\$6,211											\$6,211
					Capital	\$0											\$0
					Total	\$6,211	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,211
145	BM	0060C RM1 8210	BM	Replacement Planting**	Support	\$584,000	-\$477,748										\$106,252
					Capital	\$1,125,000	-\$706,846										\$418,154
					Total	\$1,709,000	-\$1,184,594	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$524,408
146	CAR	0130J RM1 8315	CAR	Site Mitigation 3**	Support	\$150,000											\$150,000
					Capital	\$0											\$0
					Total	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
147	CAR	0130K RM1 8315	CAR	Misc Landscaping**	Support	\$4,177											\$4,177
					Capital	\$0											\$0
					Total	\$4,177	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,177



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program Summary	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
148	880/92	01601 RM1 8615	880/92	880/92 Interchange**	Support	\$344,000	-\$143,939										\$200,061
				***	Capital	\$2,500,000	-\$1,598,498										\$901,502
					Total	\$2,844,000	-\$1,742,437	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,101,563
149	SMH	27790 RM1 8637	SMH	Bay Trail Improvement**	Support	\$0											\$0
					Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
150	BR 0001	8531 REHAB	BATA	Benicia ORT***	Support	0											\$0
					Capital	\$4,153,000											\$4,153,000
					Total	\$4,153,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,153,000
151	BR 0002	8539 REHAB	BATA	SFOBB Eyebar Review***	Support	\$2,914,000											\$2,914,000
					Capital	\$0											\$0
					Total	\$2,914,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,914,000
152	BR 0003	8594 REHAB	BATA	SFOBB West Span Pathway Planning	Support	\$1,750,000											\$1,750,000
					Capital	\$10,550,000											\$10,550,000
					Total	\$12,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,300,000
153	BR 0004	8909 REHAB	BATA	Gateway Park	Support	\$1,273,000											\$1,273,000
					Capital	\$17,301,863											\$17,301,863
					Total	\$18,574,863	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,574,863
154	BR 0005	8913 REHAB	BATA	SFOBB Administration Building***	Support	\$5,000,000											\$5,000,000
					Capital	\$20,319,200											\$20,319,200
					Total	\$25,319,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,319,200
155	BR 0006	8918 REHAB	BATA	SFOBB Maintenance Complex	Support	\$0											\$0
					Capital	\$531,000											\$531,000
					Total	\$531,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$531,000
156	BR 0008	8921 REHAB	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0											\$0
					Capital	\$1,775,000											\$1,775,000
					Total	\$1,775,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,775,000
157	BR 0009	8922 REHAB	BATA	Metering Lights Upgrade	Support	\$1,000,000											\$1,000,000
					Capital	\$17,000,000											\$17,000,000
					Total	\$18,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000,000
158	BR 0010	8920 REHAB	BATA	SFO Plaza and Canopy Improvements***	Support	\$3,991,000											\$3,991,000
					Capital	\$5,272,000											\$5,272,000
					Total	\$9,263,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,263,000
159	BR 0011	8923 REHAB	BATA	Bridge Documentation	Support	\$0											\$0
					Capital	\$500,000											\$500,000
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
160	BR 0013	8602 REHAB	BATA	Hybrid/ETC Lane Modifications***	Support	\$0											\$0
					Capital	\$874,000											\$874,000
					Total	\$874,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$874,000
161	BR 0014	8907 REHAB	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000											\$425,000
					Capital	\$29,408,000	\$2,000,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$62,908,000
					Total	\$29,833,000	\$2,000,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$63,333,000



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program Summary	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
162	BR 0016	8631 REHAB	BATA	Callboxes***	Support	\$0											\$0
					Capital	\$2,344,000											\$2,344,000
					Total	\$2,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,344,000
163	BR 0017	8900 REHAB	BATA	2003 CSC Procurement	Support	\$1,679,000											\$1,679,000
					Capital	\$10,679,000											\$10,679,000
					Total	\$12,358,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,358,000
164	BR 0018	8901 REHAB	BATA	Ongoing Toll Tag Procurement	Support	\$0											\$0
					Capital	\$108,299,532	\$9,600,000	\$10,500,000	\$11,500,000	\$12,600,000	\$13,900,000	\$15,200,000	\$16,500,000	\$18,000,000	\$19,000,000	\$19,000,000	\$254,099,532
					Total	\$108,299,532	\$9,600,000	\$10,500,000	\$11,500,000	\$12,600,000	\$13,900,000	\$15,200,000	\$16,500,000	\$18,000,000	\$19,000,000	\$19,000,000	\$254,099,532
165	BR 0019	8902 REHAB	BATA	2012 CSC Procurement	Support	\$0											\$0
					Capital	\$24,050,000	\$600,000	\$600,000	\$600,000								\$25,850,000
					Total	\$24,050,000	\$600,000	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,850,000
166	BR 0020	8903 REHAB	BATA	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	\$0											\$0
					Capital	\$36,145,000	\$1,500,000										\$37,645,000
					Total	\$36,145,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,645,000
167	BR 0021	8904 REHAB	BATA	FasTrak Sign and Sign Structure Improvements (Strategic Plan)	Support	\$1,000,000											\$1,000,000
					Capital	\$28,510,130											\$28,510,130
					Total	\$29,510,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,510,130
168	BR 0022	8905 REHAB	BATA	Misc Bridge Improvements	Support	\$400,000											\$400,000
					Capital	\$28,453,741	\$2,000,000										\$30,453,741
					Total	\$28,853,741	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,853,741
169	BR 0023	8908 REHAB	BATA	BATA Technology Infrastructure (HW, SW, NETWORK)	Support	\$0											\$0
					Capital	\$4,835,000	\$600,000	\$400,000	\$225,000	\$525,000	\$225,000	\$525,000	\$1,000,000	\$250,000	\$500,000	\$250,000	\$9,335,000
					Total	\$4,835,000	\$600,000	\$400,000	\$225,000	\$525,000	\$225,000	\$525,000	\$1,000,000	\$250,000	\$500,000	\$250,000	\$9,335,000
170	BR 0025	8912 REHAB	BATA	Tag Inventory Conversion (Upgrade Technology)***	Support	\$200,000											\$200,000
					Capital	\$1,736,500											\$1,736,500
					Total	\$1,936,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,936,500
171	BR 0026	8914 REHAB	BATA	Violation Enforcement System***	Support	\$0											\$0
					Capital	\$7,842,000											\$7,842,000
					Total	\$7,842,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,842,000
172	BR 0027	8916 REHAB	BATA	Bay Crossing Study***	Support	\$540,000											\$540,000
					Capital	\$0											\$0
					Total	\$540,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$540,000
173	BR 0028	8917 REHAB	BATA	BATA Technology Security	Support	\$0											\$0
					Capital	\$2,300,000	\$900,000	\$1,300,000	\$300,000	\$300,000							\$5,100,000
					Total	\$2,300,000	\$900,000	\$1,300,000	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,100,000
174	BR 0029	8926 REHAB	BATA	Bridge Modeling and Investigations	Support	\$2,000,000											\$2,000,000
					Capital	\$3,801,198											\$3,801,198
					Total	\$5,801,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,801,198
175	BR 0030	8000-16 REHAB	BATA	Program Monitoring	Support	\$0											\$0
					Capital	\$46,644,709	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$48,644,709
					Total	\$46,644,709	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$48,644,709
176	BR 0031	8000-05 REHAB	BATA	Capital Program Audits	Support	\$0											\$0
					Capital	\$8,300,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$12,300,000
					Total	\$8,300,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$12,300,000



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		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program Summary	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
177	BR 0034	8924 REHAB	BATA	Antioch Bridge	Support	\$0											\$0
				CTTA 160/4 Interchange	Capital	\$50,000,000											\$50,000,000
					Total	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000
178	BR 0035	8930 REHAB	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000											\$1,494,000
				I-580 Access Improvements	Capital	\$85,734,000	\$150,000	\$225,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$88,909,000
					Total	\$87,228,000	\$150,000	\$225,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$90,403,000
179	BR 0038	8937 REHAB	BATA	2020 CSC Procurement	Support	\$0											\$0
					Capital	\$34,000,000				\$650,000	\$650,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$38,800,000
					Total	\$34,000,000	\$0	\$0	\$0	\$650,000	\$650,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$38,800,000
180	BR 0039	8933 REHAB	BATA	Plan Bay Area TMS	Support	\$0											\$0
					Capital	\$9,000,000											\$9,000,000
					Total	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000,000
181	BR 0040	8012 REHAB	BATA	All Electronic Tolling	Support	\$0											\$0
					Capital	\$5,963,000	\$14,000,000	\$21,000,000	\$11,900,000	\$8,800,000	\$2,200,000	\$1,600,000	\$900,000				\$66,363,000
					Total	\$5,963,000	\$14,000,000	\$21,000,000	\$11,900,000	\$8,800,000	\$2,200,000	\$1,600,000	\$900,000	\$0	\$0	\$0	\$66,363,000
182	BR 0043	8936 REHAB	BATA	Backhaul Connection Infrastructure	Support	\$0											\$0
					Capital	\$1,000,000											\$1,000,000
					Total	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
183	BR 0044	8540 REHAB	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0											\$0
					Capital	\$2,000,000											\$2,000,000
					Total	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
184	BR 0045	8530 REHAB	BATA	Drainage studies for the Bridges	Support	\$0											\$0
					Capital	\$500,000											\$500,000
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
185	BR 0046	8528 REHAB	BATA	Bay Lights Maintenance	Support	\$0											\$0
					Capital	\$1,350,000	\$420,000	\$440,000	\$480,000	\$530,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,820,000
					Total	\$1,350,000	\$420,000	\$440,000	\$480,000	\$530,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,820,000
186	BR 0047	8938 REHAB	BATA	Misc East Span Project Improvements	Support	\$0											\$0
					Capital	\$4,848,854		\$2,688,000	\$2,688,000	\$2,688,000	\$2,688,000						\$15,600,854
					Total	\$4,848,854	\$0	\$2,688,000	\$2,688,000	\$2,688,000	\$2,688,000	\$0	\$0	\$0	\$0	\$0	\$15,600,854
187	BR 0048	8939 REHAB	BATA	Asset Management	Support	\$0											\$0
					Capital	\$6,747,976	\$2,100,000	\$2,000,000	\$2,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$16,347,976
					Total	\$6,747,976	\$2,100,000	\$2,000,000	\$2,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$16,347,976
188	BR 0049	8941 REHAB	BATA	CHP - COZEEP/MAZEPP	Support	\$200,000											\$200,000
					Capital	\$506,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,506,000
					Total	\$706,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,706,000
189	BR 0050	8940 REHAB	BATA	HOV Lane Enforcement	Support	\$2,600,000											\$2,600,000
				Vehicle Occupancy	Capital	\$4,000,000											\$4,000,000
					Total	\$6,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,600,000
190	BR 0051	8942 REHAB	BATA	Bridge Yard Capital Improvements	Support	\$0											\$0
					Capital	\$500,000											\$500,000
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
191	BR 0052	8943 REHAB	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0											\$0
					Capital	\$1,200,000											\$1,200,000
					Total	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program Summary	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
192	BR 0053	8944 REHAB	BATA	Dumbarton Bridge Operational Improvement	Support	\$0											\$0
					Capital	\$17,000,000											\$17,000,000
					Total	\$17,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000,000
193	BR 0054	8945 REHAB	BATA	Next Gen Clipper (C2) System	Support	\$0											\$0
					Capital	\$9,600,000											\$9,600,000
					Total	\$9,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600,000
194	BR 0055	8946 REHAB	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0											\$0
					Capital	\$14,300,000											\$14,300,000
					Total	\$14,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,300,000
195	BR 0056	8947 REHAB	BATA	New BATA Bridge Evaluation and Due Diligence SR-37	Support	\$0											\$0
					Capital	\$8,000,000											\$8,000,000
					Total	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000
196	BR 0057	8948 REHAB	BATA	I-580 Richmond-San Rafael Bridge Forward Open Road Tolling and HOV Lane	Support	\$0											\$0
					Capital	\$2,000,000	\$2,000,000	\$15,000,000									\$19,000,000
					Total	\$2,000,000	\$2,000,000	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000,000
197	BR 0058	8949 REHAB	BATA	Regional Transportation Commute Challenge	Support	\$0											\$0
					Capital	\$1,075,500	\$925,000										\$2,000,500
					Total	\$1,075,500	\$925,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,500
198	BR 0059	TBD REHAB	BATA	Link: Bike/Ped Access to East Span of SFOBB Design	Support		\$3,000,000										\$3,000,000
					Capital		\$3,000,000										\$3,000,000
					Total	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000
199	BR 0060	TBD REHAB	BATA	SFOBB ORT Civil Design	Support		\$3,177,000										\$3,177,000
					Capital		\$3,177,000										\$3,177,000
					Total	\$0	\$6,354,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,354,000
200	BR 0061	TBD REHAB	BATA	Bay Bridge Forward 2020	Support												\$0
					Capital			\$2,000,000									\$2,000,000
					Total	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
201	BR 0062	TBD REHAB	BATA	Bay Skyway - CCO to YBI	Support												\$0
					Capital		\$2,700,000										\$2,700,000
					Total	\$0	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000
202	BR 0063	TBD REHAB	BATA	Richmond-San Rafael Bridge Shared Use Path Gap C	Support		\$700,000										\$700,000
					Capital		\$4,302,000										\$4,302,000
					Total	\$0	\$5,002,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,002,000
203	BR Res	8928 REHAB	BATA	BATA Program Contingency	Support	\$0											\$0
					Capital	\$3,768,759	\$3,100,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$42,868,759
					Total	\$3,768,759	\$3,100,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$42,868,759



Attachment C-2
Bay Area Toll Authority
FY 2022-31 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 144
 Date: June 23, 2021
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
Summary	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
	Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932

Line No.	Project No.	EA Program	Bridge CCA	Description	Status	Thru 2021	2022	2023	2024	2025	2026	2030	2028	2029	2030	2031	Total
*Caltrans Capital includes capital outlay construction and right-of-way.				Toll Bridge Rehabilitation Program	Support	\$320,997,488	\$39,702,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$603,719,863
				Summary	Capital	\$1,237,116,323	\$98,056,746	\$80,453,000	\$63,943,000	\$69,843,000	\$104,013,000	\$165,038,000	\$140,450,000	\$81,700,000	\$92,950,000	\$55,700,000	\$2,189,263,069
					Total	\$1,558,113,811	\$137,759,122	\$106,583,000	\$84,773,000	\$91,523,000	\$129,993,000	\$193,818,000	\$175,480,000	\$113,230,000	\$122,480,000	\$79,230,000	\$2,792,982,932
**Previous expenses covered in RM1 Program.				Caltrans Rehabilitation Program	Support	\$294,531,488	\$32,825,375	\$26,130,000	\$20,830,000	\$21,680,000	\$25,980,000	\$28,780,000	\$35,030,000	\$31,530,000	\$29,530,000	\$23,530,000	\$570,376,863
				Summary	Capital	\$552,397,361	\$44,182,746	\$16,000,000	\$25,600,000	\$34,600,000	\$74,600,000	\$137,263,000	\$111,600,000	\$53,000,000	\$63,000,000	\$26,000,000	\$1,138,243,107
					Total	\$846,928,848	\$77,008,122	\$42,130,000	\$46,430,000	\$56,280,000	\$100,580,000	\$166,043,000	\$146,630,000	\$84,530,000	\$92,530,000	\$49,530,000	\$1,708,619,970
*** Project closed to expenditure reimbursement June 30, 2021 or earlier.				BATA Rehabilitation Program	Support	\$26,466,000	\$6,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,343,000
				Summary	Capital	\$684,718,962	\$53,874,000	\$64,453,000	\$38,343,000	\$35,243,000	\$29,413,000	\$27,775,000	\$28,850,000	\$28,700,000	\$29,950,000	\$29,700,000	\$1,051,019,962
					Total	\$711,184,962	\$60,751,000	\$64,453,000	\$38,343,000	\$35,243,000	\$29,413,000	\$27,775,000	\$28,850,000	\$28,700,000	\$29,950,000	\$29,700,000	\$1,084,362,962

Additional Funding					
Funding	Program	Thru 2021	2022	Adjustments	Thru 2022
Active Transportation Program	8930	\$0	\$4,302,000		\$4,302,000
Measure BB ACTC	8943	\$0	\$3,000,000		\$3,000,000
SB-1 LPP	8012	\$0	\$3,177,000		\$3,177,000
Total		\$0	\$10,479,000		\$10,479,000



Attachment C-3
Bay Area Toll Authority
Rehabilitation Program Budget By Program

BATA Resolution No. 144

Date: June 23, 2021

W.I.: 1251

Referred by: BATA Oversight Committee

Line No.	Project No.	Project Title	Actual Thru Dec 2020	Budget Thru 2021	Budget 2022	Budget Thru 2022
1	6811	Antioch Bridge Rehab	\$0	\$70,000		\$70,000
2	6812	Benicia-Martinez Bridge Rehab	3,929,849	6,987,758	-600,000	6,387,758
3	6813	Carquinez Bridge Rehab	39,554,708	42,875,987		42,875,987
4	6814	Richmond-San Rafael Bridge Rehab	65,055,101	128,560,016	0	128,560,016
5	6825	San Francisco-Oakland Bay Bridge Rehab	212,890,527	257,370,171	14,142,154	271,512,325
6	6826	San Mateo-Hayward Bridge Rehab	108,888,803	142,827,431	1,063,311	143,890,742
7	6827	Dumbarton Bridge Rehab	5,016,492	5,277,203		5,277,203
8	6828	All Bridges Rehab	123,257,293	132,163,422	44,232,401	176,395,823
9	6829	Caltrans Reserve	4,402	58,000	21,500,000	21,558,000
10	8030	Completed/Defunded/Transferred Projects	116,625,782	117,302,329		117,302,329
11	8033	Minor Toll Plaza Rehab Projects	2,679,512	4,580,483		4,580,483
12	8210	New Benicia Bridge *	695,177	1,715,211	-1,184,594	530,617
13	8315	Site Mitigation & Landscaping	82,525	154,177		154,177
14	8615	I-880/SR-92 Landscaping**	5,539,428	6,288,000	-1,742,437	4,545,563
15	8629	Minor Bridge Rehab Projects	179,123	698,660	-402,714	295,946
		TOTAL CALTRANS REHAB BUDGET	\$684,398,722	\$846,928,849	\$77,008,121	\$923,936,970
16	8012	All Electronic Tolling	1,416,159	5,963,000	14,000,000	19,963,000
17	8528	Bay Lights Maintenance	714,562	1,350,000	420,000	1,770,000
18	8530	Drainage Studies for the Bridge	399,830	500,000		500,000
19	8531	Benicia New Toll Plaza ORT	4,152,605	4,153,000		4,153,000
20	8539	SFOBB Eyebar Repair Review	2,660,154	2,914,000		2,914,000
21	8540	Regional Transportation Sea Level Rise Asset	536,954	2,000,000		2,000,000
22	8594	SFOBB West Span Pathway PSR	11,542,545	12,300,000		12,300,000
23	8602	Hybrid/ETC Lane Modifications	874,414	874,000		874,000
24	8631	Procure New Callboxes	2,343,525	2,344,000		2,344,000
25	8900	2003 CSC Procurement	11,046,382	12,358,000		12,358,000
26	8901	ETC Transponder Procurement	90,846,059	108,299,532	9,600,000	117,899,532
27	8902	2012 CSC Procurement	20,355,720	24,050,000	600,000	24,650,000
28	8903	ATCAS Lane Host Upgrades	32,250,395	36,145,000	1,500,000	37,645,000
29	8904	Fastrak Sign & Sign Structure Improvements	29,346,017	29,510,130		29,510,130
30	8905	Misc. Bridge Improvements	12,898,287	28,853,741	2,000,000	30,853,741
31	8907	Toll Plaza Capital Improvements	23,848,841	29,833,000	2,000,000	31,833,000
32	8908	Enterprise Computing HW/SW	3,528,000	4,835,000	600,000	5,435,000
33	8909	Gateway Park Planning	17,457,697	18,574,863		18,574,863
34	8912	ETC Transponder Tag Swap	1,928,569	1,936,500		1,936,500
35	8913	SFOBB Administration Building	25,220,045	25,319,200		25,319,200
36	8914	Violation Enforcement System Upgrade	7,841,356	7,842,000		7,842,000
37	8916	Bay Crossing Study	540,000	540,000		540,000
38	8917	IT Security Procedures & Policies	660,624	2,300,000	900,000	3,200,000
39	8918	Maintenance Complex	494,587	531,000		531,000
40	8920	Plaza and Canopy Improvements	8,545,363	9,263,000		9,263,000
41	8921	SFOBB Lane 17 & 18 Lane Reconfiguration	1,663,638	1,775,000		1,775,000
42	8922	Metering Lights Replacement	12,718,855	18,000,000		18,000,000
43	8923	Bridge Records Recordation and Storage	54,582	500,000		500,000
44	8924	Antioch Bridge Approach	49,069,533	50,000,000		50,000,000
45	8926	Bridge Modeling & Investigations	893,302	5,801,198		5,801,198
46	8928	BATA Program Contingency	300,000	3,768,759	3,100,000	6,868,759
47	8930	Richmond-San Rafael Bridge Rehab	80,444,537	87,228,000	150,000	87,378,000
48	8933	Plan Bay Area TMS	7,627,335	9,000,000		9,000,000
49	8936	Backhaul Connection Infrastructure	774,361	1,000,000		1,000,000
50	8937	Future CSC Procurement	2,176,252	34,000,000		34,000,000
51	8938	Misc. East Span Project Improvements	0	4,848,854		4,848,854
52	8939	Asset Management	2,072,418	6,747,976	2,100,000	8,847,976
53	8940	HOV Lane Enforcement	1,147,764	6,600,000		6,600,000
54	8941	CHP - COZEEP/MAZEPP	0	706,000	200,000	906,000
55	8942	Bridge Yard Capital Improvements	0	500,000		500,000
56	8943	Bike/Ped Access to East Span of SFOBB	311,900	1,200,000		1,200,000
57	8944	Dumbarton Approach and Transit Strategies	837,405	17,000,000		17,000,000
58	8945	Next Gen Clipper (C2) System	0	9,600,000		9,600,000
59	8946	I-680/I-80/ISR-12 Interchange	6,863,907	14,300,000		14,300,000
60	8947	SR-37 Evaluation	3,075,040	8,000,000		8,000,000
61	8948	RSR Bridge Forward -	143,969	2,000,000	2,000,000	4,000,000
62	8949	Regional Transportation Commute Challenge	0	1,075,500	925,000	2,000,500
63	TBD	Link: Bike/Ped Access to East Span of SFOBB Design	0	0	6,000,000	6,000,000
64	TBD	SFOBB ORT Civil Design	0	0	6,354,000	6,354,000

Line No.	Project No.	Project Title	Actual Thru Dec 2020	Budget Thru 2021	Budget 2022	Budget Thru 2022
65	TBD	Bay Bridge Forward 2020- Construction of I-80 Bus Lane and I-80/Powell projects	0	0	0	0
66	TBD	Bay Skyway - CCO to YBI	0	0	2,700,000	2,700,000
67	TBD	Richmond-San Rafael Bridge Shared Use Path Gap Closure	0	0	5,002,000	5,002,000
68	8000-05	Capital Program Audit	7,213,147	8,300,000	400,000	8,700,000
69	8000-16	SRA/RM1 Program Monitoring	45,345,302	46,644,709	200,000	46,844,709
		TOTAL BATA REHAB BUDGET	\$534,181,935	\$711,184,962	\$60,751,000	\$771,935,962
		TOTAL REHAB BUDGET	\$1,218,580,657	\$1,558,113,811	\$137,759,122	\$1,695,872,932



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)	Actual thru Dec 2020	Toll Funding
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	\$70,000	\$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 (ACTC)	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	12,222,000	12,251,422
7	I-80 / I-680 / SR 12 Interchange	Solano Transportation Authority	99,003,000	100,000,000
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	37,175,000	37,174,545
9	Richmond Parkway Park & Ride	Solano Transportation Authority	946,000	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	31,799,000	43,500,000
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	Contra Costa Transportation Authority	19,481,000	20,425,000
13	E-BART	Contra Costa Transportation Authority and BART	94,334,000	96,000,000
14	Capital Corridor Station and Track Improvements in Solano County	Capital Corridor JPA / STA	35,950,000	35,950,126
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	18,771,000	18,798,452
18	Clipper	Metropolitan Transportation Commission	26,134,000	35,000,000
19	Real Time Transit	Metropolitan Transportation Commission	19,591,000	20,000,000
20	Safe Routes to Transit	East Bay Bicycle Coalition / Transform	21,254,000	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	74,166,000	77,760,172
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)	37,047,000	55,157,828
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	182,083,000	186,000,000
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County Transportation Commission (ACTC)	52,621,000	65,000,000
33	San Francisco Bay Area Rail Study	BART	6,062,000	6,062,000
34	Integrated Fare Structure Program	TransLink® Consortium	900,000	1,500,000
35	Transit Commute Benefits Promotion	Metropolitan Transportation Commission	3,366,000	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	53,594,000	64,000,000
38	Regional Express Lane Network	MTC	0	4,825,455
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			\$1,500,842,000	\$1,589,000,000

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



Attachment E
Bay Area Toll Authority
AB1171 Program Capital Budget Summary

Project No.	Project Title	Project Sponsor(s)	Actual thru Dec 2020	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	109,895,000	111,500,000
3	Transbay Terminal/Downtown Extension Phase 1	TJPA, MTC	149,960,000	150,000,000
4	Tri-Valley Transit Access Improvements to BART	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	17,909,000	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	98,770,000	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			\$489,295,000	\$570,000,000



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

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



No. 144

Date: June 23, 2021

W.I.: 1254

Referred by: BATA Oversight Committee

Attachment G
Fund Reserve Designations
(effective July 1, 2021)

Pursuant to the Plan of Finance (Resolution No. 57) approved in 2005, the 2013-14 Plan of Finance (Resolution No. 110) approved November 20, 2013, the Master Indenture and subsequent indentures, the Authority designates and reserves an amount not less than \$1 billion to be maintained for authorized purposes, including but not limited to:

- 2 years Operations & Maintenance* \$ 174 million
- Rehabilitation Reserve \$276 million
 (2 years @ \$137.8 million)
- Emergency reserve (Co-op) \$ 50 million
- Variable Rate Risk Reserve \$ 280 million
- Project/Self Insurance Reserve (SIR) \$ 280 million

Funds not specifically listed shall be retained for an operating reserve. No funds shall be withdrawn from the reserve without specific authorization of the Authority.

* Combination shall be at least 2x the adopted operating budget

**BAY AREA TOLL AUTHORITY
FY 2021-22 OPERATING AND CAPITAL BUDGET
BATA RESOLUTION NO. 144**

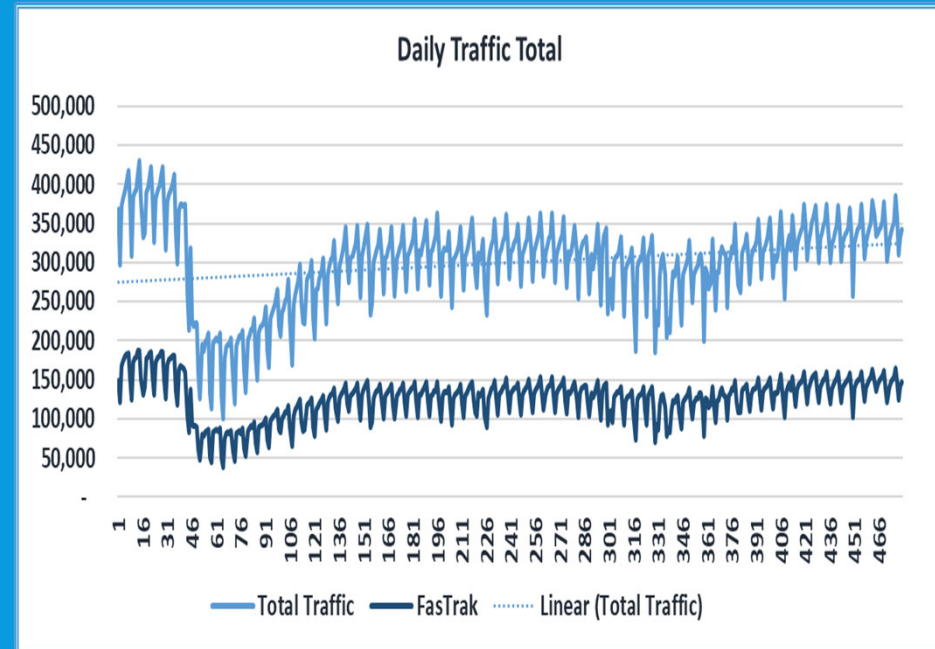
June 9, 2021

BATA IS RECOVERING FROM A 23% DROP IN PAID TOLL TRAFFIC SINCE FY 2019

- **The events surrounding the pandemic are still not completely settled**
 - Termination of all cash collection
 - Suspension of toll violations
 - Initiating cash invoice process
 - Mailed out over 19 million invoices
 - Mailed out over 7 million reminders
 - Still over 3.5 million outstanding
 - Converting to AET monthly account billing structure in lieu of cash collection
 - Cash collection savings will be more than assumed in the invoicing process
- Traffic impacted operations and cashflow
- Reduced traffic and added operating expense have the combined to cost BATA over \$330 million since the start of the pandemic

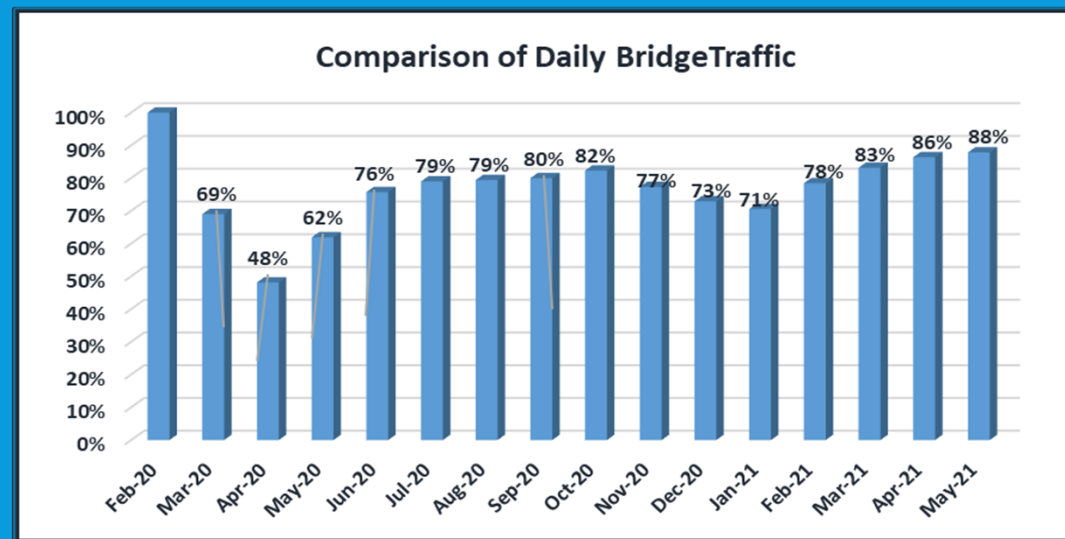
BATA IS NOW A DIFFERENT ENTERPRISE MORE DEPENDENT ON BILLING FOR REVENUE COLLECTION

- Daily FasTrak traffic is now just under 90% of February 2019
- FasTrak accounts for only 40% of total traffic counts
- Balance has to be processed
 - License Plate account
 - I/V Toll
 - Waiver
 - invoiced



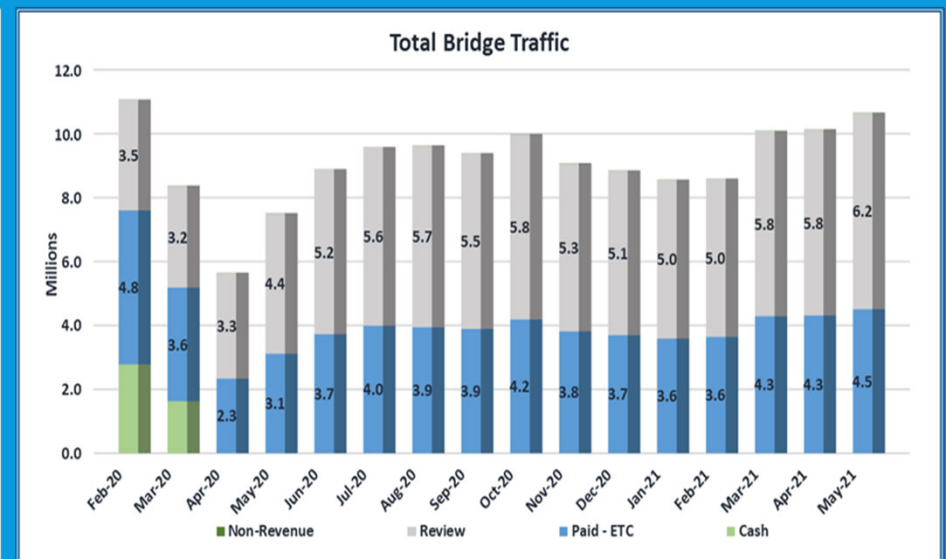
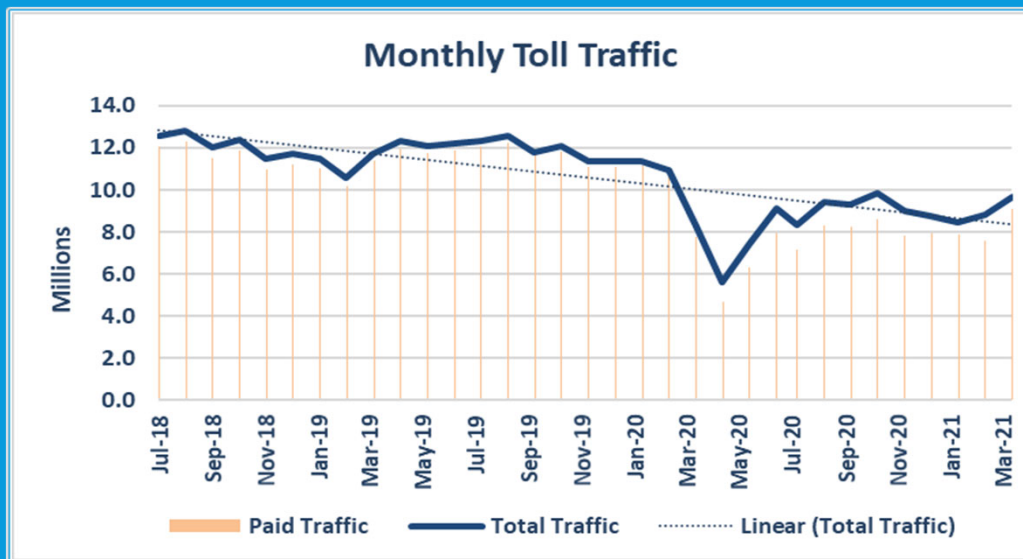
TRAFFIC IS STILL DOWN BUT RECOVERING FROM THE PANDEMIC

- Daily traffic now averages 344,000 vehicles – now 88% of February 2020
- Since January 2020 average daily traffic has increased over 24%



BRIDGE TRAFFIC IS INCREASING

- Since January 2020 paid traffic increased over 24%
- Traffic exceeded 10M/month since March
- Looking for 90%-95% recovery for FY 2022



FY 2022 BUDGET ASSUMPTIONS

- **General Budget assumptions**

- 74 full time BATA staff
 - Increase of 8 full time staff
 - 2.8% contracted salary increase
 - 2.5% PERS normal cost increase
- No cash collection costs
- 40% increase in FasTrak operating costs

- **Revenue**

- Traffic 117 million paid
- Toll revenue up 20%
- RM3 revenue recorded and deposited to escrow

- **Capital funding**

- Return to annual target range of \$100 million
- FY 2022 proposal \$137M

- **Reserve**

- Maintain \$1B liquidity reserve

- **Continuing concerns**

- Stability of back office and billing system
- Cash flow related to billing system
- Cash flow needs of current and future pay-go capital

BATA EXPECTS TO MAINTAIN THE \$1 BILLION OPERATING / LIQUIDITY RESERVE STRUCTURE FOR FY 2022

- BATA has built its operating reserve since 2008 “Great Recession”
- BATA maintained the \$1B targeted reserve through the 2020 “crash” recession
- The target goal is to maintain 1.5 years operating contingency for regional emergencies

Fund	Reserve (2021)	Budget (2022)	Days Cash
MTC	\$49.2 million	\$48.9 million	210
BATA	\$1 billion	\$1 billion	570
SAFE	\$12.2 million	\$11.8 million	200

BATA FY 2021-22 OPERATING BUDGET

- BATA operating surplus \$81M
- The surplus will contribute to the capital program
- Surplus depends on
 - Continued traffic growth
 - Advance principal payment
 - Stable FasTrak electronic billing and collection
- RM₃ revenue
 - New \$1.00 starts 1/1/22
 - All RM₃ funds deposited to escrow trust

ATTACHMENT A BAY AREA TOLL AUTHORITY OPERATING BUDGET FY 2021-22					
BATA Resolution No. 144 Date: June 23, 2021 W.I.: 1251 - 1258 Referred by: BATA Oversight Committee					
	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec
Operating Revenue					
General Toll Revenue	\$262,261,356	\$605,982,407	\$801,000,000	32.2%	\$195,017,593
Violation Revenue	18,468,327	15,000,000	15,000,000	0.0%	\$0
Interest Revenue	3,165,934	24,000,000	25,000,000	4.2%	\$1,000,000
Reimbursement Revenue	2,882,815	7,973,335	14,885,000	86.7%	\$6,911,665
Rebate for Build America Bonds	18,291,981	71,638,789	71,255,709	-0.5%	(\$383,080)
Total Operating Revenue	\$305,070,413	\$724,594,531	\$927,140,709	28.0%	\$202,546,178
Total Operating Expense	\$154,110,140	\$608,130,916	\$641,097,940	5.4%	\$32,967,024
Operating Surplus/(Shortfall) before Transfer and Depreciation	\$150,960,273	\$116,463,615	\$286,042,769	145.6%	\$169,579,154
Transfers	\$13,731,935	\$112,340,552	\$203,229,436	80.9%	\$90,888,884
Depreciation	\$777,397	\$3,600,000	\$1,554,794	-56.8%	(\$2,045,206)
Total Operating Surplus/(Shortfall)	\$136,450,941	\$523,063	\$81,258,540	15435.1%	\$80,735,477
Transfer to Toll Bridge Rehabilitation Program		\$51,343,384	\$0		
Transfer to (from) Reserves		(\$50,820,321)	\$81,258,540		

BATA FY 2022 OPERATING BUDGET

OPERATING REVENUE

- Operating revenue will be up significantly in FY 2022
- Total operating revenue - \$751M – up 19%
 - Total budget \$927M
 - Less RM 3 \$176M deposit
- Paid toll revenue up 20%
- Reimbursement up 87% -

	REVENUE DETAIL				
	BUDGET FY 2021-22				
	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec
General Toll Revenue (subtotal)	\$262,261,356	\$605,982,407	\$801,000,000	32.2%	\$195,017,593
RM 1 & Seismic Toll Revenues	\$216,786,829	\$422,596,683	\$508,500,000	20.3%	\$85,903,317
RM 2 Toll Revenues	45,474,527	91,692,862	117,000,000	27.6%	\$25,307,138
RM 3 Toll Revenues	0	91,692,862	175,500,000	100.0%	175,500,000
Violation and Other Revenue (subtotal)	\$18,468,327	\$15,000,000	\$15,000,000	0.0%	\$0
Violations & Other	\$18,468,327	\$15,000,000	\$15,000,000	0.0%	\$0
Interest Revenue (subtotal)	\$3,165,934	\$24,000,000	\$25,000,000	4.2%	\$1,000,000
RM1 Interest Earnings	\$2,532,747	\$19,200,000	\$20,000,000	4.2%	\$800,000
RM2 Interest Earnings	633,187	4,800,000	5,000,000	4.2%	\$200,000
Reimbursement Revenue (subtotal)	\$2,882,815	\$7,973,335	\$14,885,000	86.7%	\$6,911,665
BAIFA	\$235,771	\$1,687,500	\$2,985,000	76.9%	\$1,297,500
GGBHTD Fastrak	960,804	3,768,120	6,500,000	72.5%	\$2,731,880
ACTC	404,487	889,695	2,000,000	124.8%	\$1,110,305
VTA Express Lane	253,707	366,345	2,100,000	473.2%	\$1,733,655
SFO Airport	28,046	261,675	300,000	14.6%	\$38,325
BAHA	1,000,000	1,000,000	1,000,000	0.0%	\$0
Rebate for Build America Bonds (subtotal)	\$18,291,981	\$71,638,789	\$71,255,709	-0.5%	(\$383,080)
Rebate for Build America Bonds	\$18,291,981	\$71,638,789	71,255,709	-0.5%	(\$383,080)
Total Current Year Revenue	\$305,070,413	\$724,594,531	\$927,140,709	28.0%	\$202,546,178

BATA FY 2022 OPERATING BUDGET

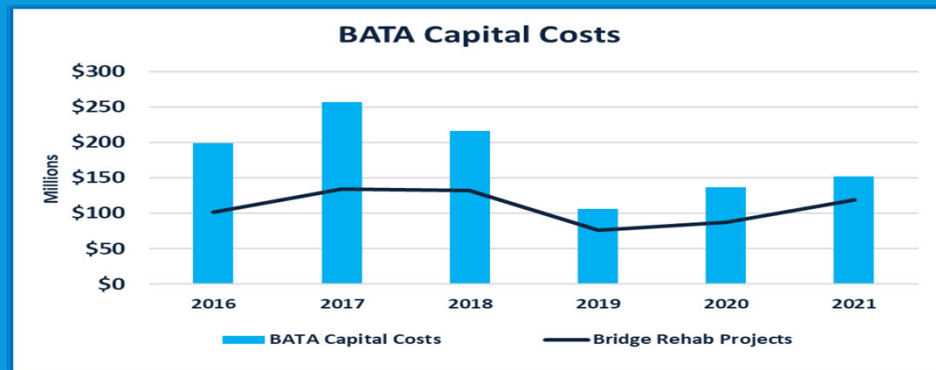
OPERATING EXPENSE

- Total operating expense \$846M
- Cash/electronic costs offset
 - Caltrans operations down 77%
 - FasTrak operations up 39%
- Toll Bridge admin up 13%
 - Realignment 9 positions sharing MTC and BATA admin responsibility
- Increase of 8 FTE
 - CSC billing conversion
 - Upgrade CSC oversight
 - Enhanced legal support
- RM3 escrow deposit
 - Existing \$1.00
 - New \$1.00 starting 1/1/2022

	EXPENSE DETAIL				
	BUDGET FY 2021-22				
	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec
Operating Expense					
Caltrans Operations and Maintenance (Subtotal)	\$3,266,584	\$30,825,000	\$7,000,000	-77.3%	(\$23,825,000)
Fastrak Operations and Maintenance (Subtotal)	\$21,882,722	\$56,940,000	\$79,103,000	38.9%	\$22,163,000
Toll Bridge Operations and Maintenance Total	\$25,149,306	\$87,765,000	\$86,103,000	-1.9%	(\$1,662,000)
Toll Bridge Administration (Subtotal)	\$9,796,985	\$35,352,898	\$39,962,475	13.0%	\$4,609,577
Consultant Contract/Other (Subtotal)	\$1,062,942	\$5,710,000	\$7,605,000	33.2%	\$1,895,000
Debt Service	\$112,539,219	\$439,968,730	\$458,497,465	4.2%	\$18,528,735
RM2 Marketing	\$672,864	\$4,491,000	\$4,470,000	-0.5%	(\$21,000)
RM2 Transit Operating	\$4,888,824	\$34,843,288	\$44,460,000	27.6%	\$9,616,712
Total Operating Expense	\$154,110,140	\$608,130,916	\$641,097,940	5.4%	\$32,967,024
Transfers In					
Prior Year RM3 Revenue	\$0	\$183,775,975	\$0	-100.0%	(\$183,775,975)
Transfers Out and Depreciation					
Transfers Out	\$13,731,935	\$20,647,690	\$27,729,436	34.3%	\$7,081,746
Deposit to RM3 Escrow	\$0	\$275,468,837	\$175,500,000	100.0%	\$0
Provision for Depreciation/Amortization	\$777,397	\$3,600,000	\$1,554,794	-56.8%	(\$2,045,206)
Total Transfers Out and Depreciation	\$14,509,332	\$299,716,527	\$204,784,230	-31.7%	(\$94,932,297)
Total Operating Expense and Transfer	\$168,619,472	\$724,071,468	\$845,882,170	16.8%	\$121,810,702

BATA DRAFT FY 2022 BUDGET CAPITAL PROJECTS

- BATA has a current capital program balance of **\$650 million***
 - RM2 \$ 87 million
 - Bridge Rehab \$340 million
 - 1171 (RM1) \$ 81 million
 - Core Capacity Challenge Program \$146 million
 - excluding \$345 million ELN
- **BATA capital funding – last 5 years**
 - Total capital program \$1,065 million
 - Bridge rehab costs \$ 650 million
- **Capital projects require significant cashflow –**
- **Current reserve is lowest point in years**
- **BATA still maintains over 1.5 years of operating reserve**




BATA DRAFT FY 2022 CAPITAL BUDGET

PROPOSED BUDGET FOR FY 2022 \$138 MILLION

• Proposed capital budget for FY 2022

- FY 2021 \$ 51 million
- FY 2022 \$138 million
 - Caltrans \$ 77 million
 - BATA \$ 61 million
- 10 year total \$1,210 million
- 10 year average \$121 million

	FY 22-31 totals by group
Capital Operations	\$347,547,000
Bridge Integrity	\$270,400,000
Paint	\$300,576,311
ETC	\$261,454,000
Other	\$17,702,000
savings/overruns/in construction	\$14,189,811

		Attachment C-1 Bay Area Toll Authority Rehabilitation Program Budget Summary				BATA Resolution No. 144 Date: June 23, 2021 WL: 1251 Referred by: BATA Oversight Committee	
NEW PROJECT			Thru 2021	2022	Adjustments	Thru 2022	
UPDATED PROJECT							
Toll Bridge Rehabilitation Program		Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863	
Summary		Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810	
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932	
			Thru 2021	2021	Adjustments	Thru 2022	
Toll Bridge Rehabilitation Program		Support	\$320,997,488	\$39,702,375	\$0	\$360,699,863	
Summary		Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,335,173,069	
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932	
Caltrans Rehabilitation Program		Support	\$294,531,488	\$32,825,375	\$0	\$327,356,863	
Summary		Capital	\$552,397,361	\$44,182,746	\$0	\$596,580,107	
		Total	\$846,928,848	\$77,008,122	\$0	\$923,936,970	
BATA Rehabilitation Program		Support	\$26,466,000	\$6,877,000	\$0	\$33,343,000	
Summary		Capital	\$684,718,962	\$53,874,000	\$0	\$738,592,962	
		Total	\$711,184,962	\$60,751,000	\$0	\$771,935,962	
			Thru 2021	2022	Adjustments	Thru 2022	
Additional Funding		Program					
Funding		BR 0063	\$0	\$4,302,000		\$4,302,000	
Active Transportation Program		BR 0059	\$0	\$3,000,000		\$3,000,000	
Measure BB ACTC		BR 0060	\$0	\$3,177,000		\$3,177,000	
SB-1 LPP			\$0				
Total			\$0	\$10,479,000		\$10,479,000	

*Caltrans Capital includes capital outlay construction and right-of-way.
 **Previous expenses covered in RM1 Program.
 *** Project closed to expenditure reimbursement June 30, 2021 or earlier.

FY 2022 BATA CAPITOL PROGRAM

NEW PROJECT								Thru 2021	2022	Adjustments	Thru 2022	
UPDATED PROJECT								Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863
								Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
								Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932
Summary												
Toll Bridge Rehabilitation Program												
Summary												
Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT						
						Thru 2021	2022	Adjustments	Thru 2022			
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,346,596	\$42,154		\$1,388,750			
		REHAB			Capital	\$0			\$0			
		6825			Total	\$1,346,596	\$42,154	\$0	\$1,388,750			
		REHAB		Part 1 ***	Capital	\$51,000,000	\$ (115,815)		\$50,884,185			
		6826			Total	\$59,623,000	-\$336,689	\$0	\$59,286,311			
28	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$5,372,000			\$5,372,000			
		REHAB			Capital	\$26,615,000	\$11,200,000		\$37,815,000			
		6814			Total	\$31,987,000	\$11,200,000	\$0	\$43,187,000			
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Southern Bridges	Support	\$2,977,097	\$2,401		\$2,979,498			
		REHAB			Capital	\$4,291,623			\$4,291,623			
		6828			Total	\$7,268,720	\$2,401	\$0	\$7,271,121			
40	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	\$1,523,000	\$2,000,000		\$3,523,000			
		REHAB			Capital	\$4,000,000	-\$4,000,000		\$0			
		6825			Total	\$5,523,000	-\$2,000,000	\$0	\$3,523,000			
62	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Northern Bridges	Support	\$2,256,394	\$1,700,000		\$3,956,394			
		REHAB			Capital	\$6,000,000			\$6,000,000			
		6828			Total	\$8,256,394	\$1,700,000	\$0	\$9,956,394			
81	CTR 0243	OW140	SFO	Replace Fender System and Skirt Modifications	Support	\$2,000,000	\$5,000,000		\$7,000,000			
		REHAB			Capital	\$0			\$0			
		6825			Total	\$2,000,000	\$5,000,000	\$0	\$7,000,000			
82	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$0			\$0			
		REHAB			Capital	\$11,200,000	-\$11,200,000		\$0			
		6814			Total	\$11,200,000	-\$11,200,000	\$0	\$0			
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$64,764	\$1,000,000		\$1,064,764			
		REHAB			Capital	\$8,885,236			\$8,885,236			
		6826			Total	\$8,950,000	\$1,000,000	\$0	\$9,950,000			
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers and utility panels (Old Bridge)	Support	\$400,000	-\$400,000		\$0			
		REHAB			Capital	\$0			\$0			
		6812			Total	\$400,000	-\$400,000	\$0	\$0			
104	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA for remote control and monitoring	Support	\$200,000	-\$200,000		\$0			
		REHAB			Capital	\$0			\$0			
112	CTR 0291	IAC70	Var	SMHB Toll Admin Building Repairs and	Support	\$50,000	\$3,380		\$53,380			
		REHAB		Replace HVAC System at RSR Paint facility	Capital	\$160,000	-\$124,995		\$35,005			
		6829			Total	\$210,000	-\$121,614	\$0	\$88,386			
113	CTR 0292	IAA20	RSR	Replace roof at RSR Paint facility ***	Support	\$80,000	-\$80,000		\$0			
		REHAB			Capital	\$250,000	-\$201,100		\$48,900			
		6829			Total	\$330,000	-\$281,100	\$0	\$48,900			
125	CTR 0304	1W060	SFO	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	\$2,750,000	\$3,670,000		\$6,420,000			
		REHAB		Director's Order	Capital	\$8,000,000	\$7,430,000		\$15,430,000			
		6825			Total	\$10,750,000	\$11,100,000	\$0	\$21,850,000			
130	CTR 0309	TBD	SMH	Trestle Repairs Ph 2	Support		\$400,000		\$400,000			
		REHAB			Capital				\$0			
		6826			Total	\$0	\$400,000	\$0	\$400,000			
129	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$9,868,000	\$800,000		\$10,668,000			
		REHAB			Capital				\$0			
		6828			Total	\$9,868,000	\$800,000	\$0	\$10,668,000			
134	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$33,860,000	\$4,430,000		\$38,290,000			
		REHAB			Capital	\$0			\$0			
		6828			Total	\$33,860,000	\$4,430,000	\$0	\$38,290,000			
135	CTR 0062	93870	ALL	Base Security	Support	\$16,840,000	\$1,600,000		\$18,440,000			
		REHAB			Capital	\$0			\$0			
		6828			Total	\$16,840,000	\$1,600,000	\$0	\$18,440,000			
136	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$33,200,000	\$13,300,000		\$46,500,000			
		REHAB			Capital	\$0			\$0			
		6828			Total	\$33,200,000	\$13,300,000	\$0	\$46,500,000			
137	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$7,750,000	\$400,000		\$8,150,000			
		REHAB			Capital	\$0			\$0			
		6828			Total	\$7,750,000	\$400,000	\$0	\$8,150,000			
139	CTR 0270	TBD	Var.	TBD Paint	Support	\$0			\$0			
		REHAB			Capital	\$0	\$22,000,000		\$22,000,000			
		6828			Total	\$0	\$22,000,000	\$0	\$22,000,000			

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140	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$28,000			\$28,000
		REHAB			Capital	\$30,000	\$21,500,000		\$21,530,000
		6829			Total	\$58,000	\$21,500,000	\$0	\$21,558,000
144	BM	0060C	BM	Replacement Planting**	Support	\$584,000	-\$477,748		\$106,252
		RM1		***	Capital	\$1,125,000	-\$706,846		\$418,154
		8210			Total	\$1,709,000	-\$1,184,594	\$0	\$524,406
147	880/92	01601	880/92	880/92 Interchange**	Support	\$344,000	-\$143,939		\$200,061
		RM1		***	Capital	\$2,500,000	-\$1,598,498		\$901,502
		8615			Total	\$2,844,000	-\$1,742,437	\$0	\$1,101,563
160	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000			\$425,000
		REHAB			Capital	\$29,408,000	\$2,000,000		\$31,408,000
		8907			Total	\$29,833,000	\$2,000,000	\$0	\$31,833,000
163	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	0			\$0
		REHAB			Capital	\$108,299,532	\$9,600,000		\$117,899,532
		8901			Total	\$108,299,532	\$9,600,000	\$0	\$117,899,532
164	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0			\$0
		REHAB			Capital	\$24,050,000	\$600,000		\$24,650,000
		8902			Total	\$24,050,000	\$600,000	\$0	\$24,650,000
165	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement	Support	\$0			\$0
		REHAB		(ATCAS)	Capital	\$36,145,000	\$1,500,000		\$37,645,000
		8903			Total	\$36,145,000	\$1,500,000	\$0	\$37,645,000
167	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000			\$400,000
		REHAB			Capital	\$28,453,741	\$2,000,000		\$30,453,741
		8905			Total	\$28,853,741	\$2,000,000	\$0	\$30,853,741
168	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	\$0			\$0
		REHAB		(HW, SW, NETWORK)	Capital	\$4,835,000	\$600,000		\$5,435,000
		8908			Total	\$4,835,000	\$600,000	\$0	\$5,435,000
172	BR 0028	8917	BATA	BATA Technology Security	Support	\$0			\$0
		REHAB			Capital	\$2,300,000	\$900,000		\$3,200,000
		8917			Total	\$2,300,000	\$900,000	\$0	\$3,200,000

174	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0			\$0
		REHAB			Capital	\$46,644,709	\$200,000		\$46,844,709
		8000-16			Total	\$46,644,709	\$200,000	\$0	\$46,844,709
175	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0			\$0
		REHAB			Capital	\$8,300,000	\$400,000		\$8,700,000
		8000-05			Total	\$8,300,000	\$400,000	\$0	\$8,700,000
177	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000			\$1,494,000
		REHAB		I-580 Access Improvements	Capital	\$85,734,000	\$150,000		\$85,884,000
		8930			Total	\$87,228,000	\$150,000	\$0	\$87,378,000
180	BR 0040	8012	BATA	All Electronic Tolling	Support	\$0			\$0
		REHAB			Capital	\$5,963,000	\$14,000,000		\$19,963,000
		8012			Total	\$5,963,000	\$14,000,000	\$0	\$19,963,000
184	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0			\$0
		REHAB			Capital	\$1,350,000	\$420,000		\$1,770,000
		8528			Total	\$1,350,000	\$420,000	\$0	\$1,770,000
186	BR 0048	8939	BATA	Asset Management	Support	\$0			\$0
		REHAB			Capital	\$6,747,976	\$2,100,000		\$8,847,976
		8939			Total	\$6,747,976	\$2,100,000	\$0	\$8,847,976
187	BR 0049	8941	BATA	CHP - COZEEP/MAZEPP	Support	\$200,000			\$200,000
		REHAB			Capital	\$506,000	\$200,000		\$706,000
		8941			Total	\$706,000	\$200,000	\$0	\$906,000
195	BR 0057	8948	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	\$0			\$0
		REHAB		Open Road Tolling and HOV Lane	Capital	\$2,000,000	\$2,000,000		\$4,000,000
		8948			Total	\$2,000,000	\$2,000,000	\$0	\$4,000,000
196	BR 0058	8949	BATA	Regional Transportation Commute Challenge	Support	\$0			\$0
		REHAB		Carryover from FY19-20	Capital	\$1,075,500	\$925,000		\$2,000,500
		8949			Total	\$1,075,500	\$925,000	\$0	\$2,000,500
197	BR 0059	TBD	BATA	Link: Bike/Ped Access to East Span of SFOBB Design	Support		\$3,000,000		\$3,000,000
		REHAB			Capital		\$3,000,000		\$3,000,000
		TBD			Total	\$0	\$6,000,000	\$0	\$6,000,000
198	BR 0060	TBD	BATA	SFOBB ORT Civil Design	Support		\$3,177,000		\$3,177,000
		REHAB			Capital		\$3,177,000		\$3,177,000
		TBD			Total	\$0	\$6,354,000	\$0	\$6,354,000
200	BR 0062	TBD	BATA	Bay Skyway - CCO to YBI	Support				\$0
		REHAB			Capital		\$2,700,000		\$2,700,000
		TBD			Total	\$0	\$2,700,000	\$0	\$2,700,000
201	BR 0063	TBD	BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support		\$700,000		\$700,000
		REHAB			Capital		\$4,302,000		\$4,302,000
		TBD			Total	\$0	\$5,002,000	\$0	\$5,002,000
202	BR Res	8928	BATA	BATA Program Contingency	Support	\$0			\$0
		REHAB		RM1 and Seismic Closeout	Capital	\$3,768,759	\$3,100,000		\$6,868,759
		8928			Total	\$3,768,759	\$3,100,000	\$0	\$6,868,759

RESOLUTION 144

- **BATA Resolution no. 144 sets parameters for administration of the BATA FY 2022 Budget, including**
 - No increase to overall budget without board approval
 - Approval of contracts and services delegated to Oversight Committee
 - Authority to close projects to contingency account and reallocate funding to other projects, within the adopted budget
 - Authority to carry over and re-budget all remaining contract, grant and encumbrance balances
 - Authorizes the \$1B reserve designations (Attachment G)
- Authority to utilize available reserves to retire any unfunded pension and OBEP liability within the authority of S&H Code Section 30959
- Designates all RM3 revenue received since January 2019 to be deposited into the restricted RM3 escrow trust account with no release of any RM3 funds without prior approval of the Authority
- Authorizes transfer of \$5 million to restricted liability reserve with a \$3 million contract limit without further approval of the Authority