



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

## Meeting Agenda

### Bay Area Toll Authority

*Alfredo Pedroza, Chair   Nick Josefowitz, Vice Chair*

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Wednesday, June 22, 2022

9:45 AM

HYBRID (In person option available)

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The Bay Area Toll Authority is scheduled to meet on Wednesday, June 22, 2022 at 9:45 a.m. or immediately following the 9:40 a.m. SAFE meeting, in the Bay Area Metro Center (Hybrid - In person option available). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building.

The meeting webcast will be available at  
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number:

Attendee Link: <https://bayareametro.zoom.us/j/86413346652>

iPhone One-tap: +13462487799,,86413346652# or +12532158782,,86413346652#

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

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

+1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or

+1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 864 1334 6652

International numbers available: <https://bayareametro.zoom.us/j/kr9liEyDv>

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](mailto: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 Authority shall be a majority of its voting members (10).*

**2. Chair's Report****3. Consent Calendar**

- 3a. [22-0861](#) Minutes of the May 25, 2022 meeting

Action: Authority Approval

Attachments: [3a - 22-0861 - May 25 BATA Draft Meeting Minutes.pdf](#)

- 3b. [22-0862](#) BATA Resolution No. 156 Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Authority Approval

Attachments: [3b - 22-0862 - BATA Resolution 156 AB 361.pdf](#)

**4. BATA Oversight Committee Report (Worth)**

- 4a. [22-0926](#) BATA Resolution No. 154 - FY 2022-23 Operating and Capital Budgets

Staff will present and request for Authority approval of BATA Resolution No. 154 authorizing the FY 2022-23 Operating and Capital Budgets.

Action: Authority Approval

Presenter: Derek Hansel

Attachments: [4a - 22-0926 - BATA Reso 154 - FY 2022-23 BATA Budgets.pdf](#)

[4a - 22-0926 - BATA Reso 154 - FY 2022-23 BATA Budgets Presentation.pdf](#)

**5. Public Comment / Other Business****6. Adjournment / Next Meeting**

The next meeting of the Bay Area Toll Authority is scheduled to be held on July 27, 2022. Any changes to the schedule will be duly noticed to the public.

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

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

**Record of Meeting:** Authority meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://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.

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Attachments are sent to Authority 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 Authority. Actions recommended by staff are subject to change by the Authority.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 22-0861      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Authority Approval  
**File created:** 4/22/2022      **In control:** Bay Area Toll Authority  
**On agenda:** 6/22/2022      **Final action:**  
**Title:** Minutes of the May 25, 2022 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [3a - 22-0861 - May 25 BATA Draft Meeting Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the May 25, 2022 meeting

**Recommended Action:**  
Authority Approval



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

## **Meeting Minutes**

### **Bay Area Toll Authority**

*Alfredo Pedroza, Chair   Nick Josefowitz, Vice Chair*

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**Wednesday, May 25, 2022**

**9:40 AM**

**HYBRID (In person option available)**

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#### **Call Meeting to Order**

#### **1. Roll Call / Confirm Quorum**

- Present:** 14 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, Commissioner Schaaf and Commissioner Worth
- Absent:** 4 - Commissioner Canepa, Commissioner Fleming, Commissioner Ronen and Commissioner Spering

Non-Voting Commissioner Present: Commission Giacomini

Non-Voting Commissioner Absent: Commission El-Tawansy

#### **2. Chair's Report**

#### **3. Closed Session**

**3a.**     [22-0928](#)     Closed Session Public Comment

**3b.**     [22-0929](#)     Closed Session - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

The Authority met in closed session pursuant to Government Code Section 54956.9(a) and paragraph (1) of subdivision (d) of Government Code Section 54956.9 to confer with counsel regarding In re: Toll Bridges Litigation, San Francisco Superior Court Case No. CGC-17-562613 (consolidated with San Francisco Superior Court Case No. CGC-18-56084).

3c. [22-0930](#) Open Session

**Action:** Authority Approval

Commissioners Chavez, Miley, and Schaaf did not return in Open Session.

The Authority reconvened in open session. General Counsel, Kathleen Kane reported that there were no reportable actions.

**4. Consent Calendar**

**Upon the motion by Commissioner Dutra-Vernaci and seconded by Commissioner Worth, the Consent Calendar was unanimously adopted by the following vote:**

**Aye:** 12 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Commissioner Glover, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt and Commissioner Worth

**Absent:** 6 - Commissioner Canepa, Commissioner Chavez, Commissioner Miley, Commissioner Ronen, Commissioner Schaaf and Commissioner Spering

4a. [22-0805](#) Minutes of the April 27, 2022 meeting

**Action:** Authority Approval

4b. [22-0806](#) BATA Resolution No. 155 Providing for Remote Meetings Pursuant to Assembly Bill 361

**Action:** Authority Approval

**5. Public Comment / Other Business**

Aleta Dupree was called to speak.

**6. Adjournment / Next Meeting**

**The next meeting of the Bay Area Toll Authority is scheduled to be held on June 22, 2022. 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)

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**File #:** 22-0862      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Authority Approval

**File created:** 4/22/2022      **In control:** Bay Area Toll Authority

**On agenda:** 6/22/2022      **Final action:**

**Title:** BATA Resolution No. 156 Providing for Remote Meetings Pursuant to Assembly Bill 361

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3b - 22-0862 - BATA Resolution 156 AB 361.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
BATA Resolution No. 156 Providing for Remote Meetings Pursuant to Assembly Bill 361

**Recommended Action:**  
Authority Approval

**Bay Area Toll Authority  
BATA**

**June 22, 2022**

**Agenda Item 3b - 22-0862**

**BATA Resolution No. 156 Providing for Remote Meetings Pursuant to AB 361**

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**Subject:**

Approval of BATA Resolution No. 156 Regarding Remote Meetings Pursuant to AB 361

**Background:**

AB 361 provides for continuing availability of remote meetings during the pandemic-related state of emergency in California. In order to invoke this option, governing boards of Brown Act bodies, or their authorized designated committees must make certain findings in support of remote meetings within 30 days of the first meeting occurring after October 1, 2021, and every 30 days thereafter. Attached for your review and approval is a resolution invoking AB 361 and providing for remote meetings prospectively for 30 days following the Bay Area Toll Authority's action.

**Issues:**

Findings in support of BATA Resolution No. 156 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

**Recommended Action:**

The Bay Area Toll Authority is requested to adopt BATA Resolution No. 156, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

**Attachments:**

- Attachment A: BATA Resolution No. 156



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Therese W. McMillan



Date: June 22, 2022  
Referred By: BATA

ABSTRACT

Resolution No. 156

This resolution makes findings pursuant to AB 361 to continue virtual public meetings for the Bay Area Toll Authority (BATA), its related entities and committees during the COVID-19 State of Emergency.

Further discussion of this subject is contained in the BATA Summary Sheet dated June 22, 2022.

Date: June 22, 2022  
Referred By: BATA

RE: Findings Pursuant to AB 361 to Continue Virtual Public Meetings for the Bay Area Toll Authority, With its Related Entities and Committees, During the COVID-19 State of Emergency

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 156

WHEREAS, on March 4, 2020, the Governor of the State of California declared a state of emergency, as defined under the California Emergency Services Act, due to the COVID-19 pandemic; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, beginning in March 2020, the Governor's Executive Order N-29-20 suspended Brown Act requirements related to teleconferencing during the COVID-19 pandemic provided that notice, accessibility, and other requirements were met, and the public was allowed to observe and address the legislative body at the meeting; and

WHEREAS, Executive Order N-08-21 extended the previous order until September 30, 2021; and

WHEREAS, the Bay Area Toll Authority (BATA) and its related entities and committees have conducted their meetings virtually, as authorized by the Executive Order, since March 17, 2020; and

WHEREAS, on September 16, 2021, the Governor signed into law AB 361, an urgency measure effective upon adoption, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules if: (i) the legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (ii) the legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (iii) the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a

result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, , the San Francisco Public Health Department continues to recommend and/or require measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, recently, multiple COVID-19 variants have surged in the United States and are believed by medical experts to be more contagious than previous variants, and data has shown these variants to have increased transmissibility even among some vaccinated people; and

WHEREAS, due to uncertainty and concerns about recent COVID-19 variants and current conditions, many workplaces that had announced a return to regular in-person operations have pushed back the full return date; and

WHEREAS, virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities; and

WHEREAS, given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;

NOW, THEREFORE, BE IT RESOLVED, that the Bay Area Toll Authority hereby determines that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees; and be it further

RESOLVED, that in accordance with AB 361, based on the findings and determinations herein, meetings of BATA, its related entities and its committees will be held virtually, with Brown Act teleconferencing rules suspended; and be it further

RESOLVED, that this resolution shall be effective upon adoption and remain in effect for 30 days in accordance with AB 361.

BAY AREA TOLL AUTHORITY

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Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Toll Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 22, 2022.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 22-0926      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Authority Approval  
**File created:** 4/29/2022      **In control:** Bay Area Toll Authority Oversight Committee  
**On agenda:** 6/8/2022      **Final action:**  
**Title:** BATA Resolution No. 154 - FY 2022-23 Operating and Capital Budgets

Staff will present and request for Authority approval of BATA Resolution No. 154 authorizing the FY 2022-23 Operating and Capital Budgets.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a - 22-0926 - BATA Reso 154 - FY 2022-23 BATA Budgets.pdf](#)  
[4a - 22-0926 - BATA Reso 154 - FY 2022-23 BATA Budgets Presentation.pdf](#)  
[5b - 22-0926 - BATA Reso 154 - FY 2022-23 BATA Budgets.pdf](#)  
[5b - 22-0926 - BATA Reso 154 - FY 2022-23 BATA Budgets Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
6/8/2022	1	Bay Area Toll Authority Oversight Committee		

**Subject:**

BATA Resolution No. 154 - FY 2022-23 Operating and Capital Budgets

Staff will present and request for Authority approval of BATA Resolution No. 154 authorizing the FY 2022-23 Operating and Capital Budgets.

**Presenter:**

Derek Hansel

**Recommended Action:**

Authority Approval

**Bay Area Toll Authority  
Oversight Committee****June 8, 2022****Agenda Item 5b - 22-0926****Bay Area Toll Authority (BATA) Resolution No. 154 –  
FY 2022-23 Operating and Capital Budgets**

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**Subject:**

Staff requests that BATA Resolution No. 154, authorizing FY 2022-23 BATA Operating and Capital Budgets, be referred to the Authority for approval. The BATA operating budget is balanced as presented with a surplus of \$14 million that will be transferred to the operating reserve. Total operating revenue is budgeted at \$1,014 million, including \$894 million of general toll revenue, and total operating expense and transfer is \$1,000 million. The FY2022-23 BATA Rehabilitation Program budget is \$157 million.

**Background:**

BATA has continued to manage through several significant issues during FY 2021-22, including:

- The operational and financial implications of full-time all-electronic payments
- Development of a process for refunding a portion of toll violation penalties accrued between January to November 2021
- While traffic recovery trended well through the first half of FY22, the second half softened with the Omicron COVID surge
- Bridge traffic is more stable but still significantly reduced from FY 2018-19 totals

The conversion from cash toll/electronic toll collection to all electronic collection continues to present revenue collection challenges. Even though we continue to improve billing and collections processes, the current system does not provide the same degree of revenue assurance as did cash collections.

We anticipate that FY 2022-23 will see continued traffic recovery, though paid traffic is likely to continue well below pre-pandemic levels, and the level of recovery will continue to be driven by the pandemic as well as the degree to which the Bay Area's employers expect "return-to-office", with the consequent shifts in time of facility usage and in modes of travel.

	<u>Paid Traffic</u>	<u>Revenue</u>	<u>(RM3)</u>	<u>Net Toll Revenue</u>
FY 2019	138M	\$828M	(\$138M)	\$ 690M
FY 2023 (budget)	124M	\$894M	(\$234M)	\$ 660M

We anticipate that FY 2022-23 will be the fourth 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. While we have hoped that we would achieve full traffic recovery by FY 2025, this will depend on many factors outside of BATA’s control, including the path of the COVID-19 pandemic and the degree to which Bay Area employees “return-to-office”.

Summary of traffic changes from pre-pandemic Fiscal Year 2018-19.

	Total Traffic	% Change	Paid Traffic	% Change
FY 2019-20	Down 19 million	-13%	Down 19 million	-13%
FY2020-21	Down 30 million	-21%	Down 37 million	-26%
FY2021-22 (est)	Down 18 million	-13%	Down 24 million	-18%
FY2022-23 (proj)	Down 8 million	-5%	Down 14 million	-10%

We estimate the total cost of the pandemic in lost revenue and increased costs, from April 2020 through FY 2022, to be approximately \$608 million. This is a function of decreases in traffic volume, foregone revenue which “leaks” from the toll collection system with the movement to all-electronic-tolling, and costs of invoicing customers, offset partially by savings associated with the movement to all-electronic tolling. This lost revenue and increase costs have decreased the financial flexibility that BATA has traditionally enjoyed – particularly the ability to fund bridge rehabilitation from pay-as-you go sources of funding. A summary of the cost details includes:

- Value

Paid traffic	\$505 million
Non-Paying traffic	88 million
Cashless toll invoice	38 million
AET invoicing	10 million

Waived violations	13 million
<hr/>	
Total	\$654 million
Cash collection savings	-46 million
<hr/>	
Net cost	\$608 million

Ultimately, as traffic recovers, toll revenue should increase, though this is partially a function of our invoicing process, which in turn depends partially on our ability to enforce collections.

As has been noted in prior years, the pandemic has had negative impacts on total BATA reserves. BATA has spent over \$1 billion in the past few years on pay-as-you-go capital rehabilitation 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. In FY2022, we issued revenue bonds that are providing for funding of bridge rehabilitation project in FY2023 and beyond. Staff proposes that we continue to target reserve balances consistent with BATA's Resolution 144 which provided for a total reserve of \$1.06 billion.

**FY 2022-23 Budget:**

For development of the FY2022-23 budget staff has made the following key assumptions:

- Traffic has stabilized at 90% of FY 2018-19 total
- Toll revenue will be up 6% from FY 2022-23 (net of RM3)
- The backlog of past due invoices will be addressed
- Staffing levels are increased modestly to address pressing needs in operations and back-office support
- The operating surplus will be \$14 million compared to \$31 million for FY 2021-22
- Proposed bridge rehabilitation budget of \$157 million is up by only \$3 million
- In order to protect bond covenant requirements, BATA will prepay approximately \$38 million of debt service coming due in FY2022-23



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 2022-23 include \$234 million consisting of the full two RM3 toll dollar with the second RM3 toll dollar that started on 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 to provide appropriate authority for the transfer of revenue to the escrow and will not change the nature of the restricted RM3 funds nor BATA obligations.

The total proposed BATA Operating Budget for FY 2022-23 is \$1,014 million in revenue with projected operating expenses of \$1,000 million, including debt service and transfers (including the RM3 escrow). The Operating Budget is balanced as presented with a projected operating surplus of \$14 million.

The proposed Bridge Rehabilitation Budget for FY 2022-23 is \$157 million which will be funded from reserve funds (that have been partially restored through issuance of bonds for reimbursement of prior expenditures).

### **Operating Revenue:**

The FY 2022-23 paid traffic assumptions project an increase of 9.5% for 2 axle vehicles, 11% for carpool and 1% for commercial vehicles. The resulting traffic projections are approximately 90% of FY 2018-19 pre-pandemic traffic. The projected FY 2022-23 RM1 and RM2 toll revenue is \$660 million, projected at approximately 91% of FY2018-19 toll revenue. If we add the projected RM3 toll revenue of \$234 million with the second dollar implemented in January 2022, total projected FY2022-23 toll revenue of \$893 million will be higher than the FY 2018-19 pre-pandemic total for the first time.

Overall operating revenue for FY 2022-23 is expected to be approximately \$1,014 million, \$780 million net of RM3. In summary, revenue highlights include:

- Toll traffic up 9.3% over FY 2021-22
- Toll revenue, net of RM3, up 5.5%

- Violation revenue up \$11 million to a total of \$26 million
- Reimbursement revenue from other operators at \$14 million, increasing by \$500 thousand

**Operating Expenses:**

Total projected FY2022-23 BATA Operating Expense, including transfers, is approximately \$1,000 million (\$766 million net of the \$234 million RM3 deposit).

Proposed FY 2022-23 Operating Expense before transfers is \$713 million, up \$71 million, an 11.0% increase over FY 2021-22. Debt service costs are up \$70 million but toll bridge operations and maintenance, and administration costs are down by \$3 million. There is minimal increase in RM2 transfers.

Operating expenses highlights include:

- Caltrans Operations, \$9 million - Up by \$2 million for additional for San Francisco Bay Bridge maintenance staff
- FasTrak® Operations, \$85 million - Up by \$6 million due to CPI increase for toll operations and additional costs for the new San Mateo 101 northern phase 2 segment tolling (which will be reimbursed by the San Mateo County project)
- Toll Bridge Administration, \$35 million - Down by \$5 million due to reduction of costs of issuance for debt financing
- Transfers, \$32 million - Up by \$4 million due to increase in liability reserve

There are several one-time expenses for FY 2022-23. These include a \$6 million reimbursement to Caltrans for toll collection operations expense during 2020 and DMV hold fees of approximately \$16 million. We also suspended sending past due toll invoices to the DMV since January 2021 and assume for budget purposes that we would resume sending past due invoices to DMV beginning July 2022.

Overall, excluding the new RM3 revenue and transfer, BATA operating expenses are relatively stable. The shift to electronic invoicing (and the costs thereof) is somewhat offset by a reduction in cash collection costs. While debt service will increase over time, staff is hopeful that

increasing toll revenue and stabilization of costs will increase the financial stability of the organization, post-pandemic.

**Bridge Rehabilitation Program:**

The Toll Bridge Rehabilitation Program has been underway, under BATA Oversight since 2007. Over the past 15 years both Caltrans and BATA have administered bridge rehab projects (in millions).

	<u>Budget Thru FY 2022-23</u>	<u>Actual</u>	<u>Balance</u>
Caltrans	\$1,037	\$ 759	\$278
BATA	\$ 831	\$ 587	\$244
	<u>\$1,868</u>	<u>\$1,346</u>	<u>\$522</u>

The proposed FY 2022-23 Toll Bridge Rehab program budget is \$157 million, up from an approved budget of \$153 million in FY 2021-22. Major components (in millions):

	<u>FY 2022-23</u>
Capital Operations	\$33
Bridge Integrity	\$33
Paint	\$53
Electronic Toll Collection	\$15
Other	\$23

The projects have been broken down in an order of priority based on discussions between Caltrans and BATA project staff. The proposed budget will allow BATA and Caltrans to address the top priorities, needs, and deferred funding of the toll bridge rehab program resulting from the substantially reduced rehab budget adopted in FY2020-21 as a result of the pandemic, and to begin the process of catching up with and appropriately maintaining the rehab program going forward. Alongside the annual capital operation cost, maintaining the structural integrity and painting of the bridges remains the largest components of the rehab budget. The paint budget for FY 2023 has increased significantly in order to accelerate the timing of the SFOBB Structural

Steel Paint Phase 1 (West Span) project to manage construction cost escalation trends experienced during the pandemic.

The proposed budget for FY 2022-23 is \$157 million. The breakdown of Caltrans and BATA (in millions) is:

- Caltrans \$113
- BATA \$ 44

BATA projects make up 28% of the FY 2022-23 budget. Current BATA projects in the budget are All Electronic Tolling (AET), SFOBB West Span Pathway Planning, and Richmond Bridge Open Road Tolling (ORT). The complete list of proposed FY 2022-23 Bridge Rehab project is in Attachment C1 and C2.

**Capital Program:**

Other capital projects are underway in the following programs:

	Budget	Actual*	Balance
RM2	\$1,589	\$1,534	\$55
AB1171	570	498	72
Core Capacity Challenge	250	138	112
Subtotal	\$2,409	\$2,170	\$239
Bridge Rehab	1,868	1,346	522
Total Projects	\$4,277	\$3,516	\$761
*as of February 2022			

**Operating and Capital Reserve:**

Staff is not proposing any changes to the designated reserves for Fiscal Year 2022-23. Information on these designated reserves is included in Schedule G.

**Recommendations:**

Staff recommends submission of Resolution No. 154 authorizing the FY 2022-23 BATA Toll Bridge Operating and Capital Budgets to the Authority for approval.

**Attachments:**

- BATA Resolution No. 154, the FY 2022-23 BATA Toll Bridge and Operating Budgets



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Therese W. McMillan

Date: June 22, 2022  
W.I.: 1251/1254, 1255/1256,1258  
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 154

This resolution approves the FY 2022-23 BATA Toll Bridge Program Operating and Capital Budgets.

Further discussion of the BATA Operating and Capital Budgets are contained in the BATA Oversight Committee's Summary Sheet dated June 8, 2022. A budget is attached as Attachments A through G.

Date: June 22, 2022  
W.I.: 1251/1254, 1255/1256,1258  
Referred by: BATA Oversight

BAY AREA TOLL AUTHORITY  
RESOLUTION No. 154

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 2022-23 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 Seismic Retrofit Program (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 2022-23 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2022-23 BATA operating and capital budgets 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 2022-23, 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 2022-23, 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 2022-23; and, be it further

RESOLVED, that BATA adopt budgets for the FY 2022-23 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 2022-23, and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2022, 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 pensions and OPEB obligations; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to utilize the resources authorized under Streets and Highway Code Section 30959 to make direct

contributions to MTC to assist MTC with the retirement of MTC pension liabilities; and be it further

RESOLVED, that the Chief Financial Officer is authorized to record all RM3 revenue received since January 2020, 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 BATA's Chief Financial Officer is authorized to establish and restrict an operating reserve equivalent to two years operating revenue and a capital repair and replacement reserve up to the level of accumulated depreciation expense, and to fund the reserve with transfers approved in the annual adopted budget as well as all available funds; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to create and designate a Liability Reserve and to transfer from available funds up to \$5 million for FY 2021-22 and up to \$5 million for FY 2022-23 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

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Alfredo 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 22, 2022.

Date: June 23, 2022  
W.I.: 1251/1254, 1255/1256,1258  
Referred by: BATA Oversight

#### Attachments

BATA Resolution No. 154  
FY2022-23 Toll Bridge Program  
Operating and Capital Budgets

Attachment A: FY 2022-23 Toll Bridge Program Operating Budget.

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

Attachment C: Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 and C-2 detailing the FY 2022-23 budgets and allocations).

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

Attachment E: AB 1171 Capital Program.

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, 2022.

**ATTACHMENT A**  
**BAY AREA TOLL AUTHORITY**  
**OPERATING BUDGET FY 2022-23**

BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1251 - 1258  
Referred by: BATA Oversight Committee

	Actual as of 2/28/2022	Amendment No. 1 FY 2021-22	Draft FY 2022-23	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)	
<b>Operating Revenue</b>						
General Toll Revenue	\$482,394,209	\$801,000,000	\$893,600,000	11.6%	\$92,600,000	L1
Violation Revenue	33,429,951	15,000,000	26,000,000	73.3%	\$11,000,000	L2
Interest Revenue	3,800,619	25,000,000	7,800,000	-68.8%	(\$17,200,000)	L3
Reimbursement Revenue	6,811,148	14,885,000	15,377,000	3.3%	\$492,000	L4
Rebate for Build America Bonds	23,255,812	71,255,709	70,807,528	-0.6%	(\$448,181)	L5
<b>Total Operating Revenue</b>	<b>\$549,691,739</b>	<b>\$927,140,709</b>	<b>\$1,013,584,528</b>	9.3%	\$86,443,819	
<b>Total Operating Expense</b>	<b>\$211,890,991</b>	<b>\$641,798,580</b>	<b>\$712,926,540</b>	11.1%	\$71,127,960	
<b>Operating Surplus/(Shortfall) before Transfer and Depreciation</b>	<b>\$337,800,748</b>	<b>\$285,342,129</b>	<b>\$300,657,988</b>	5.4%	\$15,315,859	
Transfers	\$18,854,005	\$253,229,436	\$286,984,731	13.3%	\$33,755,295	
Depreciation	\$47,668	\$1,554,794	\$0	-100.0%	(\$1,554,794)	
<b>Total Operating Surplus/(Shortfall)</b>	<b>\$318,899,074</b>	<b>\$30,557,900</b>	<b>\$13,673,257</b>	-55.3%	(\$16,884,642)	
Transfer to Toll Bridge Rehabilitation Program		\$30,557,900	\$0	-100.0%	(\$30,557,900)	
Transfer to (from) Reserves		\$0	\$13,673,257			

**REVENUE DETAIL**  
**BUDGET FY 2022-23**

	Actual as of 2/28/2022	Amendment No. 1 FY 2021-22	Draft FY 2022-23	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)	
<b>General Toll Revenue (subtotal)</b>	<b>\$482,394,209</b>	<b>\$801,000,000</b>	<b>\$893,600,000</b>	11.6%	\$92,600,000	
RM 1 & Seismic Toll Revenues	\$326,193,594	\$508,500,000	\$542,600,000	6.7%	\$34,100,000	L1a
RM 2 Toll Revenues	70,016,841	117,000,000	117,400,000	0.3%	\$400,000	L1b
RM 3 Toll Revenues	86,183,774	175,500,000	233,600,000	33.1%	\$58,100,000	L1c
<b>Violation and Other Revenue (subtotal)</b>	<b>\$33,429,951</b>	<b>\$15,000,000</b>	<b>\$26,000,000</b>	73.3%	\$11,000,000	
Violations & Other	\$33,429,951	\$15,000,000	\$26,000,000	73.3%	\$11,000,000	L2
<b>Interest Revenue (subtotal)</b>	<b>\$3,800,619</b>	<b>\$25,000,000</b>	<b>\$7,800,000</b>	-68.8%	(\$17,200,000)	
RM1 Interest Earnings	\$3,040,495	\$20,000,000	\$6,240,000	-68.8%	(\$13,760,000)	L3
RM2 Interest Earnings	760,124	5,000,000	1,560,000	-68.8%	(\$3,440,000)	L3
<b>Reimbursement Revenue (subtotal)</b>	<b>\$6,811,148</b>	<b>\$14,885,000</b>	<b>\$15,377,000</b>	3.3%	\$492,000	
BAIFA	\$807,699	\$2,985,000	\$2,677,000	-10.3%	(\$308,000)	L4a
GGBHTD Fastrak	3,667,153	6,500,000	7,100,000	9.2%	\$600,000	L4b
ACTC	740,365	2,000,000	2,200,000	10.0%	\$200,000	L4c
VTA Express Lane	465,674	2,100,000	900,000	-57.1%	(\$1,200,000)	L4d
SM Express Lane	0	0	1,400,000	0.0%	\$1,400,000	L4e
SFO Airport	49,634	300,000	100,000	-66.7%	(\$200,000)	L4f
BAHA	1,080,623	1,000,000	1,000,000	0.0%	\$0	L4g
<b>Rebate for Build America Bonds (subtotal)</b>	<b>\$23,255,812</b>	<b>\$71,255,709</b>	<b>\$70,807,528</b>	-0.6%	(\$448,181)	
Rebate for Build America Bonds	\$23,255,812	71,255,709	70,807,528	-0.6%	(\$448,181)	L5
<b>Total Current Year Revenue</b>	<b>\$549,691,739</b>	<b>\$927,140,709</b>	<b>\$1,013,584,528</b>	9.3%	\$86,443,819	

EXPENSE DETAIL  
BUDGET FY 2022-23

	Actual as of 2/28/2022	Amendment No. 1 FY 2021-22	Draft FY 2022-23	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Expense					
Caltrans Operations and Maintenance (Subtotal)	\$4,677,636	\$7,000,000	\$9,300,000	32.9%	\$2,300,000
Toll Bridge & Facility Maintenance (Category A&B)	4,677,636	7,000,000	9,300,000	32.9%	\$2,300,000
Fastrak Operations and Maintenance (Subtotal)	\$41,946,092	\$79,103,000	\$84,778,273	7.2%	\$5,675,273
RCSC Operations	\$28,348,977	\$50,700,000	56,900,000	12.2%	\$6,200,000
Banking/Credit Card Fees	9,425,147	16,000,000	16,000,000	0.0%	\$0
ATCAS Facility and In-lane Maintenance	1,730,256	4,000,000	4,300,000	7.5%	\$300,000
ATCAS Hardware/Software Maintenance	1,193,639	2,303,000	2,451,000	6.4%	\$148,000
Collections Contract	274,416	1,600,000	1,600,000	0.0%	\$0
DMV Expenses	973,657	4,500,000	3,527,273	-21.6%	(\$972,727)
Toll Bridge Operations and Maintenance Total	\$46,623,728	\$86,103,000	\$94,078,273	9.3%	\$7,975,273
Toll Bridge Administration (Subtotal)	\$26,914,029	\$40,043,115	\$35,527,010	-11.3%	(\$4,516,105)
Salaries and Benefits	\$10,059,162	\$17,529,580	\$18,129,859	3.4%	\$600,279
Temporary Assistance	58,333	577,690	250,000	-56.7%	(\$327,690)
Travel&Training/Printing/Memberships	153,382	329,830	437,530	32.7%	\$107,700
Other	66,220	156,025	312,500	100.3%	\$156,475
Financing Costs	14,484,375	16,036,100	9,301,700	-42.0%	(\$6,734,400)
Audit/Accounting/Other	573,402	1,642,500	3,190,949	94.3%	\$1,548,449
Beale St Assessment	1,016,889	2,026,390	2,135,761	5.4%	\$109,371
Business Insurance	483,101	385,000	408,711	6.2%	\$23,711
Misc. Toll Administration Operating Expenses	19,165	1,360,000	1,360,000	0.0%	\$0
Consultant Contract/Other (Subtotal)	\$1,721,844	\$7,605,000	\$6,721,000	-11.6%	(\$884,000)
ETC Marketing	\$818,674	\$2,800,000	3,750,000	33.9%	\$950,000
Other Operating Contracts	903,171	4,240,000	2,406,000	-43.3%	(\$1,834,000)
RM2 Project Monitoring - Capital & Ops. Program	0	565,000	565,000	0.0%	\$0
Debt Service	\$123,089,583	\$458,497,465	\$527,398,257	15.0%	\$68,900,792
RM2 Marketing	643,121.69	\$5,090,000	\$4,590,000	-9.8%	(\$500,000)
RM2 Transit Operating	12,898,685.12	\$44,460,000	\$44,612,000	0.3%	\$152,000
Total Operating Expense	\$211,890,991	\$641,798,580	\$712,926,540	11.1%	\$71,127,960
Transfers Out and Deprecation					
Transfers Out	\$18,854,005	\$27,729,436	\$31,512,004	13.6%	\$3,782,568
1% Administration Draw	\$6,655,000	\$6,655,000	\$6,938,000	4.3%	\$283,000
Additional 1% Administration Draw	6,238,362	6,655,000	6,582,215	-1.1%	(\$72,785)
Transfer to ABAG SFEP from Additional 1% Administration Draw	416,638	416,638	355,785	-14.6%	(\$60,853)
Transfer to MTC	774,000	2,457,250	1,468,500	-40.2%	(\$988,750)
Transfer to Liability Reserve	162,571	5,000,000	9,400,000	88.0%	\$4,400,000
Transbay Transit Terminal Maintenance	4,607,434	5,545,548	5,767,504	4.0%	\$221,956
Transfer to BART for IG Contract	0	1,000,000	1,000,000	0.0%	\$0
Deposit to RM3 Escrow	\$0	\$175,500,000	\$233,600,000	33.1%	\$58,100,000
Provision for Depreciation/Amortization	\$47,668	\$1,554,794	\$0	-100.0%	(\$1,554,794)
Extraordinary Operating Expenses	\$0	\$50,000,000	\$21,872,727	-56.3%	(\$28,127,273)
Violations Refund	\$0	\$50,000,000	\$0	-100.0%	(\$50,000,000)
Caltrans Toll Collection Operations Reimbursement		\$0	\$6,000,000	0.0%	\$6,000,000
Prior Year DMV Hold		\$0	\$15,872,727	0.0%	\$15,872,727
Total Transfers Out, Depreciation and One-Time Expenses	\$18,901,674	\$254,784,230	\$286,984,731	12.6%	\$32,200,501
Total Operating Expense and Transfer	\$230,792,665	\$896,582,810	\$999,911,271	11.5%	\$103,328,461



BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 6953-6957  
Referred by: BATA Oversight Committee

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

Program #		BATA Actual Thru Feb 2022	BATA Budget Thru FY 2021-22	FY 2022-23	Life to Date Project Budget
6953	Core Capacity Challenge Program	\$ 138,419,095	\$ 250,000,000	-	\$ 250,000,000



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

BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1251  
Referred by: Oversight Committee

		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program Summary	Support	\$366,678,179	\$59,362,272	\$426,040,451
	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description		Thru 2022	2023	Thru 2023
		Program	CCA	Status				
1	Completed		Var.	Completed/Closed Rehab Projects	Support	\$38,665,694		\$38,665,694
		REHAB			Capital	\$78,636,635		\$78,636,635
		8030			Total	\$117,302,329	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,562,775		\$7,562,775
		REHAB			Capital	\$0		\$0
		6825			Total	\$7,562,775	\$0	\$7,562,775
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,733,571		\$5,733,571
		REHAB			Capital	\$4,480,035		\$4,480,035
		6814			Total	\$10,213,606	\$0	\$10,213,606
4	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	\$6,180,409		\$6,180,409
		REHAB			Capital	\$5,597,591		\$5,597,591
		6828			Total	\$11,778,001	\$0	\$11,778,001
5	CTR 0009	01407	SFO	Toll Plaza Median Landscaping***	Support	\$722,112		\$722,112
		REHAB			Capital	\$202,181		\$202,181
		6825			Total	\$924,293	\$0	\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement,	Support	\$2,958,917		\$2,958,917
		REHAB	BASE		Capital	\$11,883,015		\$11,883,015
		6825			Total	\$14,841,932	\$0	\$14,841,932
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644		\$957,644
		REHAB			Capital	\$869,782		\$869,782
		6825			Total	\$1,827,425	\$0	\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,838,078		\$7,838,078
		REHAB		Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	\$27,880,814		\$27,880,814
		6826			Total	\$35,718,892	\$0	\$35,718,892
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662		\$72,662
		REHAB			Capital	\$0		\$0
		6828			Total	\$72,662	\$0	\$72,662
10	CTR 0015	04224	SMH	Replace Elec Cable Hangers & Upgrade 12kV System***	Support	\$2,869,539		\$2,869,539
		REHAB			Capital	\$2,777,316		\$2,777,316
		6826			Total	\$5,646,855	\$0	\$5,646,855
11	CTR 0016	04225	DUM	Expansion Joint Rehabilitation***	Support	\$2,091,531		\$2,091,531
		REHAB			Capital	\$2,700,672		\$2,700,672
		6827			Total	\$4,792,203	\$0	\$4,792,203
12	CTR 0145	0120S	SFO	SFOBB East Span YBITS 1	Support	\$1,340,014		\$1,340,014
		REHAB		YBI Resurfacing/BASE	Capital	\$21,690,860		\$21,690,860
		6825		Replace Lighting w/ HPS Lighting System ***	Total	\$23,030,874	\$0	\$23,030,874
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400		\$4,811,400
		REHAB		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449		\$17,652,449
		6813			Total	\$22,463,849	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010		\$714,010
		REHAB			Capital	\$0		\$0
		6825			Total	\$714,010	\$0	\$714,010
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	\$554,232
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,388,750	\$190,641	\$1,579,392
		REHAB			Capital	\$0		\$0





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

BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1251  
Referred by: Oversight Committee

		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program	Support	\$366,678,179	\$59,362,272	\$426,040,451
Summary	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2022	2023	Thru 2023
		6825			Total	\$1,388,750	\$190,641	\$1,579,392
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	\$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	\$258,176
19	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$202,495		\$202,495
		REHAB			Capital	\$0		\$0
		6828			Total	\$202,495	\$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	\$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	\$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	\$31,741,000
23	CTR 0048	3G487	SFO	Structural Steel Painting,Floor System, Deck, towers	Support	\$1,664,669		\$1,664,669
		REHAB		and deck rehabilitation projects	Capital	\$0		\$0
		6825			Total	\$1,664,669	\$0	\$1,664,669
24	CTR 0049	3G470	Var.	Replace travelers and Rails PIDS***	Support	\$159,815		\$159,815
		REHAB			Capital	\$0		\$0
		6828			Total	\$159,815	\$0	\$159,815
25	CTR 0051	3G480	Var.	Caltrans PSR Planning	Support	\$64,164		\$64,164
		REHAB		Paint Bridge Structures PID ***	Capital	\$0		\$0
		6828			Total	\$64,164	\$0	\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint	Support	\$7,778,247		\$7,778,247
		REHAB		(Lower Deck Only)	Capital	\$29,299,836		\$29,299,836
		6814		Part 1 ***	Total	\$37,078,084	\$0	\$37,078,084
27	CTR 0053	3G486	SMH	Bridge Paint	Support	\$8,402,126		\$8,402,126
		REHAB		Part 1 ***	Capital	\$50,884,185	\$1,223	\$50,885,407
		6826			Total	\$59,286,311	\$1,223	\$59,287,533
28	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$5,372,000		\$5,372,000
		REHAB			Capital	\$37,815,000	\$11,000,000	\$48,815,000
		6814			Total	\$43,187,000	\$11,000,000	\$54,187,000
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	\$1,764,424
30	CTR 0057	4G280	SFO	Toll Plaza Renovation Oversight***	Support	\$352,488		\$352,488
		REHAB			Capital	\$0		\$0
		6825			Total	\$352,488	\$0	\$352,488
31	CTR 0058	4G290	SFO	Toll Plaza Crash Cushion and Pump Station	Support	\$396,591		\$396,591
		REHAB		Oversight ***	Capital	\$0		\$0
		6825			Total	\$396,591	\$0	\$396,591
32	CTR 0059	91206	ALL	OSM Rehab Planning***	Support	\$158,660		\$158,660



**Attachment C-1**  
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**Rehabilitation Program Budget Summary**

BATA Resolution No. 154  
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		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program Summary	Support	\$366,678,179	\$59,362,272	\$426,040,451
	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description		Thru 2022	2023	Thru 2023
		Program	CCA	Status				
		REHAB 8629			Capital	\$0		\$0
					Total	\$158,660	\$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	\$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	\$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	\$3,104,000
36	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements, Polyester Concrete Overlay (1958) and Ped	Support	\$3,695,965		\$3,695,965
		REHAB 6813		Replace Joint Seals (1958)***	Capital	\$8,165,909		\$8,165,909
					Total	\$11,861,874	\$0	\$11,861,874
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,979,498		\$2,979,498
		REHAB 6828		Related Electrical Systems on Southern Bridges	Capital	\$4,291,623		\$4,291,623
					Total	\$7,271,121	\$0	\$7,271,121
38	CTR 0107	3G364	RSR	Substations Upgrade (4 locations)	Support	\$3,187,726	\$2,000,000	\$5,187,726
		REHAB 6814		upgrade from 4,160V to 15kV	Capital	\$12,500,000		\$12,500,000
				replace power cable 12kV	Total	\$15,687,726	\$2,000,000	\$17,687,726
39	CTR 0119	3G307	SFO	Fog Horns (West Spans)***	Support	\$339,821		\$339,821
		REHAB 6825			Capital	\$0		\$0
					Total	\$339,821	\$0	\$339,821
40	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	\$3,523,000		\$3,523,000
		REHAB 6825			Capital	\$0	\$14,000,000	\$14,000,000
					Total	\$3,523,000	\$14,000,000	\$17,523,000
41	CTR 0121	3G477	SFO	Traveler Replacements and Rail Upgrades	Support	\$380,000		\$380,000
		REHAB 6825			Capital	\$0		\$0
					Total	\$380,000	\$0	\$380,000
42	CTR 0126	3G448	SFO	W1 to W7 Concrete Column Repair and Seal	Support	\$300,000		\$300,000
		REHAB 6825			Capital	\$0		\$0
					Total	\$300,000	\$0	\$300,000
43	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,405,504	\$500,000	\$3,905,504
		REHAB 6825		RSR - Replace Joint Seals (Upper Deck) and Resurfacing***	Capital	\$5,368,882		\$5,368,882
					Total	\$8,774,386	\$500,000	\$9,274,386
44	CTR 0134	4H970	SFO	Gateway Park Oversight	Support	\$1,910,000		\$1,910,000
		REHAB 6825		and Link (4H971) PAED	Capital	\$0		\$0
					Total	\$1,910,000	\$0	\$1,910,000
45	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Support	\$2,915,337		\$2,915,337
		REHAB 6825		Maintenance Complex***	Capital	\$41,587,338		\$41,587,338
					Total	\$44,502,675	\$0	\$44,502,675
46	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Support	\$0		\$0
		REHAB 6825		Maintenance Warehouse	Capital	\$18,414,937		\$18,414,937
				Phase 2***	Total	\$18,414,937	\$0	\$18,414,937
47	CTR 0151	3G443	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,715,469		\$1,715,469
		REHAB 6825			Capital	\$1,473,044		\$1,473,044
					Total	\$3,188,512	\$0	\$3,188,512



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		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program Summary	Support	\$366,678,179	\$59,362,272	\$426,040,451
	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description		Thru 2022	2023	Thru 2023
		Program	CCA	Status				
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	\$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	\$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	\$159,900
51	CTR 0155	3G450	VAR	Bridge Joint Seals***	Support	\$57,611		\$57,611
		REHAB			Capital	\$0		\$0
		6828			Total	\$57,611	\$0	\$57,611
52	CTR 0156	3G390	VAR	Bridge Lighting***	Support	\$99,415		\$99,415
		REHAB			Capital	\$0		\$0
		6828			Total	\$99,415	\$0	\$99,415
53	CTR 0157	3G400	VAR	Bridge Overlays***	Support	\$134,556		\$134,556
		REHAB			Capital	\$0		\$0
		6828			Total	\$134,556	\$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	\$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	\$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	\$274,597
57	CTR 0163	3G447	SFO	Rebuild Damaged Fender System *** W6	Support	\$238,798		\$238,798
		REHAB			Capital	\$772,842		\$772,842
		6825			Total	\$1,011,640	\$0	\$1,011,640
58	CTR 0182	3G478	Var	PID - Water Line System Air Compressor, Airlines	Support	\$193,307		\$193,307
		REHAB			Capital	\$0		\$0
		6828			Total	\$193,307	\$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	\$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	\$224,749
61	CTR 0203	3G360	Var.	Replace Various Navigational and Utility Equipment Supplemental PID***	Support	\$127,649		\$127,649
		REHAB			Capital	\$0		\$0
		6828			Total	\$127,649	\$0	\$127,649
62	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Northern Bridges	Support	\$3,956,394	\$1,000,000	\$4,956,394
		REHAB			Capital	\$6,000,000		\$6,000,000
		6828			Total	\$9,956,394	\$1,000,000	\$10,956,394
63	CTR 0206	2J680	RSR	RSR Access – PPUL Oversight	Support	\$3,500,000		\$3,500,000
		REHAB			Capital	\$0		\$0



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		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program Summary	Support	\$366,678,179	\$59,362,272	\$426,040,451
	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description		Thru 2022	2023	Thru 2023
		Program	CCA	Status				
		6814			Total	\$3,500,000	\$0	\$3,500,000
64	CTR 0212	3G368	Var	Substation and Power Cable	Support	\$219,112		\$219,112
		REHAB			Capital	\$0		\$0
		6828			Total	\$219,112	\$0	\$219,112
65	CTR 0213	01412	SFO	CT Oversight of Bridge Yard	Support	\$276,198		\$276,198
		REHAB		(IERBYS Building Slab) ***	Capital	\$0		\$0
		6825			Total	\$276,198	\$0	\$276,198
66	CTR 0214	01413	SFO	CT Oversight of Bridge Yard	Support	\$476,178		\$476,178
		REHAB		(IERBYS Building Retrofit)***	Capital	\$0		\$0
		6825			Total	\$476,178	\$0	\$476,178
67	CTR 0215	2J190	SFO	Replace transverse expansion joints ***	Support	\$1,309,010		\$1,309,010
		REHAB		West Span	Capital	\$1,944,698		\$1,944,698
		6825			Total	\$3,253,708	\$0	\$3,253,708
68	CTR 0216	2J410	CARQ	Al Zampa (CARQ) Joint Repair ***	Support	\$146,672	\$700,000	\$846,672
		REHAB			Capital	\$183,592		\$183,592
		6813			Total	\$330,265	\$700,000	\$1,030,265
69	CTR 0217	2J400	SFO	I-880 Overhead Signage and Delineation Upgrade	Support	\$46,649		\$46,649
		REHAB		Oversight***	Capital	\$0		\$0
		6825			Total	\$46,649	\$0	\$46,649
70	CTR 0219	0K220	SFO	Metering Lights Upgrade Oversight	Support	\$1,650,000	\$450,000	\$2,100,000
		REHAB			Capital	\$0		\$0
		6825			Total	\$1,650,000	\$450,000	\$2,100,000
71	CTR 0222	TBD	SFO	SFOBB Maintenance Administration	Support	\$0		\$0
		REHAB			Capital	\$478,064	\$0	\$478,064
		6825			Total	\$478,064		\$478,064
72	CTR 0225	4J710	RSR	RSR Access - Bike Ped Oversight	Support	\$855,000		\$855,000
		REHAB			Capital	\$0		\$0
		6814			Total	\$855,000	\$0	\$855,000
73	CTR 0226	1K450	SFO	Roof Repairs at Sterling Substation	Support	\$72,000		\$72,000
		REHAB		Minor Rehab***	Capital	\$119,999		\$119,999
		8033			Total	\$191,999	\$0	\$191,999
74	CTR 0227	1K470	SMH	Roof Repairs at toll admin building (Toll Plaza)	Support	\$60,000		\$60,000
		REHAB		Minor Rehab***	Capital	\$99,550		\$99,550
		8033			Total	\$159,550	\$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	\$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	\$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	\$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	\$2,275,000
79	CTR 0233	3G445	SFO	Fender Repair	Support	\$735,111		\$735,111



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		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program	Support	\$366,678,179	\$59,362,272	\$426,040,451
Summary	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2022	2023	Thru 2023
		REHAB 6825		Director's Order***	Capital	\$4,302,040		\$4,302,040
					Total	\$5,037,151	\$0	\$5,037,151
80	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712		\$185,712
		REHAB 6825		Director's Order***	Capital	\$279,263		\$279,263
					Total	\$464,976	\$0	\$464,976
81	CTR 0243	0W140	SFO	Replace Fender System and Skirt Modifications	Support	\$7,000,000		\$7,000,000
		REHAB 6825			Capital	\$0		\$0
					Total	\$7,000,000	\$0	\$7,000,000
82	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$0		\$0
		REHAB 6814			Capital	\$0		\$0
					Total	\$0	\$0	\$0
83	CTR 0245	0P560	Var.	Install BASE radio links	Support	\$300,583		\$300,583
		REHAB 6828		Director's Order ***	Capital	\$483,201		\$483,201
					Total	\$783,784	\$0	\$783,784
84	CTR 0246	0Q470	SFO	East Span Skyway Polyester Concrete Overlay Repairs	Support	\$22,760		\$22,760
		REHAB 6825		Director's Order ***	Capital	\$183,163		\$183,163
					Total	\$205,922	\$0	\$205,922
85	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$86,000	\$11,631	\$97,631
		REHAB 6825		Director's Order	Capital	\$314,000	-\$11,631	\$302,369
					Total	\$400,000	\$0	\$400,000
86	CTR 0248	1Q500	BM	Repair Water Line	Support	\$118,911		\$118,911
		REHAB 6812		Director's Order ***	Capital	\$230,583		\$230,583
					Total	\$349,494	\$0	\$349,494
87	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$195,905		\$195,905
		REHAB 6825		(West Approach & Anchorage)	Capital	\$163,601		\$163,601
				Director's Order ***	Total	\$359,506	\$0	\$359,506
88	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$251,000	\$395,850	\$646,850
		REHAB 6825		Director's Order	Capital	\$314,000		\$314,000
					Total	\$565,000	\$395,850	\$960,850
89	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion to LED	Support	\$100,000		\$100,000
		REHAB 8033			Capital	\$1,925,000		\$1,925,000
					Total	\$2,025,000	\$0	\$2,025,000
90	CTR 0252	0P680	CAR	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$0		\$0
		REHAB 8033			Capital	\$908,118		\$908,118
					Total	\$908,118	\$0	\$908,118
91	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage tank (US	Support	\$12,500		\$12,500
		REHAB 8033			Capital	\$250,000		\$250,000
					Total	\$262,500	\$0	\$262,500
92	CTR 0254	2Q920	Var	Toll Paint Facility and Plaza – Replace Metals Doors And Other	Support	\$0		\$0
		REHAB 8033			Capital	\$450,000		\$450,000
					Total	\$450,000	\$0	\$450,000
93	CTR 0258	TBD	ANT	Replace Fender System	Support	\$70,000		\$70,000
		REHAB 6811			Capital	\$0		\$0
					Total	\$70,000	\$0	\$70,000
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$1,320,000		\$1,320,000
		REHAB 6826			Capital	\$9,037,000		\$9,037,000
					Total	\$10,357,000	\$0	\$10,357,000





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	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description		Thru 2022	2023	Thru 2023
		Program	CCA	Status				
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	\$2,450,000
96	CTR 0263	3G454	SMH	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	\$5,864,000	\$1,100,000	\$6,964,000
		REHAB			Capital	\$28,372,000		\$28,372,000
		6826			Total	\$34,236,000	\$1,100,000	\$35,336,000
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	\$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	\$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	\$10,000,000
100	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints upper deck - 31 joints***	Support	\$2,600,000		\$2,600,000
		REHAB			Capital	\$8,370,000		\$8,370,000
		6814			Total	\$10,970,000	\$0	\$10,970,000
101	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening Repair vehicle collision damage Director's Order	Support	\$460,000		\$460,000
		REHAB			Capital	\$1,400,000		\$1,400,000
		6814			Total	\$1,860,000	\$0	\$1,860,000
102	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and South, spans 1-6	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6825			Total	\$0	\$0	\$0
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers and utility panels (Old Bridge)	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6812			Total	\$0	\$0	\$0
104	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA for remote control and monitoring	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6812			Total	\$0	\$0	\$0
105	CTR 0277	TBD	DUM	Air Compressor, Pier 44- Replace	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6827			Total	\$0	\$0	\$0
106	CTR 0278	TBD	SMH	Replace Generators	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6826			Total	\$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
108	CTR 0282	TBD	VAR	Existing Water Line System, Air compressor and Air lines North Bridges	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6828			Total	\$0	\$0	\$0
109	CTR 0288	1AA40	SFO	Air Compressors at YBI Substation Director's Order	Support	\$278,000		\$278,000
		REHAB			Capital	\$1,162,000		\$1,162,000
		6825			Total	\$1,440,000	\$0	\$1,440,000
110	CTR 0289	TBD	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	\$0		\$0
		REHAB			Capital	\$0		\$0



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

BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1251  
Referred by: Oversight Committee

		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program	Support	\$366,678,179	\$59,362,272	\$426,040,451
Summary	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2022	2023	Thru 2023
		6826			Total	\$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	\$1,030,000
112	CTR 0291	1AC70	Var	SMHB Toll Admin Building Repairs and	Support	\$53,380		\$53,380
		REHAB		Replace HVAC System at RSR Paint facility	Capital	\$35,005		\$35,005
		8629			Total	\$88,386	\$0	\$88,386
113	CTR 0292	1AA20	RSR	Replace roof at RSR Paint facility ***	Support	\$0		\$0
		REHAB			Capital	\$48,900		\$48,900
		8629			Total	\$48,900	\$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	\$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	\$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	\$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	\$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	\$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
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	\$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	\$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	\$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
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	\$485,000
125	CTR 0304	1W060	SFO	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	\$6,420,000	-\$395,850	\$6,024,150
		REHAB		Director's Order	Capital	\$15,430,000		\$15,430,000
		6825			Total	\$21,850,000	-\$395,850	\$21,454,150
126	CTR 0305	1W720	SFO	SFOBB Replace Finger Joint Support Expansion Shoe Plates	Support	\$152,000		\$152,000



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		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program Summary	Support	\$366,678,179	\$59,362,272	\$426,040,451
	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description		Thru 2022	2023	Thru 2023
		Program	CCA	Status				
		REHAB 6825		District Director's Order	Capital	\$333,000		\$333,000
					Total	\$485,000	\$0	\$485,000
127	CTR 0306	1W970	SMH	SMH Replace Fire Damaged Polyester Concrete Overlay	Support	\$152,000		\$152,000
		REHAB 6826		District Director's Order	Capital	\$200,000		\$200,000
					Total	\$352,000	\$0	\$352,000
128	CTR 0307	2W120	RSR	Richmond-San Rafael Bridge Gusset Plate Strengthening	Support	\$2,800,000		\$2,800,000
		REHAB 6814			Capital	\$10,300,000		\$10,300,000
					Total	\$13,100,000	\$0	\$13,100,000
129	CTR 0308	2W690	SFO	Repair the fog warning system on the East Span	Support	\$152,000		\$152,000
		REHAB 6825			Capital	\$333,000		\$333,000
					Total	\$485,000	\$0	\$485,000
130	CTR 0309	TBD	SMH	Trestle Repairs Ph 2	Support	\$400,000		\$400,000
		REHAB 6826			Capital	\$0		\$0
					Total	\$400,000	\$0	\$400,000
131	CTR 0310	TBD	SFO	Main Cable Wrap West Span (Ph 2)	Support	\$0		\$0
		REHAB 6825			Capital	\$0		\$0
					Total	\$0	\$0	\$0
132	CTR 0311	TBD	RSR	Replace Existing Damper	Support	\$0		\$0
		REHAB 6814			Capital	\$0		\$0
					Total	\$0	\$0	\$0
133	CTR 0312	TBD	RSR	Structural Steel Paint, Superstructure and Upper Towers-	Support	\$0		\$0
		REHAB 6814			Capital	\$0		\$0
					Total	\$0	\$0	\$0
134	CTR 0313	0W030	RSR	I-580 Richmond-San Rafael Bridge Forward CT Oversight	Support	\$158,080		\$158,080
		REHAB 6814		Open Road Tolling and HOV Lane	Capital	\$0		\$0
					Total	\$158,080	\$0	\$158,080
135	CTR 0314	3W830	SFO	Repair fire damaged polyester concrete overlay and	Support	\$120,000		\$120,000
		REHAB 6825		Joint seal at the westbound upper deck, Director's Order	Capital	\$200,000		\$200,000
					Total	\$320,000	\$0	\$320,000
136	CTR 0315	4W010	SFO	Interim repair of the SFOBB West Span fender system,	Support	\$1,825,000		\$1,825,000
		REHAB 6825		Piers W3, W4, W5, and W6	Capital	\$7,300,000		\$7,300,000
					Total	\$9,125,000	\$0	\$9,125,000
137	CTR 0316	0Y530	RSR	Director's Order: Fire damage repair on Richmond-San Rafael	Support	\$400,000		\$400,000
		REHAB 6814			Capital	\$850,000		\$850,000
					Total	\$1,250,000	\$0	\$1,250,000
138	CTR 0317	92602	ALL	Caltrans Asset Management	Support	\$200,000		\$200,000
		REHAB 6828			Capital	\$0		\$0
					Total	\$200,000	\$0	\$200,000
139	CTR 0318	4W950	SFO	Director's Order: YBI Electrical Repairs for SFOBB systems	Support	\$520,000		\$520,000
		REHAB 6825			Capital	\$1,740,000		\$1,740,000
					Total	\$2,260,000	\$0	\$2,260,000
140	CTR 0319	3G452	BM	Replace Joint Seals (1962) and Expansion Joints Repair, Recons	Support		\$450,000	\$450,000
		REHAB 6812			Capital			\$0
					Total		\$450,000	\$450,000
141	CTR 0320	TBD	RSR	Structural Steel Painting (Tower) 3rd Phase	Support		\$1,000,000	\$1,000,000
		REHAB 6814			Capital			\$0
					Total		\$1,000,000	\$1,000,000





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		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program Summary	Support	\$366,678,179	\$59,362,272	\$426,040,451
	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description		Thru 2022	2023	Thru 2023
		Program	CCA	Status				
142	CTR 0321	TBD	CARQ	Seismic Transmission Unit (STU) Replacement	Support		\$300,000	\$300,000
		REHAB			Capital			\$0
		6813			Total		\$300,000	\$300,000
143	CTR 0322	TBD	BM	Modify Existing Garage Fence and Repair Fire Proofing Material	Support		\$500,000	\$500,000
		REHAB			Capital			\$0
		8033			Total		\$500,000	\$500,000
144	CTR 0323	TBD	SFOBB	Armor Joint Reconstruction	Support		\$2,000,000	\$2,000,000
		REHAB			Capital			\$0
		6825			Total		\$2,000,000	\$2,000,000
145	CTR 0324	TBD	SFOBB	West Span Super Structural (Floor Systems)	Support		\$2,000,000	\$2,000,000
		REHAB			Capital		\$50,000,000	\$50,000,000
		6825			Total		\$52,000,000	\$52,000,000
146	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$10,668,000	\$1,000,000	\$11,668,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$10,668,000	\$1,000,000	\$11,668,000
147	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$40,050,000	\$4,570,000	\$44,620,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$40,050,000	\$4,570,000	\$44,620,000
148	CTR 0062	93870	ALL	Base Security	Support	\$18,440,000	\$1,600,000	\$20,040,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$18,440,000	\$1,600,000	\$20,040,000
149	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$44,740,000	\$14,740,000	\$59,480,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$44,740,000	\$14,740,000	\$59,480,000
150	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$8,150,000	\$400,000	\$8,550,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$8,150,000	\$400,000	\$8,550,000
151	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	\$1,160,000
152	CTR 0270	TBD	Var.	TBD Paint	Support	\$0		\$0
		REHAB			Capital	\$12,846,000	-\$11,000,000	\$1,846,000
		6828			Total	\$12,846,000	-\$11,000,000	\$1,846,000
153	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$28,000	\$14,400,000	\$14,428,000
		REHAB			Capital	\$75,000		\$75,000
		6829			Total	\$103,000	\$14,400,000	\$14,503,000
154	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	\$2,608,000
155	880/92	2G362	880/92	Landscaping**	Support	\$836,000		\$836,000
		RM1		***	Capital	\$0		\$0
		8615			Total	\$836,000	\$0	\$836,000
156	BM	0060A	BM	Modification to 1962 Bridge**	Support	\$6,211		\$6,211
		RM1		***	Capital	\$0		\$0
		8210			Total	\$6,211	\$0	\$6,211
157	BM	0060C	BM	Replacement Planting**	Support	\$106,252		\$106,252
		RM1		***	Capital	\$418,154		\$418,154



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		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program	Support	\$366,678,179	\$59,362,272	\$426,040,451
Summary	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2022	2023	Thru 2023
		8210			Total	\$524,406	\$0	\$524,406
158	CAR	0130J	CAR	Site Mitigation 3**	Support	\$150,000		\$150,000
		RM1		***	Capital	\$0		\$0
		8315			Total	\$150,000	\$0	\$150,000
159	CAR	0130K	CAR	Misc Landscaping**	Support	\$4,177		\$4,177
		RM1		***	Capital	\$0		\$0
		8315			Total	\$4,177	\$0	\$4,177
160	880/92	01601	880/92	880/92 Interchange**	Support	\$200,061		\$200,061
		RM1		***	Capital	\$901,502		\$901,502
		8615			Total	\$1,101,563	\$0	\$1,101,563
161	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0		\$0
		RM1		***	Capital	\$0		\$0
		8637			Total	\$0	\$0	\$0
162	BR 0001	8531	BATA	Benicia ORT***	Support	\$0		\$0
		REHAB			Capital	\$4,153,000		\$4,153,000
		8531			Total	\$4,153,000	\$0	\$4,153,000
163	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	\$2,914,000		\$2,914,000
		REHAB			Capital	\$0		\$0
		8539			Total	\$2,914,000	\$0	\$2,914,000
164	BR 0003	8594	BATA	SFOBB West Span Pathway Planning	Support	\$1,750,000	\$6,000,000	\$7,750,000
		REHAB		(Bay Skyway Phase 2)	Capital	\$10,550,000		\$10,550,000
		8594			Total	\$12,300,000	\$6,000,000	\$18,300,000
165	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	\$18,574,863
166	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	\$25,319,200
167	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	\$0		\$0
		REHAB			Capital	\$531,000		\$531,000
		8918			Total	\$531,000	\$0	\$531,000
168	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	\$1,775,000
169	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	\$18,000,000
170	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	\$9,263,000
171	BR 0011	8923	BATA	Bridge Documentation	Support	\$0		\$0
		REHAB			Capital	\$500,000		\$500,000
		8923			Total	\$500,000	\$0	\$500,000
172	BR 0013	8602	BATA	Hybrid/ETC Lane Modifications***	Support	\$0		\$0
		REHAB			Capital	\$874,000		\$874,000
		8602			Total	\$874,000	\$0	\$874,000
173	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000		\$425,000



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		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program Summary	Support	\$366,678,179	\$59,362,272	\$426,040,451
	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description		Thru 2022	2023	Thru 2023
		Program	CCA	Status				
		REHAB			Capital	\$32,908,000		\$32,908,000
			8907		Total	\$33,333,000	\$0	\$33,333,000
174	BR 0016	8631	BATA	Callboxes***	Support	\$0		\$0
		REHAB			Capital	\$2,344,000		\$2,344,000
			8631		Total	\$2,344,000	\$0	\$2,344,000
175	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	\$12,358,000
176	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	\$0		\$0
		REHAB			Capital	\$117,899,532		\$117,899,532
			8901		Total	\$117,899,532	\$0	\$117,899,532
177	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0		\$0
		REHAB			Capital	\$24,650,000	\$600,000	\$25,250,000
			8902		Total	\$24,650,000	\$600,000	\$25,250,000
178	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement	Support	\$0		\$0
		REHAB		(ATCAS)	Capital	\$37,645,000	\$750,000	\$38,395,000
			8903		Total	\$37,645,000	\$750,000	\$38,395,000
179	BR 0021	8904	BATA	FasTrak Sign and Sign Structure Improvements	Support	\$1,000,000		\$1,000,000
		REHAB		(Strategic Plan)	Capital	\$28,510,130		\$28,510,130
			8904		Total	\$29,510,130	\$0	\$29,510,130
180	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000		\$400,000
		REHAB			Capital	\$28,953,741	\$8,000,000	\$36,953,741
			8905		Total	\$29,353,741	\$8,000,000	\$37,353,741
181	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	\$0		\$0
		REHAB		(HW, SW, NETWORK)	Capital	\$5,435,000	\$400,000	\$5,835,000
			8908		Total	\$5,435,000	\$400,000	\$5,835,000
182	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	\$1,936,500
183	BR 0026	8914	BATA	Violation Enforcement System***	Support	\$0		\$0
		REHAB			Capital	\$7,842,000		\$7,842,000
			8914		Total	\$7,842,000	\$0	\$7,842,000
184	BR 0027	8916	BATA	Bay Crossing Study***	Support	\$540,000		\$540,000
		REHAB			Capital	\$0		\$0
			8916		Total	\$540,000	\$0	\$540,000
185	BR 0028	8917	BATA	BATA Technology Security	Support	\$0		\$0
		REHAB			Capital	\$3,200,000	\$1,383,333	\$4,583,333
			8917		Total	\$3,200,000	\$1,383,333	\$4,583,333
186	BR 0029	8926	BATA	Bridge Modeling and Investigations	Support	\$2,000,000		\$2,000,000
		REHAB			Capital	\$3,151,198		\$3,151,198
			8926		Total	\$5,151,198	\$0	\$5,151,198
187	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0		\$0
		REHAB			Capital	\$47,594,709	\$2,000,000	\$49,594,709
			8000-16		Total	\$47,594,709	\$2,000,000	\$49,594,709
188	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0		\$0
		REHAB			Capital	\$8,700,000	\$500,000	\$9,200,000
			8000-05		Total	\$8,700,000	\$500,000	\$9,200,000



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

BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1251  
Referred by: Oversight Committee

		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program	Support	\$366,678,179	\$59,362,272	\$426,040,451
Summary	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2022	2023	Thru 2023
189	BR 0034	8924 REHAB	BATA	Antioch Bridge CCTA 160/4 Interchange	Support	\$0		\$0
					Capital	\$50,000,000		\$50,000,000
			8924		Total	\$50,000,000	\$0	\$50,000,000
190	BR 0035	8930 REHAB	BATA	Richmond-San Rafael Bridge I-580 Access Improvements	Support	\$1,494,000		\$1,494,000
					Capital	\$85,884,000	\$225,000	\$86,109,000
			8930		Total	\$87,378,000	\$225,000	\$87,603,000
191	BR 0038	8937 REHAB	BATA	2020 CSC Procurement	Support	\$0		\$0
					Capital	\$34,000,000		\$34,000,000
			8937		Total	\$34,000,000	\$0	\$34,000,000
192	BR 0039	8933 REHAB	BATA	Plan Bay Area TMS	Support	\$0		\$0
					Capital	\$9,000,000		\$9,000,000
			8933		Total	\$9,000,000	\$0	\$9,000,000
193	BR 0040	8012 REHAB	BATA	All Electronic Tolling	Support	\$0		\$0
					Capital	\$19,663,000	\$12,238,000	\$31,901,000
			8012		Total	\$19,663,000	\$12,238,000	\$31,901,000
194	BR 0043	8936 REHAB	BATA	Backhaul Connection Infrastructure	Support	\$0		\$0
					Capital	\$1,000,000		\$1,000,000
			8936		Total	\$1,000,000	\$0	\$1,000,000
195	BR 0044	8540 REHAB	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0		\$0
					Capital	\$2,000,000		\$2,000,000
			8540		Total	\$2,000,000	\$0	\$2,000,000
196	BR 0045	8530 REHAB	BATA	Drainage studies for the Bridges	Support	\$0		\$0
					Capital	\$500,000		\$500,000
			8530		Total	\$500,000	\$0	\$500,000
197	BR 0046	8528 REHAB	BATA	Bay Lights Maintenance	Support	\$0		\$0
					Capital	\$1,770,000	\$750,000	\$2,520,000
			8528		Total	\$1,770,000	\$750,000	\$2,520,000
198	BR 0047	8938 REHAB	BATA	Misc East Span Project Improvements	Support	\$0		\$0
					Capital	\$4,848,854	\$2,688,000	\$7,536,854
			8938		Total	\$4,848,854	\$2,688,000	\$7,536,854
199	BR 0048	8939 REHAB	BATA	Asset Management	Support	\$0		\$0
					Capital	\$8,547,976		\$8,547,976
			8939		Total	\$8,547,976	\$0	\$8,547,976
200	BR 0049	8941 REHAB	BATA	CHP - COZEEP/MAZEEP	Support	\$200,000		\$200,000
					Capital	\$706,000	\$300,000	\$1,006,000
			8941		Total	\$906,000	\$300,000	\$1,206,000
201	BR 0050	8940 REHAB	BATA	HOV Lane Enforcement Vehicle Occupancy	Support	\$2,600,000		\$2,600,000
					Capital	\$4,000,000		\$4,000,000
			8940		Total	\$6,600,000	\$0	\$6,600,000
202	BR 0051	8942 REHAB	BATA	Bridge Yard Capital Improvements	Support	\$0		\$0
					Capital	\$500,000		\$500,000
			8942		Total	\$500,000	\$0	\$500,000
203	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	\$1,200,000
204	BR 0053	8944 REHAB	BATA	Dumbarton Bridge Operational Improvement	Support	\$0		\$0
					Capital	\$17,000,000		\$17,000,000



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

BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1251  
Referred by: Oversight Committee

		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program Summary	Support	\$366,678,179	\$59,362,272	\$426,040,451
	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA	Bridge	Description				
		Program	CCA	Status		Thru 2022	2023	Thru 2023
			8944		Total	\$17,000,000	\$0	\$17,000,000
205	BR 0054	8945	BATA	Next Gen Clipper (C2) System	Support	\$0		\$0
		REHAB			Capital	\$9,600,000		\$9,600,000
			8945		Total	\$9,600,000	\$0	\$9,600,000
206	BR 0055	8946	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0		\$0
		REHAB			Capital	\$14,300,000		\$14,300,000
			8946		Total	\$14,300,000	\$0	\$14,300,000
207	BR 0056	8947	BATA	New BATA Bridge Evaluation and Due Diligence	Support	\$0		\$0
		REHAB		SR-37	Capital	\$8,000,000		\$8,000,000
			8947		Total	\$8,000,000	\$0	\$8,000,000
208	BR 0057	8948	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	\$0	\$4,000,000	\$4,000,000
		REHAB		Open Road Tolling and HOV Lane	Capital	\$3,841,920		\$3,841,920
			8948		Total	\$3,841,920	\$4,000,000	\$7,841,920
209	BR 0058	8949	BATA	Regional Transportation Commute Challenge	Support	\$0		\$0
		REHAB		Carryover from FY19-20	Capital	\$2,000,500		\$2,000,500
			8949		Total	\$2,000,500	\$0	\$2,000,500
210	BR 0059	8950	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	\$6,000,000	\$0	\$6,000,000
211	BR 0060	8951	BATA	SFOBB ORT Civil Design	Support	\$3,177,000		\$3,177,000
		REHAB			Capital	\$3,477,000		\$3,477,000
			TBD		Total	\$6,654,000	\$0	\$6,654,000
212	BR 0061	TBD	BATA	Bay Bridge Forward 2020	Support	\$0		\$0
		REHAB		Construction of I-80 Bus Lane and I-80/Powell projects	Capital	\$0		\$0
			TBD		Total	\$0	\$0	\$0
213	BR 0062	8952	BATA	Bay Skyway - CCO to YBI	Support	\$0		\$0
		REHAB			Capital	\$2,700,000		\$2,700,000
			TBD		Total	\$2,700,000	\$0	\$2,700,000
214	BR 0063	8953	BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support	\$700,000	\$450,000	\$1,150,000
		REHAB			Capital	\$4,302,000		\$4,302,000
			TBD		Total	\$5,002,000	\$450,000	\$5,452,000
215	BR Res	8928	BATA	BATA Program Contingency	Support	\$0		\$0
		REHAB		RM1 and Seismic Closeout	Capital	\$21,868,759	\$4,000,000	\$25,868,759
			8928		Total	\$21,868,759	\$4,000,000	\$25,868,759



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

BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1251  
Referred by: Oversight Committee

		Thru 2022	2023	Thru 2023
Toll Bridge Rehabilitation Program	Support	\$366,678,179	\$59,362,272	\$426,040,451
Summary	Capital	\$1,344,194,753	\$97,823,925	\$1,442,018,678
	Total	\$1,710,872,932	\$157,186,197	\$1,868,059,129

Line No.	Project No.	EA Program	Bridge CCA	Description	Status		Thru 2022	2023	Thru 2023
							Thru 2022	2023	Thru 2023
							Thru 2022	2023	Thru 2023
*Caltrans Capital includes capital outlay construction and right-of-way.				Toll Bridge Rehabilitation Program	Support		\$366,678,179	\$59,362,272	\$426,040,451
				Summary	Capital		\$1,344,194,753	\$97,823,925	\$1,442,018,678
					Total		\$1,710,872,932	\$157,186,197	\$1,868,059,129
**Previous expenses covered in RM1 Program.				Caltrans Rehabilitation Program	Support		\$333,335,179	\$48,912,272	\$382,247,451
				Summary	Capital		\$590,959,871	\$63,989,592	\$654,949,463
					Total		\$924,295,050	\$112,901,864	\$1,037,196,914
*** Project closed to expenditure reimbursement June 30, 2021 or earlier.				BATA Rehabilitation Program	Support		\$33,343,000	\$10,450,000	\$43,793,000
				Summary	Capital		\$753,234,882	\$33,834,333	\$787,069,215
					Total		\$786,577,882	\$44,284,333	\$830,862,216





**Attachment C-2**  
**Bay Area Toll Authority**  
**Rehabilitation Program Budget By Program**

BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1251  
Referred by: . Oversight Committee

Line No.	Project No.	Project Title	Actual Thru Feb 2022	Budget Thru 2022	Budget 2023	Budget Thru 2023
1	6811	Antioch Bridge Rehab	\$0	\$70,000	\$0	\$70,000
2	6812	Benicia-Martinez Bridge Rehab	4,039,113	6,387,758	\$450,000	6,837,758
3	6813	Carquinez Bridge Rehab	40,060,205	42,875,987	\$1,000,000	43,875,987
4	6814	Richmond-San Rafael Bridge Rehab	90,911,058	129,968,096	\$14,000,000	143,968,096
5	6825	San Francisco-Oakland Bay Bridge Rehab	224,666,222	283,217,325	\$69,140,641	352,357,966
6	6826	San Mateo-Hayward Bridge Rehab	113,101,504	152,637,742	\$1,101,223	153,738,965
7	6827	Dumbarton Bridge Rehab	5,169,172	5,277,203	\$0	5,277,203
8	6828	All Bridges Rehab	155,076,087	167,848,824	\$12,310,000	180,158,824
9	6829	Caltrans Reserve	4,402	8,603,000	\$14,400,000	23,003,000
10	8030	Completed/Defunded/Transferred Projects	116,625,782	117,302,329	\$0	117,302,329
11	8033	Minor Toll Plaza Rehab Projects	2,679,512	4,580,483	\$500,000	5,080,483
12	8210	New Benicia Bridge *	695,177	530,617	\$0	530,617
13	8315	Site Mitigation & Landscaping	82,525	154,177	\$0	154,177
14	8615	I-880/SR-92 Landscaping**	5,539,428	4,545,563	\$0	4,545,563
15	8629	Minor Bridge Rehab Projects	179,123	295,945	\$0	295,945
		<b>TOTAL CALTRANS REHAB BUDGET</b>	<b>\$758,829,309</b>	<b>\$924,295,050</b>	<b>\$112,901,864</b>	<b>\$1,037,196,915</b>
16	8012	All Electronic Tolling	2,426,235	19,663,000	\$12,238,000	31,901,000
17	8528	Bay Lights Maintenance	1,290,612	1,770,000	\$750,000	2,520,000
18	8530	Drainage Studies for the Bridge	597,574	500,000	\$0	500,000
19	8531	Benicia New Toll Plaza ORT	4,152,605	4,153,000	\$0	4,153,000
20	8539	SFOBB Eyebarr Repair Review	2,660,154	2,914,000	\$0	2,914,000
21	8540	Regional Transportation Sea Level Rise Asset	548,267	2,000,000	\$0	2,000,000
22	8594	SFOBB West Span Pathway PSR	11,696,144	12,300,000	\$6,000,000	18,300,000
23	8602	Hybrid/ETC Lane Modifications	874,414	874,000	\$0	874,000
24	8631	Procure New Callboxes	2,343,525	2,344,000	\$0	2,344,000
25	8900	2003 CSC Procurement	11,046,382	12,358,000	\$0	12,358,000
26	8901	ETC Transponder Procurement	94,710,767	117,899,532	\$0	117,899,532
27	8902	2012 CSC Procurement	34,191,306	24,650,000	\$600,000	25,250,000
28	8903	ATCAS Lane Host Upgrades	35,498,701	37,645,000	\$750,000	38,395,000
29	8904	Fastrak Sign & Sign Structure Improvements	29,347,682	29,510,130	\$0	29,510,130
30	8905	Misc. Bridge Improvements	18,409,308	29,353,741	\$8,000,000	37,353,741
31	8907	Toll Plaza Capital Improvements	28,818,354	33,333,000	\$0	33,333,000
32	8908	Enterprise Computing HW/SW	3,911,219	5,435,000	\$400,000	5,835,000
33	8909	Gateway Park Planning	17,457,697	18,574,863	\$0	18,574,863
34	8912	ETC Transponder Tag Swap	1,928,569	1,936,500	\$0	1,936,500
35	8913	SFOBB Administration Building	25,220,045	25,319,200	\$0	25,319,200
36	8914	Violation Enforcement System Upgrade	7,841,356	7,842,000	\$0	7,842,000
37	8916	Bay Crossing Study	540,000	540,000	\$0	540,000
38	8917	IT Security Procedures & Policies	942,535	3,200,000	\$1,383,333	4,583,333
39	8918	Maintenance Complex	494,587	531,000	\$0	531,000
40	8920	Plaza and Canopy Improvements	8,547,995	9,263,000	\$0	9,263,000
41	8921	SFOBB Lane 17 & 18 Lane Reconfiguration	1,709,401	1,775,000	\$0	1,775,000
42	8922	Metering Lights Replacement	15,069,949	18,000,000	\$0	18,000,000
43	8923	Bridge Records Recordation and Storage	54,582	500,000	\$0	500,000
44	8924	Antioch Bridge Approach	49,081,543	50,000,000	\$0	50,000,000
45	8926	Bridge Modeling & Investigations	893,302	5,151,198	\$0	5,151,198
46	8928	BATA Program Contingency	300,000	21,868,759	\$4,000,000	25,868,759
47	8930	Richmond-San Rafael Bridge Rehab	84,986,370	87,378,000	\$225,000	87,603,000
48	8933	Plan Bay Area TMS	7,688,061	9,000,000	\$0	9,000,000
49	8936	Backhaul Connection Infrastructure	789,446	1,000,000	\$0	1,000,000
50	8937	Future CSC Procurement	3,184,638	34,000,000	\$0	34,000,000
51	8938	Misc. East Span Project Improvements	0	4,848,854	\$2,688,000	7,536,854
52	8939	Asset Management	2,474,305	8,547,976	\$0	8,547,976
53	8940	HOV Lane Enforcement	1,945,903	6,600,000	\$0	6,600,000
54	8941	CHP - COZEEP/MAZEPP	0	906,000	\$300,000	1,206,000
55	8942	Bridge Yard Capital Improvements	0	500,000	\$0	500,000
56	8943	Bike/Ped Access to East Span of SFOBB	553,892	1,200,000	\$0	1,200,000
57	8944	Dumbarton Approach and Transit Strategies	2,343,225	17,000,000	\$0	17,000,000
58	8945	Next Gen Clipper (C2) System	0	9,600,000	\$0	9,600,000
59	8946	I-680/I-80/ISR-12 Interchange	10,868,499	14,300,000	\$0	14,300,000
60	8947	SR-37 Evaluation	5,163,434	8,000,000	\$0	8,000,000
61	8948	RSR Bridge Forward -	1,205,198	3,841,920	\$4,000,000	7,841,920
62	8949	Regional Transportation Commute Challenge	174,653	2,000,500	\$0	2,000,500
63	8950	Link: Bike/Ped Access to East Span of SFOBB Design	0	6,000,000	\$0	6,000,000
64	8951	SFOBB ORT Civil Design	0	6,654,000	\$0	6,654,000
65	TBD	Bay Bridge Forward 2020- Construction of I-80 Bus Lane and I-80/Powell projects	0		\$0	0
66	8952	Bay Skyway - CCO to YBI	0	2,700,000	\$0	2,700,000
67	8953	Richmond-San Rafael Bridge Shared Use Path Gap Closure	4,000	5,002,000	\$450,000	5,452,000
68	8000-05	Capital Program Audit	7,213,147	8,700,000	\$500,000	9,200,000
69	8000-16	SRA/RM1 Program Monitoring	46,059,976	47,594,709	\$2,000,000	49,594,709
		<b>TOTAL BATA REHAB BUDGET</b>	<b>\$587,259,556</b>	<b>\$786,577,882</b>	<b>\$44,284,333</b>	<b>\$830,862,216</b>
		<b>TOTAL REHAB BUDGET</b>	<b>\$1,346,088,864</b>	<b>\$1,710,872,932</b>	<b>\$157,186,198</b>	<b>\$1,868,059,130</b>

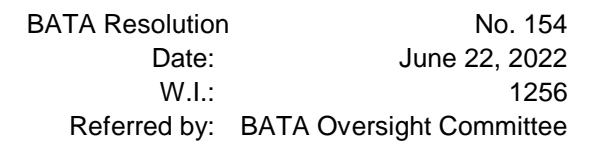


**Attachment D**  
**Bay Area Toll Authority**  
**Regional Measure 2 Regional Traffic Relief Program Capital Budget Summary\***

Capital Program 30914(c) Project No.                      Project Title                      Project Sponsor(s)			Actual thru Feb 2022	Toll Funding
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	\$495,000	\$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	12,251,000
7	I-80 / I-680 / SR 12 Interchange	Solano Transportation Authority	99,443,000	100,000,000
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	37,175,000	37,175,000
9	Richmond Parkway Park & Ride	Solano Transportation Authority	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	40,641,000	43,500,000
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	Contra Costa Transportation Authority	20,107,000	20,425,000
13	E-BART	Contra Costa Transportation Authority and BART	95,770,000	96,000,000
14	Capital Corridor Station and Track Improvements in Solano County	Capital Corridor JPA / STA	35,950,000	35,950,000
15	Central Contra Costa BART Crossover	BART	25,000,000	25,000,000
16	Benicia-Martinez Bridge: New Span	Bay Area Toll Authority	50,000,000	50,000,000
17	Express Bus North	Competitive	18,771,000	18,798,000
18	Clipper	Metropolitan Transportation Commission	32,585,000	35,000,000
19	Real Time Transit	Metropolitan Transportation Commission	19,612,000	20,000,000
20	Safe Routes to Transit	East Bay Bicycle Coalition / Transform	21,756,000	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	75,514,000	77,760,000
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	Water Transit Authority	12,000,000	12,000,000
26	Commute Ferry Service for Berkeley/Albany	Water Transit Authority	12,000,000	12,000,000
27	Commute Ferry Service for South San Francisco	Water Transit Authority	11,998,000	12,000,000
28	Water Transit Facility Improvements	Water Transit Authority	48,000,000	48,000,000
29	Express Bus South	AC Transit and Alameda County Transportation Commission (ACTC)	38,470,000	55,158,000
30	I-880 North Safety Improvements	Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans	12,299,000	12,300,000
31	BART Warm Springs Extension	BART	182,473,000	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	1,447,000	1,500,000
35	Transit Commute Benefits Promotion	Metropolitan Transportation Commission	3,537,000	5,438,000
36	Caldecott Tunnel Improvements - Fourth Bore	Contra Costa Transportation Authority	45,074,000	45,075,000
37	BART Transit Capital Rehabilitation	BART	64,000,000	64,000,000
38	Regional Express Lane Network	MTC	191,000	4,825,000
39	Modifications in I-80 and San Pablo	Contra Costa Transportation Authority	8,000,000	8,000,000
40	Caltrain Electrification	Caltrain	19,991,000	20,000,000
<b>TOTAL</b>			<b>\$1,534,061,000</b>	<b>\$1,588,999,000</b>

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





Project No.			Project Title		Project Sponsor(s)		Actual thru Feb 2022		Toll Funding	
1		South Access to the Golden Gate Bridge - Doyle Drive Replacement Project	SFCTA, MTC, CT, GGBTHD				\$80,000,000		\$80,000,000	
2		E BART	BART, MTC				111,003,000		111,500,000	
3		Transbay Terminal/Downtown Extension Phase 1	TJPA, MTC				149,978,000		150,000,000	
4		Tri-Valley Transit Access Improvements to BART	San Mateo County Transporation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)				24,846,000		95,000,000	
5		I-80/I-680 Interchange	STA, MTC				99,856,000		100,000,000	
6		Fairfield/Vacaville Train Station	STA, MTC				9,000,000		9,000,000	
7		BART to Warm Springs	BART, MTC				5,000,000		5,000,000	
8		Regional Express Lanes Network	MTC				2,800,000		2,800,000	
9		VTA Mission/Warren/Truck Rail Facility	VTA				5,811,000		6,500,000	
10		Other Corridor Improvements	MTC				10,150,000		10,200,000	
<b>TOTAL</b>							<b>\$498,444,000</b>		<b>\$570,000,000</b>	



BATA Resolution No. 154  
Date: June 22, 2022  
W.I.: 1255  
Referred by: BATA Oversight Committee

**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-Marín 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-Marín/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
	<b>TOTAL</b>	<b>\$4,450,000,000</b>



No. 154

Date: June 22, 2022

W.I.: 1254

Referred by: BATA Oversight Committee

**Attachment G**  
**Fund Reserve Designations**  
**(effective June 30, 2022)**

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*                   | \$ 188 million |
| - Rehabilitation Reserve<br>(2 years @ \$157 million) | \$ 314 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.

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

June 8, 2022

# Bay Area Toll Authority (BATA) FY 2022-23 Operating and Capital Budget

BATA Resolution no. 154

# BATA is still recovering from the drop in paid toll traffic caused by the COVID pandemic

## The events surrounding the pandemic are still not completely settled

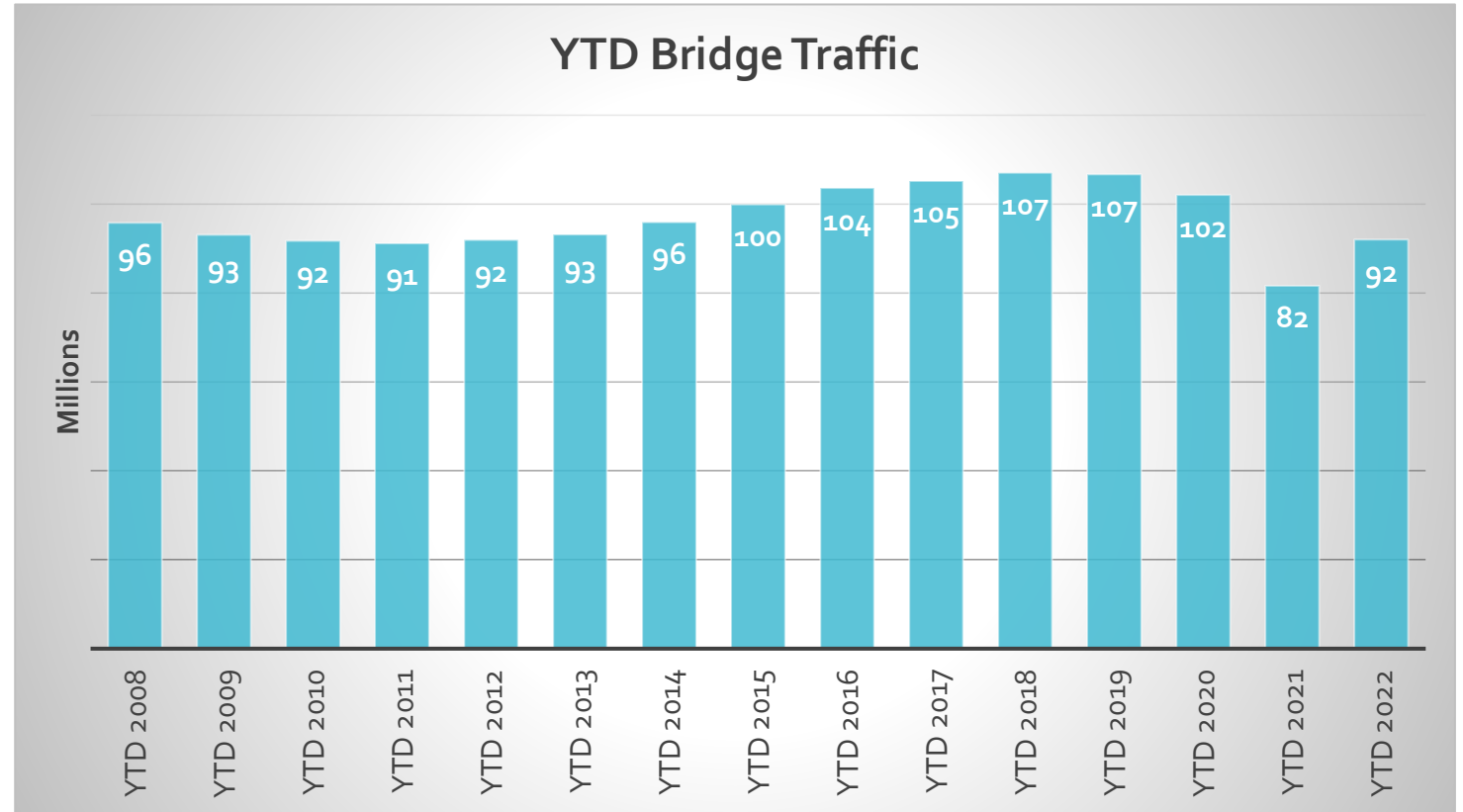
- Termination of all cash collection
- Suspension of toll violations
- Initiated cash invoice process
  - Mailed out over 19 million invoices
  - Mailed out over 7 million reminders
  - Millions of transactions not yet paid
- Cash collection savings are less than revenue “leakage” including uncollected tolls

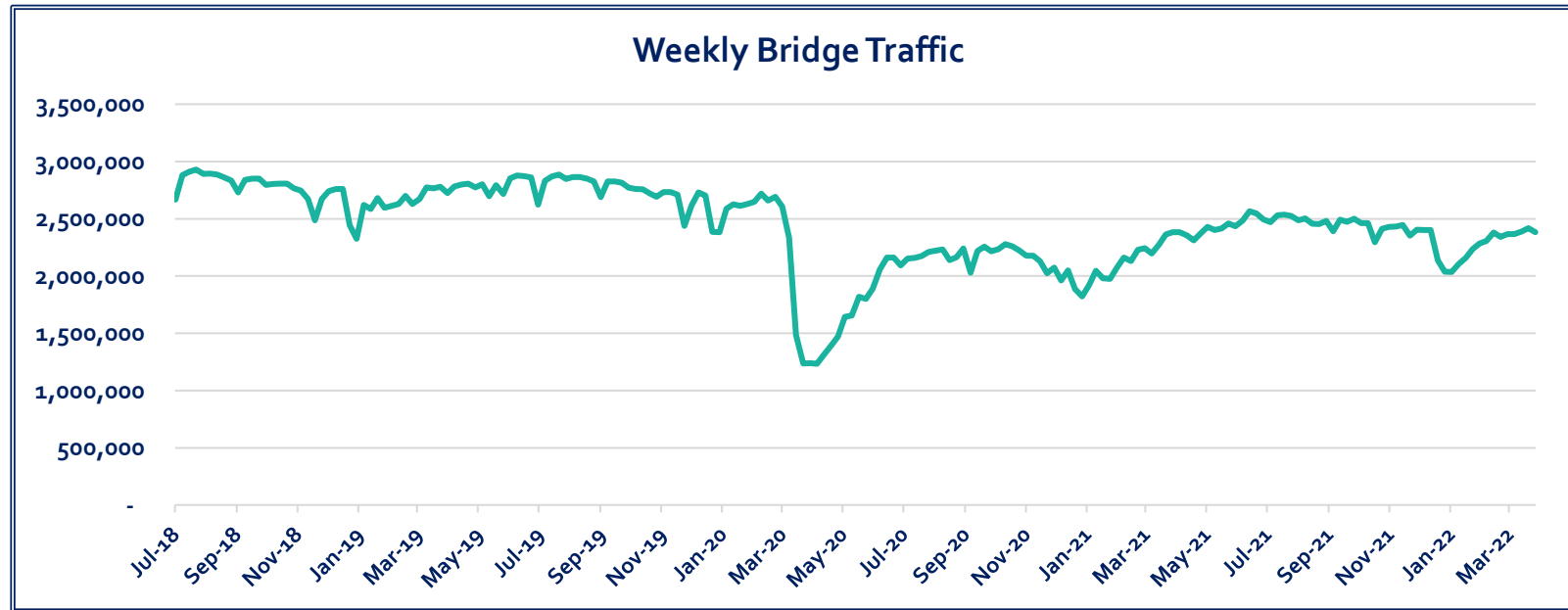
## Traffic impacted operations and cashflow

Reduced traffic and added operating expense have combined to cost BATA over \$600 million since the start of the pandemic

# BATA FY 2023 Operating Budget

- FY 2023 Budgeted surplus is approximately \$13.7 million
- FY 2023 Budget estimate of 90% of FY 2019 paid traffic
  - Estimated at 124 million
  - 13% increase in toll revenue from recent trends
- Bridge traffic still well below FY 2019 levels
  - January and February were weak, potentially tied to Omicron surge
  - March and April compare with first six-month average
- Operating questions:
  - Cash/liquidity levels
  - Completion of "cash" invoicing backlog
  - Continued impact of AET invoicing system on revenue collection





# Bridge Traffic is increasing

FY22 numbers are better than equivalent periods in FY21

Return-to-Office is a major driver, as are more general economic trends

Budget built on 90% recovery for FY 2023

# FY 2023 Budget Assumptions

## General Budget assumptions

- 83.75 full time BATA staff
  - Increased for FasTrak and increased operational support
- 4.2% contracted salary increase
- Other increases in SFOBB maintenance, FasTrak, and liability reserve

## Revenue

- Traffic up 9.3% from projected FY2021-22
- Projected RM1/RM2 toll revenue of \$660 million
- RM3 revenue recorded and deposited to escrow

## Capital funding

- Funded solely by bond proceeds in FY2023
- FY 2023 proposal \$157M

## Reserve

- Maintain \$1.06B 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
- Economic considerations
- Return to Office



# BATA FY 2022-23 Operating Budget

- Total proposed operating revenue is \$780\* million –
  - Total budgeted revenue \$1,014 million including \$234 million RM3 revenue and BABs subsidy
  - Debt service includes \$70 million prepayment of FY 2022 principal and \$38 million prepayment of FY 2023 debt service
  - Other expense includes certain one-time expenses including the costs associated with DMV holds in FY 2023 related to past due invoices and Caltrans reimbursement for certain 2020 toll collection operations
  - FY 2023 Operating Balance is shown net of one-time expenses

\* Excluding RM3 revenue and deposit to escrow

	FY 2022 (millions)	FY 2023 (millions)	Change
Revenue			
Toll*	\$625	\$660	6%
Interest	25	8	-69%
Other	101	112	11%
<b>Total Revenue</b>	<b>751</b>	<b>780</b>	<b>4%</b>
Expense			
Caltrans Op	7	9	33%
Fastrak Ops	79	85	7%
BATA Direct Costs	40	35	-11%
Debt Service *	458	527	15%
RM2 Transit	44	45	1%
Transfers	28	32	14%
Other*	65	33	-50%
<b>Total Operating Expense *</b>	<b>\$721</b>	<b>\$766</b>	<b>6%</b>
<b>Op Balance (deficit)</b>	<b>\$30</b>	<b>\$14</b>	

# BATA FY 2023 Rehab Program Budget

## Proposed capital budget for FY 2023

FY 2021 budget	\$ 51 million
FY 2022 budget	\$137 million
FY 2023 budget	\$157 million
10-year total	\$1,211 million

(FY22-FY31)

Increased FY 2023 effort for acceleration of \$52 million SFOBB West Span structural steel painting to manage project cost escalation

Anticipate returning to Commission for update of ten-year rehabilitation needs as more information is available from asset management efforts

	FY22-31 (Thousands)	FY23 (Thousands)
Capital Operations	\$347,547	\$33,298
Bridge Integrity	270,400	33,450
Paint	300,576	53,000
ETC	261,454	14,621
Other	31,892	22,817
<b>Total</b>	<b>\$1,211,869</b>	<b>\$157,186</b>

**BATA has a current capital program balance of \$604M\***

RM2	\$ 55 million
Bridge Rehab	\$365 million
1171 (RM1)	\$ 72 million
Core Capacity Challenge Program	\$112 million
excluding \$345 million ELN	

\* as of February 2022

**FY 2023 BATA  
Capital Programs**

**BATA expects to maintain the \$1 Billion operating / liquidity reserve structure for FY 2023**

Fund	Reserve (2022)	Budget (2023)	Days Cash
BATA	\$1.0 billion	\$1.0 billion	382

# Resolution 154

## BATA Resolution no. 154 sets parameters for administration of the BATA FY 2023 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 within authorized purpose 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 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 \$4 million to restricted liability reserve with a \$3 million contract limit without further approval of the Authority