



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, May 24, 2023

9:45 AM

Board Room – 1st Floor

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The Bay Area Toll Authority (BATA) is scheduled to meet on Wednesday, May 24, 2023 at 9:45 a.m. or immediately following the 9:40 a.m. BAHFA meeting, in the Bay Area Metro Center at 375 Beale Street, Board Room (1st Floor).

Meeting attendees may opt to attend in person for public comment and observation. 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>. Commissioners and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

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

Zoom Attendee Link: <https://bayareametro.zoom.us/j/84073952647>

Or iPhone one-tap: US:

+13462487799,,84073952647# US (Houston) or +17193594580,,84073952647# US

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

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

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

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

Webinar ID: 840 7395 2647

International numbers available: <https://bayareametro.zoom.us/j/ku92Bn0cf>

Detailed instructions on participating via Zoom are available at:  
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

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.

**BATA Roster:**

Alfredo Pedroza (Chair), Nick Josefowitz (Vice Chair),  
Margaret Abe-Koga, Eddie Ahn, David Canepa, Cindy Chavez, Carol Dutra-Vernaci,  
Dina El-Tawansy\*, Victoria Fleming, Dorene M. Giacomini\*, Federal D. Glover,  
Matt Mahan, Nate Miley, Stephanie Moulton-Peters, Sue Noack, Gina Papan,  
David Rabbitt, Hillary Ronen, Libby Schaaf\*, James P. Spering, Sheng Thao

**\*Non-Voting Members**

**1. Call to Order / Roll Call / Confirm Quorum**

*Quorum: A quorum of this Authority shall be a majority of its regular voting members (10).*

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

- 3a. [23-0613](#) Minutes of the April 26, 2023 meeting

**Action:** Authority Approval

**Attachments:** [3a 23-0613 April 26 2023 BATA Draft Meeting Minutes.pdf](#)

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

- 4a. [23-0606](#) BATA Resolution No. 52, Revised. Update on Low-Income Payment Plan and FasTrak® Policy Changes: Referral to Authority

An update on the Low-Income Payment Plan and a request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policies related to the Payment Plan and violations for state-owned bridges.

**Action:** Authority Approval

**Presenter:** Lysa Hale

**Attachments:** [4a 23-0606 BATA Resolution 52 Low Income Payment Plan FasTrak Poli](#)  
[4a 23-0606 Presentation Update Low Income Payment Plan and FasTrak](#)

## 5. Information

- 5a. [23-0684](#) Draft Bay Area Toll Authority (BATA) FY 2023-24 Operating and Capital Budgets

An informational presentation to the Authority of the Draft Bay Area Toll Authority (BATA) Fiscal Year 2023-24 Operating and Capital Budgets

**Action:** Information

**Presenter:** Derek Hansel

**Attachments:** [5a\\_23-0684\\_Draft\\_FY2023-24\\_BATA\\_Budget\\_Summary.pdf](#)  
[5a\\_23-0684\\_Draft\\_FY2023-24\\_BATA\\_Budget\\_Attachments.pdf](#)  
[5a\\_23-0684\\_Draft\\_FY2023-24\\_BATA\\_Budget\\_Presentation.pdf](#)

## 6. Public Comment / Other Business

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

## 7. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority will be held on Wednesday, June 28, 2023 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. 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 Título 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)

**File #:** 23-0613      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Authority Approval  
**File created:** 4/12/2023      **In control:** Bay Area Toll Authority  
**On agenda:** 5/24/2023      **Final action:**  
**Title:** Minutes of the April 26, 2023 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [3a\\_23-0613\\_April\\_26\\_2023\\_BATA\\_Draft\\_Meeting\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the April 26, 2023 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, April 26, 2023**

**9:40 AM**

**Board Room – 1st Floor**

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**Chair Pedroza called the meeting to order at 11:26 a.m.**

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

- Present:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spering
- Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioner Absent: Commissioner El-Tawansy

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

There was nothing to report.

#### **3. Consent Calendar**

**Upon the motion by Commissioner Canepa and seconded by Commissioner Chavez, the Authority unanimously approved the Consent Calendar by the following vote:**

- Aye:** 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spering
- Absent:** 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

**3a.**     [23-0506](#)     Minutes of the March 22, 2023 meeting

**Action:** Commission Approval

#### **4. Public Comment / Other Business**

Aleta Dupree was called to speak.

**5. Adjournment / Next Meeting**

**The next meeting of the Bay Area Toll Authority is scheduled to be held on May 24, 2023 at 9:40 a.m. Any changes to the schedule will be duly noticed to the public.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 23-0606      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Authority Approval  
**File created:** 4/11/2023      **In control:** Bay Area Toll Authority Oversight Committee  
**On agenda:** 5/10/2023      **Final action:**  
**Title:** BATA Resolution No. 52, Revised. Update on Low-Income Payment Plan and FasTrak® Policy Changes: Referral to Authority

An update on the Low-Income Payment Plan and a request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policies related to the Payment Plan and violations for state-owned bridges.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a 23-0606 BATA Resolution 52 Low Income Payment Plan FasTrak Policy Changes.pdf](#)  
[4a 23-0606 Presentation Update Low Income Payment Plan and FasTrak Policy Changes.pdf](#)  
[3a 23-0606 BATA Resolution 52 Low Income Payment Plan FasTrak Policy Changes.pdf](#)  
[3a 23-0606 Presentation Update Low Income Payment Plan and FasTrak Policy Changes.pdf](#)

Date	Ver.	Action By	Action	Result
5/10/2023	1	Bay Area Toll Authority Oversight Committee		

**Subject:**

BATA Resolution No. 52, Revised. Update on Low-Income Payment Plan and FasTrak® Policy Changes: Referral to Authority

An update on the Low-Income Payment Plan and a request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policies related to the Payment Plan and violations for state-owned bridges.

**Presenter:**

Lysa Hale

**Recommended Action:**

Authority Approval



**Bay Area Toll Authority  
Oversight Committee**

May 10, 2023

Agenda Item 3a - 23-0606

**BATA Resolution No. 52, Revised. Update on Low-Income Payment Plan and FasTrak®  
Policy Changes: Referral to Authority**

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**Subject:**

An update on the Low-Income Payment Plan and a request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policies related to the Payment Plan and violations for state-owned bridges.

**Background:**

At the May 2021 BATA Oversight Committee meeting, staff unveiled a strategy to make tolling in the Bay Area more equitable. Since then, staff has implemented a reduction in violation penalties, changes to make it easier and more affordable to open a FasTrak® account, and elimination of cash payment network fees. In compliance with Assembly Bill 2594 (AB2594), staff is preparing to launch a new low-income toll and violation penalty payment plan beginning July 1, 2023.

**Unpaid Violations and Payment Plan**

In June 2022, this Committee approved sending BATA's backlog of unpaid violations to DMV for registration hold or to collections following establishment of a process for low-income individuals to participate in a payment plan. In early September 2023, BATA will begin placing the unpaid violations that have accumulated since the start of invoicing in January 2021 on DMV registration hold or sending them to collections. Staff are currently working with the Customer Service Center Contractor to determine the work off plan for the backlog of approximately 15 million unpaid violations representing more than \$110 million in unpaid tolls while also developing the payment plan.

The low-income payment plan is on target to be delivered by July 1, 2023. Although only bridges are required to offer a payment plan by this date, in February 2023, all members of the Bay Area Express Lanes Network Executive Steering Committee, which is comprised of the executive staff from the Bay Area express lanes operators and other state and local agencies with an interest in express lanes tolling, supported a recommendation to implement the payment plan on the same timeframe as the toll bridges and with the same policies. Express Lanes operators

are in the process of taking approval items to their respective boards. As outlined in the presentation to this Committee in October 2022, the payment plan will be available as follows:

- Available to individuals who qualify as low income, defined as 200 percent or less of the federal poverty guidelines.
- Transactions in first violation notice status through violations on DMV registration hold or at collections status can be included in a payment plan.
- Minimum debt to enter into a payment plan is \$100 in tolls, penalties, and DMV fees combined.
- No maximum debt to enter into a payment plan.
- Minimum first payment amount to enter into a payment plan is 50% of tolls owed or \$100, whichever is lower; this payment is required before violations on DMV registration renewal hold are released.
- Maximum number of plans: No concurrent plans will be allowed; up to two plans in a four-year period.

As a reminder and as presented in October 2022, BATA's approach meets or exceeds statutory requirements of AB2594 (refer to Attachment A). Attachment B provides an example of how the payment plan will support qualified low-income drivers.

### **BATA One-Time Violation Penalty Waiver**

Starting July 1, 2023, BATA also proposes to offer a one-time waiver of violation penalties on state-owned bridges to all customers with no limitation on the timeframe when the violations occurred. This waiver serves two purposes: (1) addresses the requirement in AB2594 to provide a waiver of violation penalties for low-income drivers who received bridge toll violations occurring between March 20, 2020 and January 1, 2023 ("COVID Waiver"); and (2) expands on the requirements of the AB2594 COVID Waiver by offering it to anyone with violations on state-owned bridges regardless of income level, which will assist the FasTrak® Customer Service Center in more efficiently handling the increase in calls starting July 1. To obtain the waiver, a customer must call the FasTrak® Customer Service Center and pay all tolls and DMV fees owed, or if eligible, enter into a payment plan and make the first payment. Customers will also be provided information on how to pay tolls to avoid receiving future violations and will be

encouraged to open a FasTrak® account. This one-time waiver will be available through September 30, 2024, which is consistent with the COVID Waiver requirements in AB2594.

### **Communications Plan**

In conjunction with deployment of the payment plan, one-time waiver for state-owned bridges, and plan to send unpaid violations for state-owned bridges to DMV for registration hold or to collections, BATA will initiate a regional campaign to educate drivers about the need to pay tolls and to make them aware of the payment plan. Staff presented the plan for this campaign at the December 2022 Committee meeting. The campaign will target multiple languages and cultures. Staff will target the region as a whole using billboards, broadcast TV and radio, web and mobile ads and online video, social media, and media relations. To reach Equity Priority Communities, staff will use local and multilingual/multicultural print ads, bulk mailing, neighborhood outreach, collaboration with other agencies such as the Department of Motor Vehicles, and outreach to community-based organizations.

### **Payment Plan Evaluation**

At the December Committee meeting, Commissioners requested information on how the payment plan would be evaluated. The goal of the evaluation will be to identify key metrics and compare any shifts over time. Staff will use readily available and consistent data. Staff will look at enrollment period statistics on a three-month basis and program statistics on a 12-month basis. Program statistics metrics will include:

- Number of applicants and qualifying participants
- Payment plan compliance, completion and default rates
- Starting balance
- Monthly payment amounts
- Length of plans
- Payment media and payment channel data
- Demographics

Related key indicators will include the number of FasTrak® accounts that are created and any decrease in the volume of DMV registration holds.

**Resolution No. 52, Revised – FasTrak® Regional Customer Service Center Policy**

**Revisions: Updates for Low-Income Payment Plan and Violations**

Staff recommends revising BATA Resolution No. 52, Revised to include (1) policies to establish a low-income payment plan; (2) an updated policy for a violation penalty waiver offered by BATA for the state-owned bridges and (3) updated violation penalty amounts adopted by express lanes operators for transactions occurring on or after October 3, 2022. The policies for the payment plan and violation penalty waiver for the state-owned bridges would be effective July 1, 2023 upon deployment of the Payment Plan. Attachment C includes BATA Resolution No. 52, Revised.

**Issues:**

None identified.

**Recommendations:**

Staff recommends that this Committee refer BATA Resolution No. 52, Revised, to the Authority for approval to establish policies for a toll and violation penalty payment plan for low-income drivers, update the policy for a violation penalty waiver on state-owned bridges, and update the violation penalty amounts adopted by express lanes operators for transactions occurring on or after October 3, 2022.

**Attachments:**

- Presentation Slides
- Attachment A – AB2594 and BATA Payment Plan
- Attachment B – Low Income Payment Plan Example
- Attachment C – BATA Resolution No. 52, Revised



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Andrew B. Fremier

Attachment A – AB2594 and BATA Payment Plan

	<b>AB 2594 (Ting) Section 40269.5</b>	<b>BATA Recommendation</b>
<b>Open to?</b>	Low income (up to 200% federal poverty guidelines)	Low income (up to 200% federal poverty guidelines)
<b>Where and when effective?</b>	Bridges 7/1/23 Express lanes 7/1/24	<u><b>All agencies by 7/1/23</b></u>
<b>Minimum owed?</b>	\$100 in penalties (includes DMV fees)	\$100 in tolls/penalties and DMV fees <u><b>combined</b></u>
<b>Maximum owed?</b>	\$2,500 in penalties	<u><b>Unlimited</b></u>
<b>Both tolls and penalties included in payment plan?</b>	Penalties, including DMV fees	<u><b>Partial tolls</b></u> and all penalties & DMV fees
<b>Minimum first payment amount to enter plan and release DMV holds</b>	Full amount of tolls owed plus first payment plan payment	<u><b>50% of tolls owed or \$100, whichever is lower</b></u>
<b>Max # plans</b>	No concurrent plans; 2 in 6 years	No concurrent plans; 2 in <u><b>4</b></u> years

Note: Underlined text exceeds requirements in AB2594

**Attachment B – Low-Income Payment Plan Example**

Low income person has 15 BATA Bridge Violations on DMV registration hold

Tolls:	\$105
Violation Penalties	\$225
DMV Hold Fees	\$45
<b>Total to Release DMV Registration Hold:</b>	<b>\$375</b>

Policies applied starting July 1, 2023:

	<b>On or After July 1, 2023</b>
Violation Penalty Waiver Policies	One-time only, waive all violation penalties
• Tolls owed	\$105
• Violation penalties owed	\$0
• DMV hold fees owed	\$45
<b>Total to release DMV registration hold:</b>	<b>\$150</b>
Additional Payment Plan Policies for Low-Income Drivers	If debt is \$100 or greater, can enter payment plan, make first payment and DMV registration holds are released
• First payment amount to release DMV registration hold	<b>\$52.50</b> (50% of tolls owed)
• Monthly payments	\$25 for 3 months \$22.50 in 4 <sup>th</sup> month

Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 07/26/06-BATA 10/24/12-BATA  
07/27/16-BATA 02/28/18-BATA  
09/23/20-BATA 10/27/21-BATA  
11/17/21-BATA 05/24/23-BATA

### ABSTRACT

#### BATA Resolution No. 52, Revised

This resolution adopts the FasTrak® Regional Customer Service Center Policies, effective May 30, 2005, for the state-owned toll bridges in the Bay Area.

Attachment A to this Resolution was revised on July 26, 2006 to revise the policies for toll tag deposit and prepaid toll balances for the FasTrak® program, effective October 1, 2006.

Attachment A to this Resolution was revised on October 24, 2012 to amend the policies to add license plate and one-time payment accounts and to delete the commercial post-paid account from the FasTrak® program, effective December 8, 2012 or upon commencement of Golden Gate Bridge Highway and Transportation District All Electronic Toll Collection Program.

This resolution was revised on July 27, 2016, to clarify that the FasTrak® Regional Customer Service Center Policies are applicable to all facilities served by the FasTrak® Regional Customer Service Center. Attachment A to this Resolution was also revised on July 27, 2016 to update the minimum balance for License Plate and One Time Payment Accounts and to make other clarifying changes.

Attachment A to this Resolution was revised on February 28, 2018 to amend the policies to increase the California Department of Motor Vehicles (DMV) Hold fee consistent with DMV fee increases.

Attachment A to this Resolution was revised on September 23, 2020 to amend the policies to authorize post-paid license plate toll invoices for state-owned bridges upon commencement of All Electronic Tolling at state-owned bridges and include information about the cash payment network.

Attachment A to this Resolution was revised on October 27, 2021 to amend the policies to reduce the violation penalties for violations on the state-owned bridges, effective January 1, 2021 and to clarify existing practices. Reduced penalties may apply to other toll facilities, if adopted by their respective agencies.

Attachment A to this Resolution was revised on November 17, 2021 to amend the policies effective March 31, 2022 to reduce the tag deposit, reduce the pre-paid toll account opening balance for accounts funded by cash or check, and have agencies absorb cash payment network convenience fees for FasTrak® account replenishments and violation notice payments on behalf of customers, and also revised to make clarifying edits.

Attachment A to this Resolution was revised on May 24, 2023 to include the reduced violation penalties adopted by express lanes operators for transactions occurring on or after October 3, 2022; amend the policies related to waiver of toll evasion penalties; add policies related to a payment plan for low-income customers; and to make other clarifying changes.

Further discussion of this resolution is contained in the Executive Director's memoranda dated July 7, 2004; July 5, 2006, October 3, 2012, July 6, 2016, February 7, 2018, September 9, 2020, October 13, 2021, November 10, 2021, and May 10, 2023.



Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 07/27/16-BATA

Re: Adoption of the FasTrak® Regional Customer Service Center (RCSC) Policies, effective May 30, 2005, for the state-owned toll bridges in the Bay Area, as revised for all facilities served by the RCSC

BAY AREA TOLL AUTHORITY  
RESOLUTION No. 52, Revised

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, BATA is responsible for programming, administering, and allocating all toll revenues, except revenues from the seismic retrofit surcharge, from state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission; 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, the California Department of Transportation (Caltrans) implemented electronic toll collection on all Bay Area state-owned toll bridges on December 31, 2000, and

WHEREAS, pursuant to the BATA-Caltrans Cooperative Agreement dated July 1, 2004, Caltrans delegated to BATA certain responsibilities related to the administration of the electronic toll collection program, and

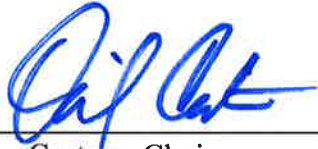
WHEREAS, BATA and the Golden Gate Bridge Highway and Transportation District entered into a Cooperative Agreement on August 26, 2003 to consolidate FasTrak™ Service Center operations, and

WHEREAS, the consolidated Regional Customer Service Center requires a common set of operating policies, and

WHEREAS, BATA has contracted and will contract to provide other entities and toll facility operators, including those operating express lanes, with some or all of the services of its consolidated Regional Customer Service Center; now, therefore, be it

RESOLVED, that BATA hereby adopts the FasTrak™ Regional Customer Service Center Policies, effective May 30, 2005, as revised, as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length.

BAY AREA TOLL AUTHORITY



Dave Cortese, Chair

The above resolution, revising and superseding the resolution approved on July 28, 2004, was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California, on July 27, 2016.

Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 07/26/06-BATA 10/24/12-BATA  
07/27/16-BATA 02/28/18-BATA  
09/23/20-BATA 10/27/21-BATA  
11/17/21-BATA 05/24/23-BATA

Attachment A  
Resolution No. 52  
Page 1 of 4

**FasTrak® Regional Customer Service Center (RCSC) Policies,  
effective December 8, 2012 on the  
San Francisco Bay Area State-Owned Toll Bridges, as revised for all  
facilities served by the RCSC**

## Attachment A



### Regional Customer Service Center Policies

effective December 8, 2012, as revised on May 24, 2023

	Policy	Regional CSC effective December 8, 2012, as revised on May 24, 2023
1.	General	
2.	Terms & Conditions	Regional CSC license agreement
3.	Privacy Policy	Regional CSC privacy policy
4.	Account types	
5.	Prepaid Accounts	- Private, Business, Non-revenue, Anonymous
6.	Commercial Post Paid Accounts	Deleted
7.	License Plate Account	Yes
8.	One Time Payment	Yes
9.	Account policies	
10.	Prepaid Toll Account Opening Balance	Credit Card Account - \$25 per tag Cash/check Account- \$25 per tag N/A for License Plate Account and One Time Payment
11.	Replenishment Amount	<b>Private:</b> Credit card - \$25 per tag min. Cash/check - \$40 per tag min. or 1-month average based on previous 90 days usage  <b>Business:</b> Credit card - \$25 per tag min. Cash/check - \$40 per tag min. or 45-day average based on previous 90 days usage  N/A for License Plate Account and One Time Payment
12.	Replenishment Threshold	Credit Card Account - \$15 min. or 2-week average use based on previous 90 days  Cash/check Account - \$30 min. or 2-week average use based on previous 90 days  N/A for License Plate Account and One Time Payment
13.	License Plate Account and One Time Payment Minimum Balance	Credit card – Charged to credit card Cash/check - \$7.25 or current toll rate on GGB for 2 axle vehicle
14.	Tag Deposit	Credit Card Account - \$5 per tag, waived for first 3 tags  Cash/check Account - \$5 per tag  N/A for License Plate Account and One Time Payment

## Attachment A



**Regional Customer Service Center Policies**  
**effective December 8, 2012, as revised on May 24, 2023**

	<b>Policy</b>	<b>Regional CSC effective December 8, 2012, as revised on May 24, 2023</b>
15.	Max number of tags	None
16.	Lost/stolen tags maximum liability	\$0 after notification, No maximum
17.	Low Balances	Credit Card Account - Automatic replenishment Cash/check Account - Send notice requesting replenishment; In-lane display shows low balance message
18.	Account Suspension	Immediate tag suspension when account balance is less than zero
19.	Account Revocation	Negative Balance for 90 days OR No activity for one year
20.	One Time Payment Account Closure	Limited term – account closed after 30 days Balance not refundable
21.	<b>Reciprocity</b>	
22.	Toll Discounts apply to customers of other toll facilities	Yes
23.	Guarantee of tolls to other toll agencies based on Regional CSC tag and plate files	Yes
24.	<b>Account fees</b>	
25.	Additional Statement Fee	1. \$1 for monthly paper statements 2. \$1 statement regeneration 3. \$7 for disk (business and commercial accounts only)
26.	Bad Check Fee	\$25
27.	Tag Replacement Charges	\$5 interior \$5 exterior
28.	Infrequent User Fee	None.
29.	Account Maintenance Fee	None.
30.	Tags Fees/Sales	None.
31.	Post Paid License Plate Toll Invoices	Golden Gate Bridge and state-owned bridges

**Attachment A**



**Regional Customer Service Center Policies**

**effective December 8, 2012, as revised on May 24, 2023**

	<b>Policy</b>	<b>Regional CSC effective December 8, 2012, as revised on May 24, 2023</b>
32.	Violation Policies	

33.	Toll Evasion	<p style="text-align: center;"><u>Violations</u></p> <p style="text-align: center;"><u>Golden Gate Bridge</u> <u>Regional express lanes, effective for transactions before October 3, 2022:</u></p> <p style="text-align: center;">1<sup>st</sup> Notice Toll + \$25 penalty</p> <p style="text-align: center;">2<sup>nd</sup> Notice Toll + \$70 penalty</p> <p style="text-align: center;"><u>State-owned bridges:</u></p> <p style="text-align: center;">1<sup>st</sup> Notice Toll + \$5 penalty</p> <p style="text-align: center;">2<sup>nd</sup> Notice Toll + \$15 penalty</p> <p style="text-align: center;"><u>Regional express lanes, effective for transactions on or after October 3, 2022:</u></p> <p style="text-align: center;">1<sup>st</sup> Notice Toll + \$10 penalty</p> <p style="text-align: center;">2<sup>nd</sup> Notice Toll + \$30 penalty</p> <p style="text-align: center;">Exceptions:</p> <ol style="list-style-type: none"><li>1. If the violation is determined to be the fault of the toll agency.</li><li>2. One-Time Waiver for Golden Gate Bridge and Express Lanes Violations: For 1<sup>st</sup> time offense, upon request a non-customer can open a FasTrak® account prior to DMV registration hold or collections and the penalty will be waived.</li><li>3. For FasTrak® account holders in good standing, toll-only will be posted to the account balance. If the account balance is less than the amount of the toll, the account balance must be brought to the replenishment threshold amount prior to posting the violation toll amount.</li><li>4. One-Time Waiver for State-Owned Bridge Violations: Upon request, violation penalties will be waived for all open violations at the time of request, up to and including violations on DMV registration hold or at collections. A customer is eligible for this waiver one time only. To receive the waiver, the customer must pay all outstanding tolls and DMV processing fees or, if eligible, enter into a low-income payment plan in accordance with Section 37 below and make the first payment. This waiver is effective July 1, 2023 and expires September 30, 2024. This waiver may apply to other toll facilities if adopted by their respective agencies.</li></ol> <p>Processing fee of \$3 for DMV registration holds or as otherwise set by the DMV, when applicable.</p>
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	Policy	Regional CSC effective December 8, 2012, as revised on May 24, 2023
34.	Cash Payment Network	
35.	Electronic Toll Collection Payment Locations	Toll payment can be made at the FasTrak® Regional Customer Service Center, by mail and by the internet. For cash customers, toll payments can also be made via a network of cash payment locations. A list of available walk-in centers can be found on the Bay Area FasTrak® website, <a href="http://www.bayareaFasTrak.org">http://www.bayareaFasTrak.org</a> . BATA, Golden Gate Bridge Highway and Transportation District, and other entities and toll facility operators supported by the FasTrak® Regional Customer Service Center will absorb the cost of convenience fees for One-Time Payments, Invoice payments, and License Plate Account replenishment, FasTrak® Account replenishment, and Violation Notice payments until further notice.
36.	Payment Plan Policies	
37.	Payment Plan	<p>Effective July 1, 2023, a payment plan will be available to qualified Bridge customers as follows:</p> <ol style="list-style-type: none"> <li>1. Available to individuals who qualify as low income (defined as 200 percent or less of the federal poverty guidelines).</li> <li>2. Transactions in first violation notice status through violations on DMV registration hold or at collections can be included in a payment plan.</li> <li>3. Minimum debt to enter into a payment plan: \$100 in tolls, penalties, and DMV processing fees combined.</li> <li>4. Maximum debt to enter into a payment plan: None.</li> <li>5. Minimum first payment amount to enter into payment plan: 50% of tolls owed or \$100, whichever is lower; this payment is required before violations on DMV registration renewal hold may be removed.</li> <li>6. Maximum number of plans: No concurrent plans will be allowed; up to two plans in a four-year period; eligibility will be verified each time customer applies for a payment plan.</li> </ol> <p>Other toll facilities may participate in the payment plan if adopted by their respective agencies.</p>



# Update on Low Income Payment Plan and FasTrak® Policy Changes

**Lysa Hale**

BATA Electronic Payments Section

May 10, 2023



# Payment Plan

# Low-Income Payment Plan Meets or Exceeds AB2594 (Ting) Requirements

## As presented in October 2022

- Open to: low-income (up to 200 percent of the federal poverty guidelines)
- Minimum owed: \$100 in tolls, penalties, and DMV fees combined.
- Maximum owed: None.
- Minimum first payment amount: 50% of tolls owed or \$100, whichever is lower.
- Maximum number of plans: No concurrent plans; up to two plans in a four-year period.
- All agencies to participate in payment plan

Household Size	Household income up to
1	\$29,160
2	\$39,440
3	\$49,720
4	\$60,000
5	\$70,280
6	\$80,560
7	\$90,840
8	\$101,120

\*Add \$10,280 for each additional household member over eight.

# Proposed One-time Waiver for State-owned Bridges

- One-time only waiver of violation penalties
- To obtain waiver:
  - Must contact the FasTrak® customer service center
  - Pay all tolls and DMV fees owed or, if eligible, enter into payment plan and make first payment
- DMV registration holds will be released
- Provide information on how to pay tolls and encourage opening a FasTrak® account
- Available July 1, 2023 through September 30, 2024

# Backlog of Violations Pending Action

- From January 2021 through January 2023, more than **1.3 million** vehicles have approximately **15 million** outstanding violations not yet released to DMV for a vehicle registration hold or to collections.
- This represents **more than \$110 million** in outstanding tolls.
- BATA will begin releasing unpaid violations to DMV and collections starting September 1, 2023.

# Comprehensive Communications Campaign

## Message:

Drivers with overdue unpaid tolls will not be able to renew their vehicle registration until all outstanding balances are paid. Act now to avoid a hold on your vehicle registration.

Payment assistance is available. Visit [BayAreaFasTrak.org](http://BayAreaFasTrak.org) or call the FasTrak Customer Service Center at 877-BAY-TOLL.

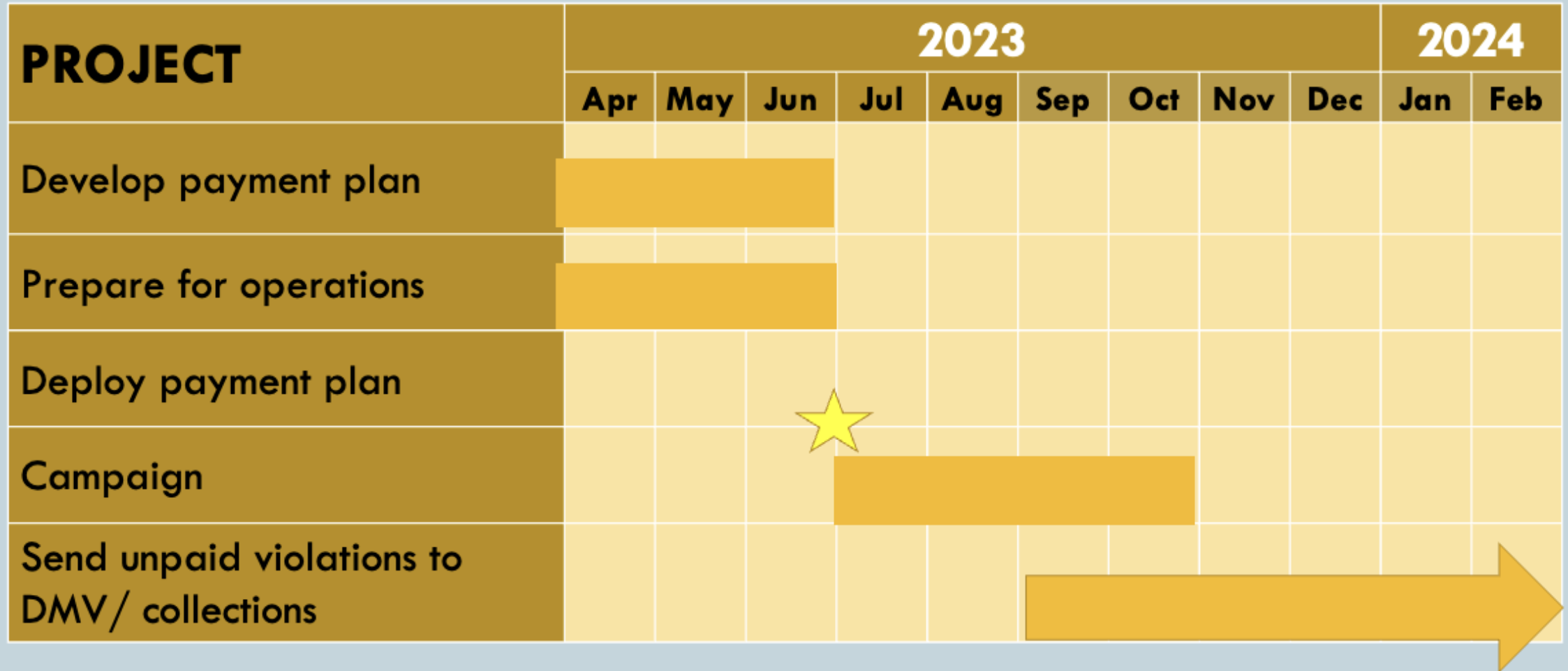


# Comprehensive Communications Campaign

Campaign will target region and Equity Priority Communities and will include:

- **Advertising** via billboards, broadcast TV and radio, website and mobile ads, online video, social and free media, sports and other events ads, direct mail, grocery cart ads, DMV ads, and local print ads targeting multicultural audiences.
- **Outreach** to libraries, flea markets, similar programs (e.g., CalFresh), churches, community centers and other community-based organizations.

# High Level Schedule





# Payment Plan Evaluation

# Payment Plan Evaluation

- Identify key metrics and changes over time
- Use available and consistent data
- Reporting Periods:
  - Enrollment period statistics (3+ months)
  - Program statistics (12+ months)


# Evaluation Metrics

- Program Statistics
  - Number of applicants and qualifying participants
  - Payment plan compliance, completion, and default rates
  - Starting balance
  - Monthly payment amounts
  - Length of plans
  - Payment media and payment channel data
  - Demographics
- Related Key Indicators
  - Increase FasTrak accounts created
  - Decrease in volume of DMV registration holds

# Today's Committee Action

# Refer BATA Resolution 52, Revised to Authority for approval

1. Adopt payment plan rules for low-income individuals
2. Revise violation policies for BATA one-time waiver of penalties
3. Update violation penalties adopted by express lanes operators for transactions occurring on or after October 3, 2022

An aerial photograph of the San Francisco Bay Bridge at sunset. The bridge's suspension towers and cables are visible, spanning the water. In the background, the San Francisco city skyline is silhouetted against the warm, orange glow of the setting sun. The water reflects the light, and a small boat is visible in the lower left.

# BayAreaTollAuthority

For more information contact:

Lysa Hale

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	23-0684	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	4/23/2023	<b>In control:</b>		Bay Area Toll Authority	
<b>On agenda:</b>	5/24/2023	<b>Final action:</b>			
<b>Title:</b>	Draft Bay Area Toll Authority (BATA) FY 2023-24 Operating and Capital Budgets				
	An informational presentation to the Authority of the Draft Bay Area Toll Authority (BATA) Fiscal Year 2023-24 Operating and Capital Budgets				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">5a 23-0684 Draft FY2023-24 BATA Budget Summary.pdf</a>				
	<a href="#">5a 23-0684 Draft FY2023-24 BATA Budget Attachments.pdf</a>				
	<a href="#">5a 23-0684 Draft FY2023-24 BATA Budget Presentation.pdf</a>				

Date	Ver.	Action By	Action	Result
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### Subject:

Draft Bay Area Toll Authority (BATA) FY 2023-24 Operating and Capital Budgets

An informational presentation to the Authority of the Draft Bay Area Toll Authority (BATA) Fiscal Year 2023-24 Operating and Capital Budgets

### Presenter:

Derek Hansel

### Recommended Action:

Information



# Bay Area Toll Authority

May 24, 2023

Agenda Item 5a - 23-0684

## **Draft Bay Area Toll Authority (BATA) Fiscal Year (FY) 2023-24 Operating and Capital Budgets**

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### **Subject:**

An informational presentation of the Draft BATA FY 2023-24 Operating and Capital Budgets. The BATA operating budget is balanced as presented. Total operating revenue is budgeted at \$1,070 million, including \$894 million of general toll revenue. Total operating expense and transfers are \$1,040 million. The operating surplus of \$30 million will be transferred to the operating reserve. The FY2023-24 BATA Rehabilitation Program budget is \$185 million.

### **Background:**

The Bay Area Toll Authority manages the toll revenues collected from the Bay Area's seven bridges owned by the California Department of Transportation (Caltrans) and the expenses of operating and maintaining the bridges, regular rehabilitation of the bridges, and debt service costs associated with the bridge system. BATA also manages FasTrak<sup>®</sup>, which is the electronic toll payment system at the bridges and express lanes in the Bay Area. Caltrans is responsible for the operation and maintenance of these bridges.

BATA has continued to manage through several significant issues during FY 2022-23, including:

- Completion of refunding a portion of toll violation penalties accrued between January and November 2021
- Development of a low-income payment plan for tolls (effective July 1, 2023)
- Development of an approach for resumption of sending accounts with unpaid tolls and violations to DMV for registration hold
- 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.

Notably, the litigation of Regional Measure 3 was successfully resolved this winter with the California Supreme Court’s dismissal of the case. With this dismissal, the BATA Board acted on March 22, 2023 to dissolve the RM3 escrow, and BATA will begin funding both operating and capital projects associated with the measure, as approved by MTC’s Programming and Allocations Committee.

FY 2022-23 yearend estimate of paid traffic still trends below pre-pandemic levels at 90% of FY 2018-19 paid traffic. However, FY 2022-23 yearend estimate of toll revenues will be at similar level as pre-pandemic level due to the full-year collection of the Regional Measure 3 (RM3) two dollar toll. We anticipate that FY 2023-24 will be the fifth straight year paid traffic will be below the FY 2018-19 total. Hence, FY 2023-24 projected toll revenue is kept at the FY 2022-23 budget level but RM3 money is now free to be used for operating and capital program expenses.

	Paid Traffic	Toll Revenue
FY 2018-19	138M	\$828M
FY 2023-24 (budget)	124M	\$894M

The remaining question is if and when the traffic and revenue will recover to the FY 2019 level. While we had hoped that we would achieve full traffic recovery by FY 2025, this appears to be highly unlikely given the high persistence of remote work for Bay Area employees.

As has been noted in prior years, the pandemic has had negative impacts on total BATA reserves. 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. 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 projects in FY2023 and beyond.

**FY 2023-24 Budget:**

For development of the FY2023-24 budget staff has made the following key assumptions:

- Traffic remains at 90% of FY 2018-19 total.
- Toll revenue will be kept at a baseline which is FY 2022-23 budgeted revenue.
- The backlog of past due invoices will be addressed starting July 1.
- Minor increase to staffing level of 0.75 full-time equivalent (FTE)
- The operating surplus is estimated to be \$30 million compared to an estimated \$14 million in the FY 2022-23 budget.
- The proposed addition to the bridge rehabilitation budget is \$185 million, up by \$28 million from the FY 2022-23 budget.

The California Supreme Court dismissed the legal challenge to Senate Bill 595 and Regional Measure 3 (RM3) on January 25, 2023. Thus, RM3 revenue was released from escrow per BATA Resolution No. 170 dated March 22, 2023. The FY 2023-24 budget includes \$234 million of RM3 toll revenue. The RM3 toll revenue is and will continue to be recorded to an unrestricted fund and will be used for the respective RM3 operating and capital program expenses.

The total proposed BATA Operating Budget for FY 2023-24 is \$1,070 million in revenue with projected operating expenses of \$1,040 million, including debt service and transfers. The operating budget is balanced as presented with a projected operating surplus of \$30 million.

The proposed Bridge Rehabilitation Program Budget for FY 2023-24 is \$185 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 2023-24 paid traffic assumptions project an increase of 14.21% for 2 axle vehicles, 1% for carpool and 6% for commercial vehicles from current FY 2022-23 yearend estimates. The resulting traffic projections are approximately 90% of FY 2018-19 pre-pandemic paid traffic. The projected total FY 2023-24 toll revenue of RM1, RM2 and RM3 is \$894 million and will make BATA surpass the FY 2018-19 pre-pandemic total for the first time because of the inclusion of RM3. This projection maintains toll revenue the same as what was budgeted in FY 2022-23 as bridge traffic continues to be affected by “return-to-office” trends.

Overall operating revenue for FY 2023-24 is expected to be approximately \$1,070 million. In summary, revenue highlights include:

- Toll traffic up 13% over FY 2022-23 year-end estimate
- Toll revenue, including RM3, up 12% over FY 2022-23 year-end estimate of \$795 million but at same level as FY 2022-23 budget.
- Violation revenue estimates to a total of \$26 million, up \$8 million over FY 2022-23 year-end estimate of \$18 million but at same level as FY 2022-23 budget.
- Reimbursement revenue from other operators at \$18 million, increasing by \$2.5 million over FY 2022-23 budget

**Operating Expenses:**

Total projected FY2023-24 BATA Operating Expense, including transfers, is approximately \$1,040 million. Proposed FY 2023-24 Operating Expense before transfers is \$759 million, up \$42 million, a 5.9% increase over FY 2022-23.

Operating expenses highlights include:

- Caltrans Operations, \$12 million - Up by \$2.4 million for additions to San Francisco Bay Bridge maintenance staff and major contracts cost increases
- FasTrak Operations, \$110 million - Up by \$19 million, firstly, due to CPI increase for toll operations. Additionally, \$14 million of the increase is for additional projects including phase two of the payment development plan, eligibility, language and

payment system enhancements, replacement of old tags, and system expansion support. The payment of DMV hold expenses for the overdue and unpaid toll revenue notices will resume in FY 2023-24 which estimates \$8.8 million of fees.

- Toll Bridge Administration, \$34 million - Down by \$1.7 million due to lower finance related costs with the elimination of RM3 escrow fees and decrease in staffing based on Department staff reallocation to other agency programs.
- Debt Service – increase in principal payment from \$85 million in FY 2022-23 to \$116 million in FY 2023-24. FY 2022-23 was reduced by a prepayment of debt service in FY 2021-22 – the FY 2023-24 budget does not include a prepayment of debt service. Total projected interest payment for FY 2023-24 is lower by \$14 million.
- Transfers, \$38 million - Up by \$10 million mainly due to the inclusion of the 2% administration transfer from RM3 revenue (this transfer was not being made pending resolution of the RM3 litigation). There are also increases in liability reserve because of carryover legal fees and in the BART Inspector General contract contribution.

We have suspended sending past due toll invoices to the DMV since January 2021. BATA will resume sending past due invoices to DMV beginning later in 2023. All related DMV expenses for FY 2022-23 are shown in the extraordinary operating expense line item, amounting to \$15 million. The DMV expenses fees since January 2021 to the end of FY 2021-22 for a similar amount of \$15 million that were budgeted in the prior fiscal year will be carried over to FY 2023-24.

RM2 expenses for marketing and transit operating programs are relatively stable compared to the prior year. Meanwhile, with the release of the RM3 money, there will be additional marketing, operating and project costs that will be managed through allocations.

**Bridge Rehabilitation Program:**

The Toll Bridge Rehabilitation Program has been underway, under BATA Oversight, since 2007. Over the past 16 years both Caltrans and BATA have administered bridge rehab projects (in millions).

	<u>Budget Thru FY 2023-24</u>	<u>Actual*</u>	<u>Balance</u>
Caltrans	\$1,152	\$ 849	\$ 303
BATA	\$ 901	\$ 594	\$ 307
	<u>\$2,053</u>	<u>\$1,443</u>	<u>\$ 610</u>

\*as of February 2023

The proposed FY 2023-24 Toll Bridge Rehab program budget is \$185 million, up from an approved budget of \$157 million in FY 2022-23. Major components (in millions):

	<u>FY 2023-24</u>
Recurring Annual Work	\$72
Bridge Integrity	\$15
Paint	\$62
Other	\$36

BATA's recently adopted FY 2024-33 Capital Improvement Plan (CIP) provides a baseline for the FY 2023-24 budget as it outlines BATA's plan for funding projects to upkeep the toll bridges on a multi-year basis. There are a few notable items that increased the planned FY 2024 budget including increased cost to BASE cameras, investigations, State staff painting, the future Fastrak® Customer Service Center, and a new T-1 steel weld testing project required by the FHWA. Similar to last year, structural steel paint continues to be the largest component of the rehab budget as Caltrans prepares for the next phases of paint projects for the San Francisco-Oakland Bay Bridge West Span and Richmond-San Rafael Bridge.

The proposed budget for FY 2023-24 is \$185 million. The breakdown of Caltrans and BATA (in millions) is:

- Caltrans                      \$112
- BATA                              \$ 73

BATA projects make up 40% of the FY 2023-24 budget. Notable BATA projects included in FY 2023-24 are Open Road Tolling (ORT) and Richmond-San Rafael Forward ORT and HOVL. The complete list of proposed FY 2023-24 Bridge Rehab projects is in Attachment C.

**Capital Programs:**

Other capital projects are underway in the following programs.

	Budget	Actual*	Balance
RM2	\$1,589	\$1,543	\$46
AB1171	570	503	67
Core Capacity Challenge	250	169	81
Subtotal	\$2,409	\$2,215	\$194
Bridge Rehab	1,868	1,665	203
Total Projects	\$4,277	\$3,880	\$397

\*as of February 2023

The complete list of projects for these capital programs is included in Attachments B, D and E.

The RM3 capital program includes \$4.5 billion of projects and is included in Attachment F.

**Operating and Capital Reserve:**

Staff is not proposing any changes to the designated reserves for Fiscal Year 2023-24.

Information on these designated reserves is included in Attachment G.

**Recommendations:**

This is an information item.

**Attachments:**

- Draft BATA FY 2023-24 Operating and Capital Budgets-Attachments A,B,C,D,E,F,G
- Draft BATA FY 2023-24 Budget PowerPoint Presentation



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Andrew B. Fremier



**ATTACHMENT A**  
**BAY AREA TOLL AUTHORITY**  
**DRAFT OPERATING BUDGET FY 2023-24**

Date: May 24, 2023  
W.I.: 1251 - 1258

	Actual as of 12/31/2022	Approved FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
<b>Operating Revenue</b>					
General Toll Revenue	\$402,475,082	\$893,600,000	\$893,600,000	0.0%	\$0
Violation Revenue	8,843,545	26,000,000	26,000,000	0.0%	\$0
Interest Revenue	27,332,075	7,800,000	62,116,998	696.4%	\$54,316,998
Reimbursement Revenue	6,544,431	15,377,000	17,920,000	16.5%	\$2,543,000
Rebate for Build America Bonds	1,119,534	70,807,528	70,339,448	-0.7%	(\$468,080)
<b>Total Operating Revenue</b>	<b>\$446,314,667</b>	<b>\$1,013,584,528</b>	<b>\$1,069,976,446</b>	5.6%	\$56,391,918
<b>Total Operating Expense</b>	<b>\$173,605,979</b>	<b>\$716,726,540</b>	<b>\$758,592,265</b>	5.8%	\$41,865,725
<b>Operating Surplus/(Shortfall) before Transfer</b>	<b>\$272,708,688</b>	<b>\$296,857,988</b>	<b>\$311,384,181</b>	4.9%	\$14,526,193
Transfers	\$117,219,068	\$283,234,731	\$281,594,859	-0.6%	(\$1,639,872)
Depreciation	\$50,218	\$0	\$0	0.0%	\$0
<b>Total Operating Surplus/(Shortfall)</b>	<b>\$155,439,402</b>	<b>\$13,623,257</b>	<b>\$29,789,322</b>	118.7%	\$16,166,065
Transfer to Toll Bridge Rehabilitation/Capital Programs	\$0	\$0	\$0	0.0%	\$0
Transfer to (from) Reserves	\$155,439,402	\$13,623,257	\$29,789,322		

**REVENUE DETAIL**  
**BUDGET FY 2023-24**

	Actual as of 12/31/2022	Approved FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
<b>General Toll Revenue (subtotal)</b>	<b>\$402,475,082</b>	<b>\$893,600,000</b>	<b>\$893,600,000</b>	0.0%	\$0
RM 1 & Seismic Toll Revenues	\$243,749,318	\$542,600,000	\$542,600,000	0.0%	\$0
RM 2 Toll Revenues	52,033,091	117,400,000	\$117,400,000	0.0%	\$0
RM 3 Toll Revenues	106,692,673	233,600,000	\$233,600,000	0.0%	\$0
<b>Violation and Other Revenue (subtotal)</b>	<b>\$8,843,545</b>	<b>\$26,000,000</b>	<b>\$26,000,000</b>	0.0%	\$0
Violations & Other	\$8,843,545	\$26,000,000	\$26,000,000	0.0%	\$0
<b>Interest Revenue (subtotal)</b>	<b>\$27,332,075</b>	<b>\$7,800,000</b>	<b>\$62,116,998</b>	696.4%	\$54,316,998
RM1 Interest Earnings	\$21,865,660	\$6,240,000	\$37,333,598	498.3%	\$31,093,598
RM2 Interest Earnings	5,466,415	1,560,000	\$9,333,400	498.3%	\$7,773,400
RM3 Interest Earnings	0	0	\$15,450,000	0.0%	\$15,450,000
<b>Reimbursement Revenue (subtotal)</b>	<b>\$6,544,431</b>	<b>\$15,377,000</b>	<b>\$17,920,000</b>	16.5%	\$2,543,000
BAIFA	\$708,016	\$2,677,000	\$2,000,000	-25.3%	(\$677,000)
GGBHTD Fastrak	2,983,499	7,100,000	\$7,500,000	5.6%	\$400,000
ACTC	528,473	2,200,000	\$2,200,000	0.0%	\$0
VTA Express Lane	1,544,424	900,000	\$4,000,000	344.4%	\$3,100,000
SM Express Lane	767,747	1,400,000	\$2,120,000	51.4%	\$720,000
SFO Airport	12,272	100,000	\$100,000	0.0%	\$0
BAHA	0	1,000,000	\$0	-100.0%	(\$1,000,000)
<b>Rebate for Build America Bonds (subtotal)</b>	<b>\$1,119,534</b>	<b>\$70,807,528</b>	<b>\$70,339,448</b>	-0.7%	(\$468,080)
Rebate for Build America Bonds	\$1,119,534	70,807,528	\$70,339,448	-0.7%	(\$468,080)
<b>Total Current Year Revenue</b>	<b>\$446,314,667</b>	<b>\$1,013,584,528</b>	<b>\$1,069,976,446</b>	5.6%	\$56,391,918

EXPENSE DETAIL  
BUDGET FY 2023-24

	Actual as of 12/31/2022	Approved FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Expense					
Caltrans Operations and Maintenance (Subtotal)	\$4,983,554	\$9,300,000	\$11,690,000	25.7%	\$2,390,000
Toll Bridge & Facility Maintenance (Category A&B)	4,983,554	9,300,000	\$11,690,000	25.7%	\$2,390,000
Fastrak Operations and Maintenance (Subtotal)	\$34,961,158	\$90,778,273	\$109,660,430	20.8%	\$18,882,157
RCSC Operations	\$22,943,633	\$56,900,000	\$69,870,000	22.8%	\$12,970,000
Banking/Credit Card Fees	9,056,552	22,000,000	\$22,000,000	0.0%	\$0
ATCAS Facility and In-lane Maintenance	1,220,279	4,300,000	\$4,300,000	0.0%	\$0
ATCAS Hardware/Software Maintenance	1,613,677	2,451,000	\$3,070,430	25.3%	\$619,430
Collections Contract	127,017	1,600,000	\$1,600,000	0.0%	\$0
DMV Expenses		3,527,273	\$8,820,000	150.1%	\$5,292,727
Toll Bridge Operations and Maintenance Total	\$39,944,712	\$100,078,273	\$121,350,430	21.3%	\$21,272,157
Toll Bridge Administration (Subtotal)	\$12,621,526	\$35,527,010	\$33,798,536	-4.9%	(\$1,728,474)
Salaries and Benefits	\$8,020,808	20,058,308	\$18,746,511	-6.5%	(\$1,311,797)
Temporary Assistance	19,433	250,000	160,000.00	-36.0%	(\$90,000)
Travel&Training/Printing/Memberships	39,113	437,530	\$464,656	6.2%	\$27,126
Other	52,040	312,500	\$309,229	-1.0%	(\$3,271)
Financing Costs	1,993,029	9,301,700	\$8,259,194	-11.2%	(\$1,042,506)
Audit/Accounting/Other	381,862	1,262,500	\$1,073,370	-15.0%	(\$189,130)
Beale St Assessment	1,067,881	2,135,761	\$2,314,627	8.4%	\$178,866
Business Insurance	654,446	408,711	\$400,949	-1.9%	(\$7,762)
Misc. Toll Administration Operating Expenses	392,915	1,360,000	2,070,000.00	52.2%	\$710,000
Consultant Contract/Other (Subtotal)	\$167,744	\$6,721,000	\$8,136,000	21.1%	\$1,415,000
ETC Marketing	\$117,616	\$3,750,000	\$4,850,000	29.3%	\$1,100,000
Other Operating Contracts	50,128	2,406,000	\$2,821,000	17.2%	\$415,000
RM2 Project Monitoring - Capital & Ops. Program	0	565,000	\$465,000	-17.7%	(\$100,000)
Debt Service	\$113,973,422	\$525,198,257	\$546,105,299	4.0%	\$20,907,042
RM2 Marketing	\$313,546	\$4,590,000	\$4,590,000	0.0%	\$0
RM2 Transit Operating	\$6,585,029	\$44,612,000	\$44,612,000	0.0%	\$0
Total Operating Expense	\$173,605,979	\$716,726,540	\$758,592,265	5.8%	\$41,865,725
Transfers Out					
Transfers Out	\$10,526,395	\$27,762,004	\$38,039,586	37.0%	\$10,277,582
1% Administration Draw	\$3,469,000	\$6,938,000	\$9,817,170	41.5%	\$2,879,170
Additional 1% Administration Draw	3,469,000	6,582,215	9,440,308	43.4%	\$2,858,093
Transfer to ABAG SFEP from Additional 1% Administration Draw	0	355,785	376,862	5.9%	\$21,077
Transfer to MTC	0	1,518,500	2,180,879	43.6%	\$662,379
Transfer to Liability Reserve	23,078	5,600,000	8,155,000	45.6%	\$2,555,000
Transbay Transit Terminal Maintenance	3,565,317	5,767,504	5,969,367	3.5%	\$201,863
Transfer to BART for IG Contract	0	1,000,000	2,100,000	110.0%	\$1,100,000
Deposit to RM3 Account	\$106,692,673	\$233,600,000	\$228,928,000	-2.0%	(\$4,672,000)
Provision for Depreciation/Amortization	\$50,218	\$0	\$0	0.0%	\$0
Extraordinary Operating Expenses	\$0	\$21,872,727	\$14,627,273	-33.1%	(\$7,245,454)
Violations Refund	\$0	\$0	\$0	0.0%	\$0
Caltrans Toll Collection Operations Reimbursement	\$0	\$6,000,000	\$0	-100.0%	(\$6,000,000)
Prior Year DMV Hold	\$0	\$15,872,727	\$14,627,273	-7.8%	(\$1,245,454)
Total Transfers Out, Depreciation and One-Time Expenses	\$117,269,286	\$283,234,731	\$281,594,859	-0.6%	(\$1,639,872)
Total Operating Expense and Transfer	\$290,875,265	\$999,961,271	\$1,040,187,124	4.0%	\$40,225,853





Date: May 24, 2023  
W.I.: 6953-6957

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

Program #		BATA Actual Thru Feb 2023	BATA Budget Thru FY 2022-23	FY 2022-23	Life to Date Project Budget
6953	Core Capacity Challenge Program	\$ 169,329,948	\$ 250,000,000	-	\$ 250,000,000



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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT	Toll Bridge Rehabilitation Program Summary		Thru 2023	2024	Thru 2024
		Support	\$429,855,451	\$60,357,759	\$490,213,211
		Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
		Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA	Bridge	Description		Thru 2023	2024	Thru 2024
		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	\$1,579,392		\$1,579,392
		REHAB			Capital	\$0		\$0
		6825			Total	\$1,579,392	\$0	\$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	\$10,136,000		\$10,136,000
		REHAB			Capital	\$21,605,000		\$21,605,000
		6825			Total	\$31,741,000	\$0	\$31,741,000
23	CTR 0048	3G487	SFO	West Span Super Structural (Floor Systems)	Support	\$3,664,669		\$3,664,669
		REHAB			Capital	\$50,000,000	\$3,000,000	\$53,000,000
		6825			Total	\$53,664,669	\$3,000,000	\$56,664,669



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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program  
Summary

		Thru 2023	2024
			Thru 2024
Support		\$429,855,451	\$60,357,759
Capital		\$1,438,203,678	\$124,838,629
Total		\$1,868,059,129	\$185,196,388

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
24	CTR 0049	3G470 REHAB 6828	Var.	Replace travelers and Rails PIDS***	Support	\$159,815		\$159,815
					Capital	\$0		\$0
					Total	\$159,815	\$0	\$159,815
25	CTR 0051	3G480 REHAB 6828	Var.	Caltrans PSR Planning	Support	\$64,164		\$64,164
				Paint Bridge Structures PID ***	Capital	\$0		\$0
					Total	\$64,164	\$0	\$64,164
26	CTR 0052	3G484 REHAB 6814	RSR	Bridge Paint	Support	\$7,778,247		\$7,778,247
				(Lower Deck Only)	Capital	\$29,299,836		\$29,299,836
				Part 1***	Total	\$37,078,084	\$0	\$37,078,084
27	CTR 0053	3G486 REHAB 6826	SMH	Bridge Paint	Support	\$8,402,126		\$8,402,126
				Part 1 ***	Capital	\$50,885,407		\$50,885,407
					Total	\$59,287,533	\$0	\$59,287,533
28	CTR 0055	3G474 REHAB 6814	RSR	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$5,372,000		\$5,372,000
					Capital	\$48,815,000		\$48,815,000
					Total	\$54,187,000	\$0	\$54,187,000
29	CTR 0056	4A860 REHAB 6825	SFO	Repair Timber Fender at W5***	Support	\$335,109		\$335,109
					Capital	\$1,429,316		\$1,429,316
					Total	\$1,764,424	\$0	\$1,764,424
30	CTR 0057	4G280 REHAB 6825	SFO	Toll Plaza Renovation Oversight***	Support	\$352,488		\$352,488
					Capital	\$0		\$0
					Total	\$352,488	\$0	\$352,488
31	CTR 0058	4G290 REHAB 6825	SFO	Toll Plaza Crash Cushion and Pump Station	Support	\$396,591		\$396,591
				Oversight ***	Capital	\$0		\$0
					Total	\$396,591	\$0	\$396,591
32	CTR 0059	91206 REHAB 8629	ALL	OSM Rehab Planning***	Support	\$158,660		\$158,660
					Capital	\$0		\$0
					Total	\$158,660	\$0	\$158,660
33	CTR 0064	97037 REHAB 8033	ANT	Toll Plaza Rehab Projects***	Support	\$0		\$0
					Capital	\$179,979		\$179,979
					Total	\$179,979	\$0	\$179,979
34	CTR 0065	97047 REHAB 8033	SFO	Toll Plaza Rehab Projects***	Support	\$0		\$0
					Capital	\$3,386		\$3,386
					Total	\$3,386	\$0	\$3,386
35	CTR 0078	3G462 REHAB 6812	BM	Floor Beam Mitigation Phase 1	Support	\$2,132,800		\$2,132,800
				(Modification of stringer floor beams due to fatigue cracking)	Capital	\$971,200		\$971,200
				and Bearing Shear Bolts	Total	\$3,104,000	\$0	\$3,104,000
36	CTR 0088	3G403 REHAB 6813	CAR	Anchorage Modification, Drainage Improvements,	Support	\$3,695,965		\$3,695,965
				Polyester Concrete Overlay (1958) and Ped	Capital	\$8,165,909		\$8,165,909
				Replace Joint Seals (1958)***	Total	\$11,861,874	\$0	\$11,861,874
37	CTR 0097	3G305 REHAB 6828	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,979,498		\$2,979,498
				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 REHAB 6814	RSR	Substations Upgrade (4 locations)	Support	\$5,187,726		\$5,187,726
				upgrade from 4,160V to 15kV	Capital	\$12,500,000		\$12,500,000
				replace power cable 12kV	Total	\$17,687,726	\$0	\$17,687,726
39	CTR 0119	3G307 REHAB 6825	SFO	Fog Horns (West Spans)***	Support	\$339,821		\$339,821
					Capital	\$0		\$0
					Total	\$339,821	\$0	\$339,821
40	CTR 0120	3G444 REHAB 6825	SFO	Main Cable Wrap Investigations Phase 1	Support	\$3,523,000	\$1,500,000	\$5,023,000
					Capital	\$14,000,000	\$14,000,000	\$28,000,000
					Total	\$17,523,000	\$15,500,000	\$33,023,000
41	CTR 0121	3G477 REHAB 6825	SFO	Traveler Replacements and Rail Upgrades	Support	\$380,000		\$380,000
					Capital	\$0		\$0
					Total	\$380,000	\$0	\$380,000
42	CTR 0126	3G448 REHAB 6825	SFO	W1 to W7 Concrete Column Repair and Seal	Support	\$300,000		\$300,000
					Capital	\$0		\$0
					Total	\$300,000	\$0	\$300,000
43	CTR 0129	3G457 REHAB 6825	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,905,504		\$3,905,504
				RSR - Replace Joint Seals (Upper Deck)	Capital	\$5,368,882		\$5,368,882
				and Resurfacing***	Total	\$9,274,386	\$0	\$9,274,386
44	CTR 0134	4H970 REHAB 6825	SFO	Gateway Park Oversight	Support	\$1,910,000		\$1,910,000
				and Link (4H971) PAED	Capital	\$0		\$0
					Total	\$1,910,000	\$0	\$1,910,000
45	CTR 0147	01408 REHAB 6825	SFO	SFOBB Maintenance Complex	Support	\$2,915,337		\$2,915,337
				Maintenance Complex***	Capital	\$41,587,338		\$41,587,338
					Total	\$44,502,675	\$0	\$44,502,675
46	CTR 0148	01410 REHAB 6825	SFO	SFOBB Maintenance Complex	Support	\$0		\$0
				Maintenance Warehouse	Capital	\$18,414,937		\$18,414,937
				Phase 2***	Total	\$18,414,937	\$0	\$18,414,937



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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program  
Summary

		Thru 2023	2024
			Thru 2024
Support		\$429,855,451	\$60,357,759
Capital		\$1,438,203,678	\$124,838,629
Total		\$1,868,059,129	\$185,196,388

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
47	CTR 0151	3G443 REHAB 6825	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,715,469		\$1,715,469
					Capital	\$1,473,044		\$1,473,044
					Total	\$3,188,512	\$0	\$3,188,512
48	CTR 0152	0120M REHAB 6825	SFO	Toll Plaza Repaving***	Support	\$825,782		\$825,782
					Capital	\$7,450,000		\$7,450,000
					Total	\$8,275,782	\$0	\$8,275,782
49	CTR 0153	1G310 REHAB 6825	SFO	Toll Plaza Repaving***	Support	\$0		\$0
					Capital	\$1,602,286		\$1,602,286
					Total	\$1,602,286	\$0	\$1,602,286
50	CTR 0154	3G440 REHAB 6825	SFO	Various Structural PIDS***	Support	\$159,900		\$159,900
					Capital	\$0		\$0
					Total	\$159,900	\$0	\$159,900
51	CTR 0155	3G450 REHAB 6828	VAR	Bridge Joint Seals***	Support	\$57,611		\$57,611
					Capital	\$0		\$0
					Total	\$57,611	\$0	\$57,611
52	CTR 0156	3G390 REHAB 6828	VAR	Bridge Lighting***	Support	\$99,415		\$99,415
					Capital	\$0		\$0
					Total	\$99,415	\$0	\$99,415
53	CTR 0157	3G400 REHAB 6828	VAR	Bridge Overlays***	Support	\$134,556		\$134,556
					Capital	\$0		\$0
					Total	\$134,556	\$0	\$134,556
54	CTR 0158	0120F REHAB 6825	SFO	East Span Base ***	Support	\$0		\$0
					Capital	\$1,930,691		\$1,930,691
					Total	\$1,930,691	\$0	\$1,930,691
55	CTR 0159	2J870 REHAB 6825	SFO	West Span BASE***	Support	\$938,249		\$938,249
					Capital	\$8,790,393		\$8,790,393
					Total	\$9,728,641	\$0	\$9,728,641
56	CTR 0160	4H180 REHAB 6825	SFO	Refill Seismic Dampeners***	Support	\$22,052		\$22,052
					Capital	\$252,546		\$252,546
					Total	\$274,597	\$0	\$274,597
57	CTR 0163	3G447 REHAB 6825	SFO	Rebuild Damaged Fender System *** W6	Support	\$238,798		\$238,798
					Capital	\$772,842		\$772,842
					Total	\$1,011,640	\$0	\$1,011,640
58	CTR 0182	3G478 REHAB 6828	Var	PID - Water Line System Air Compressor, Airlines	Support	\$193,307		\$193,307
					Capital	\$0		\$0
					Total	\$193,307	\$0	\$193,307
59	CTR 0201	01120 REHAB 6814	RSR	Replace Expansion Joint at Pier 44E***	Support	\$68,600		\$68,600
					Capital	\$270,000		\$270,000
					Total	\$338,600	\$0	\$338,600
60	CTR 0202	0J870 REHAB 6825	SFO	Install Air Gap Monitoring System***	Support	\$95,994		\$95,994
					Capital	\$128,755		\$128,755
					Total	\$224,749	\$0	\$224,749
61	CTR 0203	3G360 REHAB 6828	Var.	Replace Various Navigational and Utility Equipment Supplemental PID***	Support	\$127,649		\$127,649
					Capital	\$0		\$0
					Total	\$127,649	\$0	\$127,649
62	CTR 0204	3G301 REHAB 6828	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Northern Bridges	Support	\$4,956,394		\$4,956,394
					Capital	\$6,000,000		\$6,000,000
					Total	\$10,956,394	\$0	\$10,956,394
63	CTR 0206	2J680 REHAB 6814	RSR	RSR Access – PPUL Oversight	Support	\$3,500,000		\$3,500,000
					Capital	\$0		\$0
					Total	\$3,500,000	\$0	\$3,500,000
64	CTR 0212	3G368 REHAB 6828	Var	Substation and Power Cable	Support	\$219,112		\$219,112
					Capital	\$0		\$0
					Total	\$219,112	\$0	\$219,112
65	CTR 0213	01412 REHAB 6825	SFO	CT Oversight of Bridge Yard (IERBYS Building Slab) ***	Support	\$276,198		\$276,198
					Capital	\$0		\$0
					Total	\$276,198	\$0	\$276,198
66	CTR 0214	01413 REHAB 6825	SFO	CT Oversight of Bridge Yard (IERBYS Building Retrofit)***	Support	\$476,178		\$476,178
					Capital	\$0		\$0
					Total	\$476,178	\$0	\$476,178
67	CTR 0215	21190 REHAB 6825	SFO	Replace transverse expansion joints *** West Span	Support	\$1,309,010		\$1,309,010
					Capital	\$1,944,698		\$1,944,698
					Total	\$3,253,708	\$0	\$3,253,708
68	CTR 0216	2J410 REHAB 6813	CARQ	Al Zampa (CARQ) Joint Repair ***	Support	\$146,672		\$146,672
					Capital	\$183,592		\$183,592
					Total	\$330,265	\$0	\$330,265
69	CTR 0217	2J400 REHAB 6825	SFO	I-880 Overhead Signage and Delineation Upgrade Oversight***	Support	\$46,649		\$46,649
					Capital	\$0		\$0
					Total	\$46,649	\$0	\$46,649





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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program  
Summary

		Thru 2023	2024
			Thru 2024
Support		\$429,855,451	\$60,357,759
Capital		\$1,438,203,678	\$124,838,629
Total		\$1,868,059,129	\$185,196,388

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
70	CTR 0219	0K220 REHAB 6825	SFO	Metering Lights Upgrade Oversight	Support	\$2,100,000		\$2,100,000
					Capital	\$0		\$0
					Total	\$2,100,000	\$0	\$2,100,000
71	CTR 0222	TBD REHAB 6825	SFO	SFOBB Maintenance Administration	Support	\$0		\$0
					Capital	\$478,064	\$500,000	\$978,064
					Total	\$478,064	\$500,000	\$978,064
72	CTR 0225	4J710 REHAB 6814	RSR	RSR Access - Bike Ped Oversight	Support	\$855,000		\$855,000
					Capital	\$0		\$0
					Total	\$855,000	\$0	\$855,000
73	CTR 0226	1K450 REHAB 8033	SFO	Roof Repairs at Sterling Substation Minor Rehab***	Support	\$72,000		\$72,000
					Capital	\$119,999		\$119,999
					Total	\$191,999	\$0	\$191,999
74	CTR 0227	1K470 REHAB 8033	SMH	Roof Repairs at toll admin building (Toll Plaza) Minor Rehab***	Support	\$60,000		\$60,000
					Capital	\$99,550		\$99,550
					Total	\$159,550	\$0	\$159,550
75	CTR 0228	1K460 REHAB 8033	BM	Bird abatement at Benicia Toll Plaza Minor Rehab***	Support	\$150,000		\$150,000
					Capital	\$249,950		\$249,950
					Total	\$399,950	\$0	\$399,950
76	CTR 0229	0K691 REHAB 6825	SFO	Install Grease Caps and Repair Pre-stress Tendons East Span- Director's Order***	Support	\$1,188,816		\$1,188,816
					Capital	\$3,318,043		\$3,318,043
					Total	\$4,506,859	\$0	\$4,506,859
77	CTR 0230	3G482 REHAB 6812	BM	Repair Seismic Joint - Pier 3 Director's Order***	Support	\$148,912		\$148,912
					Capital	\$250,846		\$250,846
					Total	\$399,758	\$0	\$399,758
78	CTR 0232	2K960 REHAB 6825	SFO	YBI Tunnel Concrete Repair	Support	\$811,591		\$811,591
					Capital	\$1,463,409		\$1,463,409
					Total	\$2,275,000	\$0	\$2,275,000
79	CTR 0233	3G445 REHAB 6825	SFO	Fender Repair Director's Order***	Support	\$735,111		\$735,111
					Capital	\$4,302,040		\$4,302,040
					Total	\$5,037,151	\$0	\$5,037,151
80	CTR 0234	2K560 REHAB 6825	SFO	Repair SFOBB Seismic Dampers Director's Order***	Support	\$185,712		\$185,712
					Capital	\$279,263		\$279,263
					Total	\$464,976	\$0	\$464,976
81	CTR 0243	0W140 REHAB 6825	SFO	Replace Fender System and Skirt Modifications	Support	\$7,000,000		\$7,000,000
					Capital	\$0		\$0
					Total	\$7,000,000	\$0	\$7,000,000
82	CTR 0244	TBD REHAB 6814	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$0		\$0
					Capital	\$0		\$0
					Total	\$0	\$0	\$0
83	CTR 0245	0P560 REHAB 6828	Var.	Install BASE radio links Director's Order ***	Support	\$300,583		\$300,583
					Capital	\$483,201		\$483,201
					Total	\$783,784	\$0	\$783,784
84	CTR 0246	0Q470 REHAB 6825	SFO	East Span Skyway Polyester Concrete Overlay Repairs Director's Order ***	Support	\$22,760		\$22,760
					Capital	\$183,163		\$183,163
					Total	\$205,922	\$0	\$205,922
85	CTR 0247	1Q490 REHAB 6825	SFO	East Span Replace Expansion Joint Panels Director's Order ***	Support	\$97,631	\$0	\$97,631
					Capital	\$302,369	-\$132,973	\$169,396
					Total	\$400,000	-\$132,973	\$267,027
86	CTR 0248	1Q500 REHAB 6812	BM	Repair Water Line Director's Order ***	Support	\$118,911		\$118,911
					Capital	\$230,583		\$230,583
					Total	\$349,494	\$0	\$349,494
87	CTR 0249	1Q360 REHAB 6825	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals (West Approach & Anchorage) Director's Order ***	Support	\$195,905		\$195,905
					Capital	\$163,601		\$163,601
					Total	\$359,506	\$0	\$359,506
88	CTR 0250	1Q950 REHAB 6825	SFO	SFOBB YBI tunnel Repair Fire Suppression System Director's Order ***	Support	\$646,850		\$646,850
					Capital	\$314,000	-\$132,843	\$181,157
					Total	\$960,850	-\$132,843	\$828,007
89	CTR 0251	2Q910 REHAB 8033	Var	High Mast Arm Light (HMAL) repair and conversion to LED***	Support	\$100,000	-\$96,730	\$3,270
					Capital	\$1,925,000	-\$1,185,665	\$739,335
					Total	\$2,025,000	-\$1,282,395	\$742,605
90	CTR 0252	0P680 REHAB 8033	CAR	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$0		\$0
					Capital	\$908,118		\$908,118
					Total	\$908,118	\$0	\$908,118
91	CTR 0253	2Q930 REHAB 8033	SMH	Toll Admin bldg.: Remove underground diesel storage tank (UST) ***	Support	\$12,500	-\$12,500	\$0
					Capital	\$250,000	-\$156,442	\$93,558
					Total	\$262,500	-\$168,942	\$93,558
92	CTR 0254	2Q920 REHAB 8033	Var	Toll Paint Facility and Plaza – Replace Metals Doors And Other Upgrades ***	Support	\$0	\$0	\$0
					Capital	\$450,000	-\$296,310	\$153,690
					Total	\$450,000	-\$296,310	\$153,690



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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program  
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA	Bridge	Description				
		Program	CCA	Status		Thru 2023	2024	Thru 2024
93	CTR 0258	TBD	ANT	Replace Fender System	Support	\$70,000		\$70,000
		REHAB			Capital	\$0		\$0
		6811			Total	\$70,000	\$0	\$70,000
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$1,320,000		\$1,320,000
		REHAB			Capital	\$9,037,000		\$9,037,000
		6826			Total	\$10,357,000	\$0	\$10,357,000
95	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies ***	Support	\$500,000	-\$126,245	\$373,755
		REHAB			Capital	\$1,950,000	-\$1,206,458	\$743,542
		6812			Total	\$2,450,000	-\$1,332,703	\$1,117,297
96	CTR 0263	3G454	SMH	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	\$6,964,000		\$6,964,000
		REHAB			Capital	\$28,372,000		\$28,372,000
		6826			Total	\$35,336,000	\$0	\$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	-\$138,544	\$81,456
		REHAB			Capital	\$550,000	-\$14,227	\$535,773
		6825			Total	\$770,000	-\$152,771	\$617,229
99	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot	Support	\$0		\$0
		REHAB		(MC3-Training Center) ***	Capital	\$10,000,000		\$10,000,000
		6825			Total	\$10,000,000	\$0	\$10,000,000
100	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints	Support	\$2,600,000		\$2,600,000
		REHAB		upper deck - 31 joints***	Capital	\$8,370,000		\$8,370,000
		6814			Total	\$10,970,000	\$0	\$10,970,000
101	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	\$460,000		\$460,000
		REHAB		Repair vehicle collision damage Director's Order	Capital	\$1,400,000		\$1,400,000
		6814			Total	\$1,860,000	\$0	\$1,860,000
102	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and South,	Support	\$0		\$0
		REHAB		spans 1-6	Capital	\$0		\$0
		6825			Total	\$0	\$0	\$0
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers	Support	\$0		\$0
		REHAB		and utility panels (Old Bridge)	Capital	\$0		\$0
		6812			Total	\$0	\$0	\$0
104	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA	Support	\$0		\$0
		REHAB		for remote control and monitoring	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	Support	\$0		\$0
		REHAB		North Bridges	Capital	\$0		\$0
		6828			Total	\$0	\$0	\$0
109	CTR 0288	1AA40	SFO	Air Compressors at YBI Substation	Support	\$278,000	-\$152,562	\$125,438
		REHAB		Director's Order ***	Capital	\$1,162,000	-\$32,187	\$1,129,813
		6825			Total	\$1,440,000	-\$184,749	\$1,255,251
110	CTR 0289	TBD	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6826			Total	\$0	\$0	\$0
111	CTR 0290	1AA60	SFO	Repair armored joint Assemblies on SFOBB	Support	\$270,000	-\$72,878	\$197,122
		REHAB		Director's Order ***	Capital	\$760,000	-\$25,813	\$734,187
		6825			Total	\$1,030,000	-\$98,691	\$931,309
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	-\$3,380	\$31,625
		8629			Total	\$88,386	-\$3,380	\$85,006
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	\$2,853	\$52,853
		REHAB		at SFOBB in Oakland	Capital	\$230,000	-\$185,662	\$44,338
		6825		Director's Order ***	Total	\$280,000	-\$182,809	\$97,191
115	CTR 0294	2AC50	CAR	Repair burned electrical facilities	Support	\$300,000	-\$56,466	\$243,534
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	\$1,000,000	-\$492,143	\$507,857
		6813		Director's Order ***	Total	\$1,300,000	-\$548,609	\$751,391



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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT	Toll Bridge Rehabilitation Program Summary		Thru 2023	2024	Thru 2024
		Support	\$429,855,451	\$60,357,759	\$490,213,211
		Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
		Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA	Bridge	Description		Thru 2023	2024	Thru 2024
		Program	CCA	Status				
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		\$6,920,000
118	CTR 0297	1W080	DUM	Pier 31 Dumbarton Seismic Joint	Support	\$152,000	\$23,905	\$175,905
		REHAB		Director's Order ***	Capital	\$333,000	-\$132,711	\$200,289
		6827			Total	\$485,000	-\$108,807	\$376,193
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	-\$100,396	\$51,604
		REHAB		Director's Order ***	Capital	\$333,000	-\$115,012	\$217,988
		6825			Total	\$485,000	-\$215,408	\$269,592
121	CTR 0300	1W340	RSR	Repair Car Fire Damage on RSR	Support	\$110,000	-\$29,933	\$80,067
		REHAB		Director's Order ***	Capital	\$160,000	-\$73,034	\$86,966
		6814			Total	\$270,000	-\$102,967	\$167,033
122	CTR 0301	1W330	SFO	Repair Overlay and Joint	Support	\$280,000	-\$174,937	\$105,063
		REHAB		Director's Order ***	Capital	\$780,000	-\$396,189	\$383,811
		6825			Total	\$1,060,000	-\$571,126	\$488,874
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	-\$61,358	\$90,642
		REHAB		District Director's Order ***	Capital	\$333,000	-\$152,440	\$180,560
		6825			Total	\$485,000	-\$213,798	\$271,202
125	CTR 0304	1W060	SFO	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	\$6,024,150		\$6,024,150
		REHAB		Director's Order	Capital	\$15,430,000		\$15,430,000
		6825			Total	\$21,454,150	\$0	\$21,454,150
126	CTR 0305	1W720	SFO	SFOBB Replace Finger Joint Support Expansion Shoe Plates	Support	\$152,000	\$38,416	\$190,416
		REHAB		District Director's Order ***	Capital	\$333,000	-\$191,287	\$141,713
		6825			Total	\$485,000	-\$152,871	\$332,129
127	CTR 0306	1W970	SMH	SMH Replace Fire Damaged Polyester Concrete Overlay	Support	\$152,000	-\$99,867	\$52,133
		REHAB		District Director's Order ***	Capital	\$200,000	-\$133,595	\$66,405
		6826			Total	\$352,000	-\$233,461	\$118,539
128	CTR 0307	2W120	RSR	Richmond-San Rafael Bridge Gusset Plate Strengthening	Support	\$2,800,000		\$2,800,000
		REHAB			Capital	\$10,300,000		\$10,300,000
		6814			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			Capital	\$333,000		\$333,000
		6825			Total	\$485,000	\$0	\$485,000
130	CTR 0309	1Y690	SMH	Trestle Repairs Ph 2	Support	\$400,000		\$400,000
		REHAB			Capital	\$0		\$0
		6826			Total	\$400,000	\$0	\$400,000
131	CTR 0310	TBD	SFO	Main Cable Wrap West Span (Ph 2)	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6825			Total	\$0	\$0	\$0
132	CTR 0311	TBD	RSR	Replace Existing Damper	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6814			Total	\$0	\$0	\$0
133	CTR 0312	TBD	RSR	Structural Steel Paint, Superstructure and Upper Towers- Rehab	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6814			Total	\$0	\$0	\$0
134	CTR 0313	0W030	RSR	I-580 Richmond-San Rafael Bridge Forward CT Oversight	Support	\$228,080	\$268,000	\$496,080
		REHAB		Open Road Tolling and HOV Lane	Capital	\$0		\$0
		6814			Total	\$228,080	\$268,000	\$496,080
135	CTR 0314	3W830	SFO	Repair fire damaged polyester concrete overlay and	Support	\$120,000		\$120,000
		REHAB		joint seal at the westbound upper deck, Director's Order	Capital	\$200,000		\$200,000
		6825			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		Piers W3, W4, W5, and W6	Capital	\$7,300,000		\$7,300,000
		6825			Total	\$9,125,000	\$0	\$9,125,000
137	CTR 0316	0Y530	RSR	Director's Order: Fire damage repair on Richmond-San Rafael bridge	Support	\$400,000		\$400,000
		REHAB			Capital	\$850,000		\$850,000
		6814			Total	\$1,250,000	\$0	\$1,250,000
138	CTR 0317	92602	ALL	Caltrans Asset Management	Support	\$2,295,000	\$1,574,000	\$3,869,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$2,295,000	\$1,574,000	\$3,869,000





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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program  
Summary

		Thru 2023	2024
			Thru 2024
Support		\$429,855,451	\$60,357,759
Capital		\$1,438,203,678	\$124,838,629
Total		\$1,868,059,129	\$185,196,388

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
139	CTR 0318	4W950 REHAB 6825	SFO	Director’s Order: YBI Electrical Repairs for SFOBB systems	Support	\$520,000		\$520,000
					Capital	\$1,740,000		\$1,740,000
					Total	\$2,260,000	\$0	\$2,260,000
140	CTR 0319	3G452 REHAB 6812	BM	Replace Joint Seals (1962) and Expansion Joints Repair, Reconstruct Seismic Joints (New Bridge),	Support	\$450,000		\$450,000
					Capital	\$0		\$0
					Total	\$450,000	\$0	\$450,000
141	CTR 0320	TBD REHAB 6814	RSR	Structural Steel Painting (Tower) 3rd Phase	Support	\$1,000,000		\$1,000,000
					Capital	\$0		\$0
					Total	\$1,000,000	\$0	\$1,000,000
142	CTR 0321	TBD REHAB 6813	CAR	Seismic Transmission Unit (STU) Replacement	Support	\$300,000		\$300,000
					Capital	\$0		\$0
					Total	\$300,000	\$0	\$300,000
143	CTR 0322	TBD REHAB 8033	BM	Modify Existing Garage Fence and Repair Fire Proofing Material	Support	\$500,000		\$500,000
					Capital	\$0		\$0
					Total	\$500,000	\$0	\$500,000
144	CTR 0323	17Y20 REHAB 6825	SFOBB	Armor Joint Reconstruction	Support	\$2,000,000		\$2,000,000
					Capital	\$0		\$0
					Total	\$2,000,000	\$0	\$2,000,000
145	CTR 0324	3W490 REHAB 6825	SFOBB	Structural Steel Paint (Towers)	Support	\$0		\$0
					Capital	\$0		\$0
					Total	\$0	\$0	\$0
146	CTR 0325	1Y700 REHAB 6813	CAR	Al Zampa (CARQ) Bridge Deck Rehabilitation	Support	\$700,000		\$700,000
					Capital			\$0
					Total	\$700,000	\$0	\$700,000
147	CTR 0326	2W520 REHAB 6828	Var.	BATA ORT support for Northern bridges (ANT, BM, CARQ) Oversight	Support	\$175,000		\$175,000
					Capital	\$0		\$0
					Total	\$175,000	\$0	\$175,000
148	CTR 0327	1Y890 REHAB 6828	Var.	BATA ORT support for Southern bridges (SMH, DM) Oversight	Support	\$800,000		\$800,000
					Capital	\$0		\$0
					Total	\$800,000	\$0	\$800,000
149	CTR 0328	0Y450 REHAB 6825	SFOBB	BATA ORT support for SFOBB Oversight	Support			\$0
					Capital			\$0
					Total	\$0	\$0	\$0
150	CTR 0329	2Y130 REHAB 6813	CAR	Director's Order: CARQ Repair fire damaged conduit, paint, and deck overlay	Support	\$310,000		\$310,000
					Capital	\$650,000		\$650,000
					Total	\$960,000	\$0	\$960,000
151	CTR 0330	TBD REHAB 6828	Var.	USGS Monitoring Station	Support		\$150,000	\$150,000
					Capital		\$150,000	\$150,000
					Total		\$300,000	\$300,000
152	CTR 0060	91207 REHAB 6828	Var.	Caltrans Capital Coordination	Support	\$11,668,000	\$1,000,000	\$12,668,000
					Capital	\$0		\$0
					Total	\$11,668,000	\$1,000,000	\$12,668,000
153	CTR 0061	93030 REHAB 6828	ALL	Toll Bridge Inspections	Support	\$44,620,000	\$7,110,000	\$51,730,000
					Capital	\$0		\$0
					Total	\$44,620,000	\$7,110,000	\$51,730,000
154	CTR 0062	93870 REHAB 6828	ALL	Base Security	Support	\$21,940,000	\$4,860,000	\$26,800,000
					Capital	\$0		\$0
					Total	\$21,940,000	\$4,860,000	\$26,800,000
155	CTR 0235	92685 REHAB 6828	Var.	Structural Steel Paint by State Forces	Support	\$59,480,000	\$17,840,000	\$77,320,000
					Capital	\$0		\$0
					Total	\$59,480,000	\$17,840,000	\$77,320,000
156	CTR 0069	97708 REHAB 6828	Var.	Caltrans ETC Traffic Operations Support	Support	\$8,550,000	\$400,000	\$8,950,000
					Capital	\$0		\$0
					Total	\$8,550,000	\$400,000	\$8,950,000
157	CTR 0269	TBD REHAB 6828	Var.	Bridge Facilities Capital Rehab by State forces	Support	\$270,000		\$270,000
					Capital	\$890,000		\$890,000
					Total	\$1,160,000	\$0	\$1,160,000
158	CTR 0270	TBD REHAB 6828	Var.	TBD Paint	Support	\$0		\$0
					Capital	\$1,846,000	\$41,000,000	\$42,846,000
					Total	\$1,846,000	\$41,000,000	\$42,846,000
159	CTR 0331	TBD REHAB 6828	Var.	PID	Support		\$100,000	\$100,000
					Capital			\$0
					Total		\$100,000	\$100,000
160	CTR Res	CTR Res REHAB 6829	Var.	Caltrans Program Contingency	Support	\$11,568,000	\$24,600,000	\$36,168,000
					Capital	\$75,000		\$75,000
					Total	\$11,643,000	\$24,600,000	\$36,243,000
161	880/92	2G361 RM1 8615	880/92	Landscaping**	Support	\$1,160,000		\$1,160,000
				***	Capital	\$1,448,000		\$1,448,000
					Total	\$2,608,000		\$2,608,000





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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program  
Summary

		Thru 2023	2024
			Thru 2024
Support		\$429,855,451	\$60,357,759
Capital		\$1,438,203,678	\$124,838,629
Total		\$1,868,059,129	\$185,196,388

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
162	880/92	2G362	880/92	Landscaping**	Support	\$836,000		\$836,000
		RM1		***	Capital	\$0		\$0
		8615			Total	\$836,000	\$0	\$836,000
163	BM	0060A	BM	Modification to 1962 Bridge**	Support	\$6,211		\$6,211
		RM1		***	Capital	\$0		\$0
		8210			Total	\$6,211	\$0	\$6,211
164	BM	0060C	BM	Replacement Planting**	Support	\$106,252		\$106,252
		RM1		***	Capital	\$418,154		\$418,154
		8210			Total	\$524,406	\$0	\$524,406
165	CAR	0130J	CAR	Site Mitigation 3**	Support	\$150,000		\$150,000
		RM1		***	Capital	\$0		\$0
		8315			Total	\$150,000	\$0	\$150,000
166	CAR	0130K	CAR	Misc Landscaping**	Support	\$4,177		\$4,177
		RM1		***	Capital	\$0		\$0
		8315			Total	\$4,177	\$0	\$4,177
167	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
168	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0		\$0
		RM1		***	Capital	\$0		\$0
		8637			Total	\$0	\$0	\$0
169	BR 0001	8531	BATA	Benicia ORT***	Support	\$0		\$0
		REHAB			Capital	\$4,153,000		\$4,153,000
					Total	\$4,153,000	\$0	\$4,153,000
170	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	\$2,914,000		\$2,914,000
		REHAB			Capital	\$0		\$0
					Total	\$2,914,000	\$0	\$2,914,000
171	BR 0003	8594	BATA	SFOBB West Span Pathway Planning (Bay Skyway Phase 2)	Support	\$7,750,000		\$7,750,000
		REHAB			Capital	\$10,550,000		\$10,550,000
					Total	\$18,300,000	\$0	\$18,300,000
172	BR 0004	8909	BATA	Gateway Park	Support	\$1,273,000		\$1,273,000
		REHAB			Capital	\$17,101,863		\$17,101,863
					Total	\$18,374,863	\$0	\$18,374,863
173	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000		\$5,000,000
		REHAB			Capital	\$20,319,200		\$20,319,200
					Total	\$25,319,200	\$0	\$25,319,200
174	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	\$0		\$0
		REHAB			Capital	\$531,000		\$531,000
					Total	\$531,000	\$0	\$531,000
175	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0		\$0
		REHAB			Capital	\$1,775,000		\$1,775,000
					Total	\$1,775,000	\$0	\$1,775,000
176	BR 0009	8922	BATA	Metering Lights Upgrade	Support	\$1,000,000		\$1,000,000
		REHAB			Capital	\$17,000,000		\$17,000,000
					Total	\$18,000,000	\$0	\$18,000,000
177	BR 0010	8920	BATA	SFO Plaza and Canopy Improvements***	Support	\$3,991,000		\$3,991,000
		REHAB			Capital	\$5,272,000		\$5,272,000
					Total	\$9,263,000	\$0	\$9,263,000
178	BR 0011	8923	BATA	Bridge Documentation	Support	\$0		\$0
		REHAB			Capital	\$500,000		\$500,000
					Total	\$500,000	\$0	\$500,000
179	BR 0013	8602	BATA	Hybrid/ETC Lane Modifications***	Support	\$0		\$0
		REHAB			Capital	\$874,000		\$874,000
					Total	\$874,000	\$0	\$874,000
180	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000		\$425,000
		REHAB			Capital	\$32,908,000	\$3,000,000	\$35,908,000
					Total	\$33,333,000	\$3,000,000	\$36,333,000
181	BR 0016	8631	BATA	Callboxes***	Support	\$0		\$0
		REHAB			Capital	\$2,344,000		\$2,344,000
					Total	\$2,344,000	\$0	\$2,344,000
182	BR 0017	8900	BATA	2003 CSC Procurement	Support	\$1,679,000		\$1,679,000
		REHAB			Capital	\$10,679,000		\$10,679,000
					Total	\$12,358,000	\$0	\$12,358,000
183	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	\$0		\$0
		REHAB			Capital	\$117,899,532		\$117,899,532
					Total	\$117,899,532	\$0	\$117,899,532
184	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0		\$0
		REHAB			Capital	\$25,250,000	\$600,000	\$25,850,000
					Total	\$25,250,000	\$600,000	\$25,850,000



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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT	Toll Bridge Rehabilitation Program Summary		Thru 2023	2024	Thru 2024
		Support	\$429,855,451	\$60,357,759	\$490,213,211
		Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
		Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
185	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement	Support	\$0		\$0
		REHAB		(ATCAS)	Capital	\$38,395,000		\$38,395,000
					Total	\$38,395,000	\$0	\$38,395,000
186	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
					Total	\$29,510,130	\$0	\$29,510,130
187	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000		\$400,000
		REHAB			Capital	\$31,953,741		\$31,953,741
					Total	\$32,353,741	\$0	\$32,353,741
188	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	\$0		\$0
		REHAB		(HW, SW, NETWORK)	Capital	\$5,835,000		\$5,835,000
					Total	\$5,835,000	\$0	\$5,835,000
189	BR 0025	8912	BATA	Tag Inventory Conversion	Support	\$200,000		\$200,000
		REHAB		(Upgrade Technology)***	Capital	\$1,736,500		\$1,736,500
					Total	\$1,936,500	\$0	\$1,936,500
190	BR 0026	8914	BATA	Violation Enforcement System***	Support	\$0		\$0
		REHAB			Capital	\$7,842,000		\$7,842,000
					Total	\$7,842,000	\$0	\$7,842,000
191	BR 0027	8916	BATA	Bay Crossing Study***	Support	\$540,000		\$540,000
		REHAB			Capital	\$0		\$0
					Total	\$540,000	\$0	\$540,000
192	BR 0028	8917	BATA	BATA Technology Security	Support	\$0		\$0
		REHAB			Capital	\$4,583,333		\$4,583,333
					Total	\$4,583,333	\$0	\$4,583,333
193	BR 0029	8926	BATA	Bridge Modeling and Investigations	Support	\$2,000,000		\$2,000,000
		REHAB			Capital	\$3,151,198		\$3,151,198
					Total	\$5,151,198	\$0	\$5,151,198
194	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0		\$0
		REHAB			Capital	\$49,594,709	\$400,000	\$49,994,709
					Total	\$49,594,709	\$400,000	\$49,994,709
195	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0		\$0
		REHAB			Capital	\$9,200,000	\$400,000	\$9,600,000
					Total	\$9,200,000	\$400,000	\$9,600,000
196	BR 0034	8924	BATA	Antioch Bridge	Support	\$0		\$0
		REHAB		CCTA 160/4 Interchange	Capital	\$50,000,000		\$50,000,000
					Total	\$50,000,000	\$0	\$50,000,000
197	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000		\$1,494,000
		REHAB		I-580 Access Improvements	Capital	\$86,109,000	\$500,000	\$86,609,000
					Total	\$87,603,000	\$500,000	\$88,103,000
198	BR 0038	8937	BATA	2020 CSC Procurement	Support	\$0		\$0
		REHAB			Capital	\$34,000,000	\$10,000,000	\$44,000,000
					Total	\$34,000,000	\$10,000,000	\$44,000,000
199	BR 0039	8933	BATA	Plan Bay Area TMS	Support	\$0		\$0
		REHAB			Capital	\$9,000,000		\$9,000,000
					Total	\$9,000,000	\$0	\$9,000,000
200	BR 0040	8012	BATA	Open Road Tolling (ORT)	Support	\$0		\$0
		REHAB			Capital	\$30,926,000	\$20,662,000	\$51,588,000
					Total	\$30,926,000	\$20,662,000	\$51,588,000
201	BR 0043	8936	BATA	Backhaul Connection Infrastructure	Support	\$0		\$0
		REHAB			Capital	\$1,000,000		\$1,000,000
					Total	\$1,000,000	\$0	\$1,000,000
202	BR 0044	8540	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0		\$0
		REHAB			Capital	\$2,000,000		\$2,000,000
					Total	\$2,000,000	\$0	\$2,000,000
203	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	\$0		\$0
		REHAB			Capital	\$500,000		\$500,000
					Total	\$500,000	\$0	\$500,000
204	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0		\$0
		REHAB			Capital	\$2,520,000	\$891,000	\$3,411,000
					Total	\$2,520,000	\$891,000	\$3,411,000
205	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	\$0		\$0
		REHAB			Capital	\$7,536,854	\$8,064,000	\$15,600,854
					Total	\$7,536,854	\$8,064,000	\$15,600,854
206	BR 0048	8939	BATA	Asset Management	Support	\$0		\$0
		REHAB			Capital	\$6,452,976	\$2,480,000	\$8,932,976
					Total	\$6,452,976	\$2,480,000	\$8,932,976
207	BR 0049	8941	BATA	CHP - COZEEP/MAZEEP	Support	\$200,000		\$200,000
		REHAB			Capital	\$1,006,000		\$1,006,000
					Total	\$1,206,000	\$0	\$1,206,000



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

Date: May 24, 2023  
W.I.: 1255

NEW PROJECT	Toll Bridge Rehabilitation Program Summary		Thru 2023	2024	Thru 2024
		Support	\$429,855,451	\$60,357,759	\$490,213,211
		Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
		Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
208	BR 0050	8940	BATA	HOV Lane Enforcement	Support	\$2,600,000		\$2,600,000
		REHAB		Vehicle Occupancy	Capital	\$4,000,000		\$4,000,000
					Total	\$6,600,000	\$0	\$6,600,000
209	BR 0051	8942	BATA	Bridge Yard Capital Improvements	Support	\$0		\$0
		REHAB			Capital	\$500,000		\$500,000
					Total	\$500,000	\$0	\$500,000
210	BR 0052	8943	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0		\$0
		REHAB			Capital	\$1,400,000	\$450,000	\$1,850,000
					Total	\$1,400,000	\$450,000	\$1,850,000
211	BR 0053	8944	BATA	Dumbarton Bridge Operational Improvement	Support	\$0		\$0
		REHAB			Capital	\$17,000,000		\$17,000,000
					Total	\$17,000,000	\$0	\$17,000,000
212	BR 0054	8945	BATA	Next Gen Clipper (C2) System	Support	\$0		\$0
		REHAB			Capital	\$9,600,000		\$9,600,000
					Total	\$9,600,000	\$0	\$9,600,000
213	BR 0055	8946	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0		\$0
		REHAB			Capital	\$14,300,000		\$14,300,000
					Total	\$14,300,000	\$0	\$14,300,000
214	BR 0056	8947	BATA	New BATA Bridge Evaluation and Due Diligence	Support	\$0		\$0
		REHAB		SR-37	Capital	\$8,000,000	\$1,000,000	\$9,000,000
					Total	\$8,000,000	\$1,000,000	\$9,000,000
215	BR 0057	8948	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	\$3,930,000		\$3,930,000
		REHAB		Open Road Tolling and HOV Lane	Capital	\$3,841,920	\$16,000,000	\$19,841,920
					Total	\$7,771,920	\$16,000,000	\$23,771,920
216	BR 0058	8949	BATA	Regional Transportation Commute Challenge	Support	\$0		\$0
		REHAB		Carryover from FY19-20	Capital	\$2,000,500		\$2,000,500
					Total	\$2,000,500	\$0	\$2,000,500
217	BR 0059	8950	BATA	Link: Bike/Ped Access to East Span of SFOBB Design	Support	\$3,000,000	\$1,913,000	\$4,913,000
		REHAB			Capital	\$3,000,000		\$3,000,000
					Total	\$6,000,000	\$1,913,000	\$7,913,000
218	BR 0060	8951	BATA	SFOBB ORT Civil Design	Support	\$3,177,000		\$3,177,000
		REHAB			Capital	\$3,477,000		\$3,477,000
					Total	\$6,654,000	\$0	\$6,654,000
219	BR 0061	8954	BATA	Bay Bridge Forwards	Support	\$0		\$0
		REHAB			Capital	\$5,000,000		\$5,000,000
					Total	\$5,000,000	\$0	\$5,000,000
220	BR 0062	8952	BATA	Bay Skyway - CCO to YBI	Support	\$0		\$0
		REHAB			Capital	\$2,700,000		\$2,700,000
					Total	\$2,700,000	\$0	\$2,700,000
221	BR 0063	8953	BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support	\$1,150,000	\$100,000	\$1,250,000
		REHAB			Capital	\$4,302,000	\$800,000	\$5,102,000
					Total	\$5,452,000	\$900,000	\$6,352,000
222	BR 0064	TBD	BATA	Misc Toll Plaza Improvements	Support	\$0		\$0
		REHAB			Capital	\$0	\$1,000,000	\$1,000,000
					Total	\$0	\$1,000,000	\$1,000,000
223	BR 0065	TBD	BATA	Seismic and Code Changes	Support			\$0
		REHAB			Capital		\$1,000,000	\$1,000,000
					Total		\$1,000,000	\$1,000,000
224	BR Res	8928	BATA	BATA Program Contingency	Support	\$0		\$0
		REHAB		RM1 and Seismic Closeout	Capital	\$25,868,759	\$4,000,000	\$29,868,759
					Total	\$25,868,759	\$4,000,000	\$29,868,759

\*Caltrans Capital includes capital outlay construction and right-of-way.  
\*\*Previous expenses covered in RM1 Program.  
\*\*\* Project closed to expenditure reimbursement June 30, 2023 or earlier.

		Thru 2023	2024	Thru 2024
Toll Bridge Rehabilitation Program Summary	Support	\$429,855,451	\$60,357,759	\$490,213,211
	Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
	Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518
Caltrans Rehabilitation Program Summary	Support	\$386,132,451	\$58,344,759	\$444,477,210
	Capital	\$654,204,463	\$53,591,629	\$707,796,092
	Total	\$1,040,336,914	\$111,936,388	\$1,152,273,302
BATA Rehabilitation Program Summary	Support	\$43,723,000	\$2,013,000	\$45,736,000
	Capital	\$783,999,215	\$71,247,000	\$855,246,215
	Total	\$827,722,216	\$73,260,000	\$900,982,216

Funding Agreements				
Funding	Program	Thru 2023	2024	Thru 2024
Alameda County Transportation Commission - Measure B	8950	\$0	\$3,000,000	\$3,000,000
Active Transportation Program - Cycle 5 (Transfer from MTC)	8953	\$0	\$4,302,000	\$4,302,000
<b>Total</b>		\$0	\$7,302,000	\$7,302,000





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

Date: May 24, 2023  
W.I.: 1255

Line No.	Project No.	Project Title	Budget Thru 2023	Budget 2024	Budget Thru 2024
1	6811	Antioch Bridge Rehab	\$70,000	\$0	\$70,000
2	6812	Benicia-Martinez Bridge Rehab	6,753,252	-1,332,703	5,420,549
3	6813	Carquinez Bridge Rehab	44,835,988	-548,609	44,287,379
4	6814	Richmond-San Rafael Bridge Rehab	152,538,096	165,033	152,703,130
5	6825	San Francisco-Oakland Bay Bridge Rehab	352,442,472	16,961,962	369,404,434
6	6826	San Mateo-Hayward Bridge Rehab	154,145,965	-233,461	153,912,503
7	6827	Dumbarton Bridge Rehab	5,277,203	-108,807	5,168,396
8	6828	All Bridges Rehab	184,721,824	74,184,000	258,905,824
9	6829	Caltrans Reserve	11,643,000	24,600,000	36,243,000
10	8030	Completed/Defunded/Transferred Projects	117,302,329	0	117,302,329
11	8033	Minor Toll Plaza Rehab Projects	5,080,482	-1,747,647	3,332,836
12	8210	New Benicia Bridge *	530,617	0	530,617
13	8315	Site Mitigation & Landscaping	154,177	0	154,177
14	8615	I-880/SR-92 Landscaping**	4,545,563	0	4,545,563
15	8629	Minor Bridge Rehab Projects	295,946	-3,380	292,566
		<b>TOTAL CALTRANS REHAB BUDGET</b>	<b>\$1,040,336,914</b>	<b>\$111,936,388</b>	<b>\$1,152,273,302</b>
16	8012	Open Road Tolling (ORT)	30,926,000	20,662,000	51,588,000
17	8528	Bay Lights Maintenance	2,520,000	891,000	3,411,000
18	8530	Drainage Studies for the Bridge	500,000	0	500,000
19	8531	Benicia New Toll Plaza ORT	4,153,000	0	4,153,000
20	8539	SFOBB Eyebars Repair Review	2,914,000	0	2,914,000
21	8540	Regional Transportation Sea Level Rise Asset	2,000,000	0	2,000,000
22	8594	SFOBB West Span Pathway PSR	18,300,000	0	18,300,000
23	8602	Hybrid/ETC Lane Modifications	874,000	0	874,000
24	8631	Procure New Callboxes	2,344,000	0	2,344,000
25	8900	2003 CSC Procurement	12,358,000	0	12,358,000
26	8901	ETC Transponder Procurement	117,899,532	0	117,899,532
27	8902	2012 CSC Procurement	25,250,000	600,000	25,850,000
28	8903	ATCAS Lane Host Upgrades	38,395,000	0	38,395,000
29	8904	Fastrak Sign & Sign Structure Improvements	29,510,130	0	29,510,130
30	8905	Misc. Bridge Improvements	32,353,741	0	32,353,741
31	8907	Toll Plaza Capital Improvements	33,333,000	3,000,000	36,333,000
32	8908	Enterprise Computing HW/SW	5,835,000	0	5,835,000
33	8909	Gateway Park Planning	18,374,863	0	18,374,863
34	8912	ETC Transponder Tag Swap	1,936,500	0	1,936,500
35	8913	SFOBB Administration Building	25,319,200	0	25,319,200
36	8914	Violation Enforcement System Upgrade	7,842,000	0	7,842,000
37	8916	Bay Crossing Study	540,000	0	540,000
38	8917	IT Security Procedures & Policies	4,583,333	0	4,583,333
39	8918	Maintenance Complex	531,000	0	531,000
40	8920	Plaza and Canopy Improvements	9,263,000	0	9,263,000
41	8921	SFOBB Lane 17 & 18 Lane Reconfiguration	1,775,000	0	1,775,000
42	8922	Metering Lights Replacement	18,000,000	0	18,000,000
43	8923	Bridge Records Recordation and Storage	500,000	0	500,000
44	8924	Antioch Bridge Approach	50,000,000	0	50,000,000
45	8926	Bridge Modeling & Investigations	5,151,198	0	5,151,198
46	8928	BATA Program Contingency	25,868,759	4,000,000	29,868,759
47	8930	Richmond-San Rafael Bridge Rehab	87,603,000	500,000	88,103,000
48	8933	Plan Bay Area TMS	9,000,000	0	9,000,000
49	8936	Backhaul Connection Infrastructure	1,000,000	0	1,000,000
50	8937	Future CSC Procurement	34,000,000	10,000,000	44,000,000
51	8938	Misc. East Span Project Improvements	7,536,854	8,064,000	15,600,854
52	8939	Asset Management	6,452,976	2,480,000	8,932,976
53	8940	HOV Lane Enforcement	6,600,000	0	6,600,000
54	8941	CHP - COZEEP/MAZEPP	1,206,000	0	1,206,000
55	8942	Bridge Yard Capital Improvements	500,000	0	500,000
56	8943	Bike/Ped Access to East Span of SFOBB	1,400,000	450,000	1,850,000
57	8944	Dumbarton Approach and Transit Strategies	17,000,000	0	17,000,000
58	8945	Next Gen Clipper (C2) System	9,600,000	0	9,600,000
59	8946	I-680/I-80/ISR-12 Interchange	14,300,000	0	14,300,000
60	8947	SR-37 Evaluation	8,000,000	1,000,000	9,000,000
61	8948	RSR Bridge Forward -	7,771,920	16,000,000	23,771,920
62	8949	Regional Transportation Commute Challenge	2,000,500	0	2,000,500
63	8950	Link: Bike/Ped Access to East Span of SFOBB Design	6,000,000	1,913,000	7,913,000
64	8951	SFOBB ORT Civil Design	6,654,000	0	6,654,000
65	8954	Bay Bridge Forwards	5,000,000	0	5,000,000
66	8952	Bay Skyway - CCO to YBI	2,700,000	0	2,700,000
67	8953	Richmond-San Rafael Bridge Shared Use Path Gap Closure	5,452,000	900,000	6,352,000
68	8000-05	Capital Program Audit	9,200,000	400,000	9,600,000
69	8000-16	SRA/RM1 Program Monitoring	49,594,709	400,000	49,994,709
70	TBD-1	Misc Toll Plaza Improvements	0	1,000,000	1,000,000
71	TBD-2	Seismic and Code Changes	0	1,000,000	1,000,000
		<b>TOTAL BATA REHAB BUDGET</b>	<b>\$827,722,216</b>	<b>\$73,260,000</b>	<b>\$900,982,216</b>
		<b>TOTAL REHAB BUDGET</b>	<b>\$1,868,059,129</b>	<b>\$185,196,388</b>	<b>\$2,053,255,518</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)	For Update Actual thru Feb 2023	Toll Funding
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	\$533,000	\$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	12,251,000	12,251,000
7	I-80 / I-680 / SR 12 Interchange	Solano Transportation Authority	99,669,000	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	1,406,000	3,850,000
10	SMART Extension to Larkspur or San Quentin	Sonoma Marin Area Rail Transit District (SMART)	56,500,000	56,500,000
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Transportation Authority of Marin	43,500,000	43,500,000
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	Contra Costa Transportation Authority	20,107,000	20,425,000
13	E-BART	Contra Costa Transportation Authority and BART	95,792,000	96,000,000
14	Capital Corridor Station and Track Improvements in Solano County	Capital Corridor JPA / STA	35,950,000	35,950,000
15	Central Contra Costa BART Crossover	BART	25,000,000	25,000,000
16	Benicia-Martinez Bridge: New Span	Bay Area Toll Authority	50,000,000	50,000,000
17	Express Bus North	Competitive	18,798,000	18,798,000
18	Clipper	Metropolitan Transportation Commission	34,344,000	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	21,903,000	22,500,000
21	BART Tube Seismic Retrofit	BART	33,801,000	33,801,000
22	Transbay Terminal/Downtown Caltrain Extension	Transbay Joint Powers Authority	149,995,000	150,000,000
23	Oakland Airport Connector	Port of Oakland and BART	115,199,000	115,199,000
24	AC Transit Enhanced Bus	AC Transit	77,760,000	77,760,000
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	Water Transit Authority	12,000,000	12,000,000
26	Commute Ferry Service for Berkeley/Albany	Water Transit Authority	12,000,000	12,000,000
27	Commute Ferry Service for South San Francisco	Water Transit Authority	11,998,000	12,000,000
28	Water Transit Facility Improvements	Water Transit Authority	48,000,000	48,000,000
29	Express Bus South	AC Transit and Alameda County Transportation Commission (ACTC)	38,850,000	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	182,754,000	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	3,530,000	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	492,000	4,825,000
39	Modifications in I-80 and San Pablo	Contra Costa Transportation Authority	8,000,000	8,000,000
40	Caltrain Electrification	Caltrain	19,991,000	20,000,000
TOTAL			\$1,542,829,000	\$1,588,999,000

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



Date: May 24, 2023  
W.I.: 1256

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

			Actual thru Feb 2023	Toll Funding
Project No.	Project Title	Project Sponsor(s)		
1	South Access to the Golden Gate Bridge - Doyle Drive Replacement Project	SFCTA, MTC, CT, GGBTHD	\$80,000,000	\$80,000,000
2	E BART	BART, MTC	111,003,000	111,500,000
3	Transbay Terminal/Downtown Extension Phase 1	TJPA, MTC	150,000,000	150,000,000
4	Tri-Valley Transit Access Improvements to BART	San Mateo County Transporation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	29,456,000	95,000,000
5	I-80/I-680 Interchange	STA, MTC	99,928,000	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
TOTAL			\$503,148,000	\$570,000,000



Date: May 24, 2023  
W.I.: 1255

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

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



Date: May 24, 2023

W.I.: 6953-6957

**Attachment G**  
**Fund Reserve Designations**  
**(effective June 30, 2023)**

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*	\$ 242 million
- Rehabilitation Reserve (2 years @ \$185 million)	\$ 370 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.

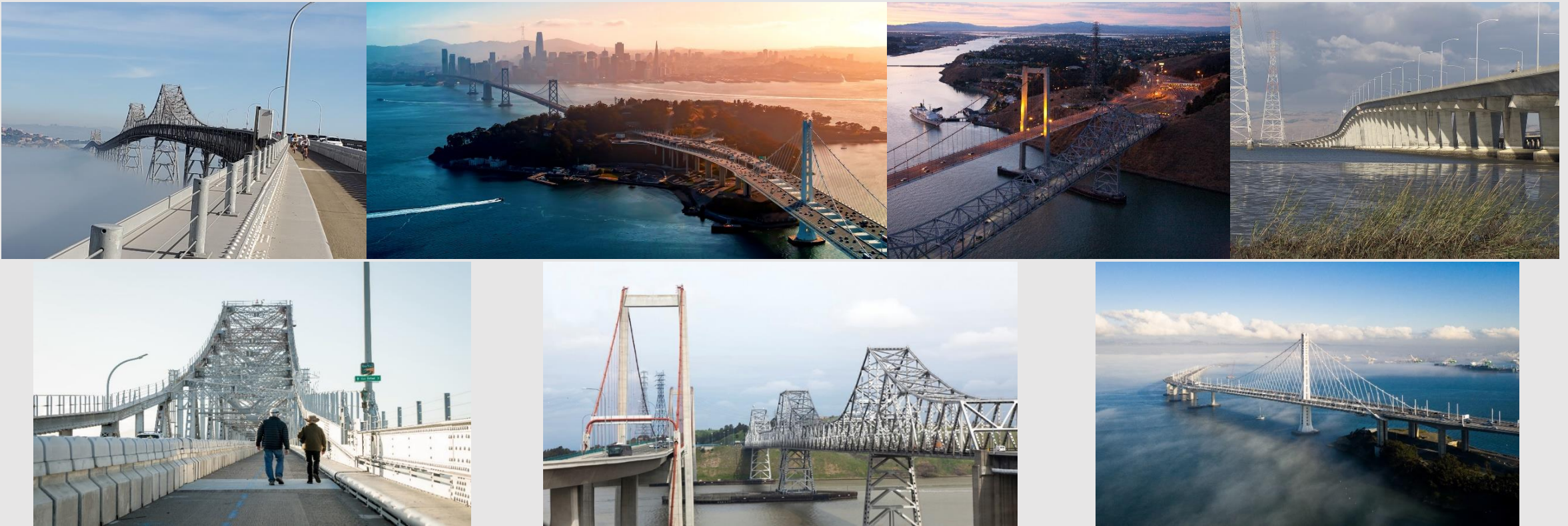
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\* Combination shall be at least 2x the adopted operating budget for toll bridge operations and maintenance



# Bay Area Toll Authority (BATA)

## Draft FY 2023-24 Operating and Capital Budget

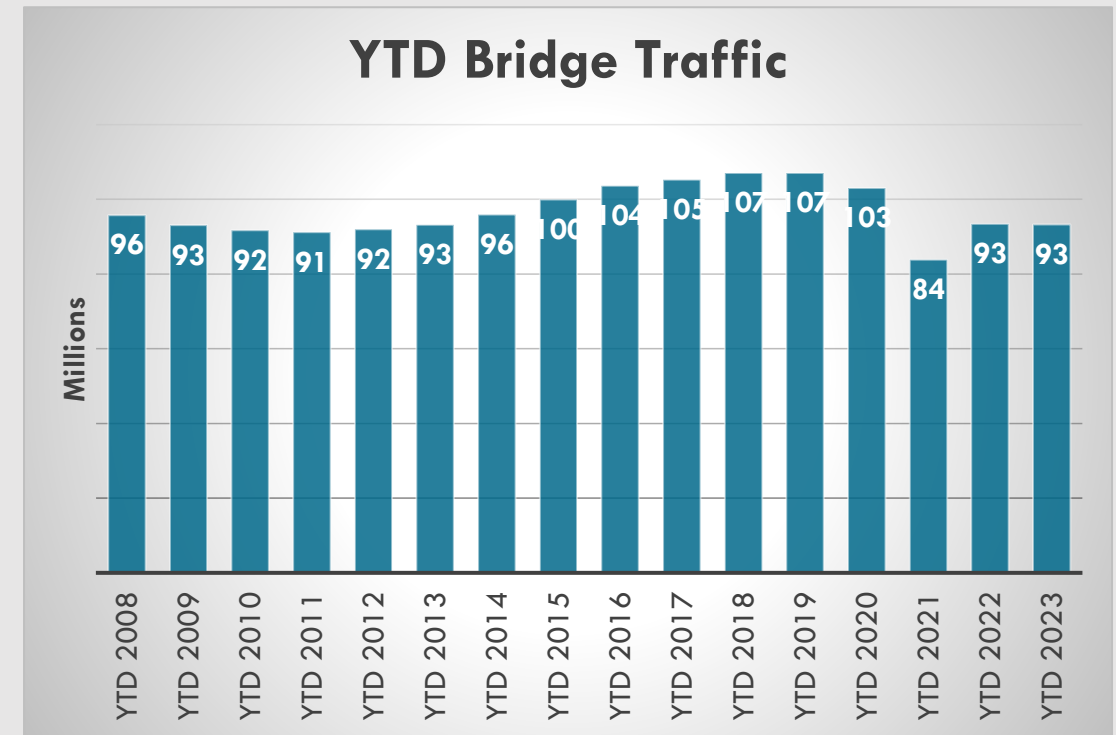


**Presenter: Derek Hansel**

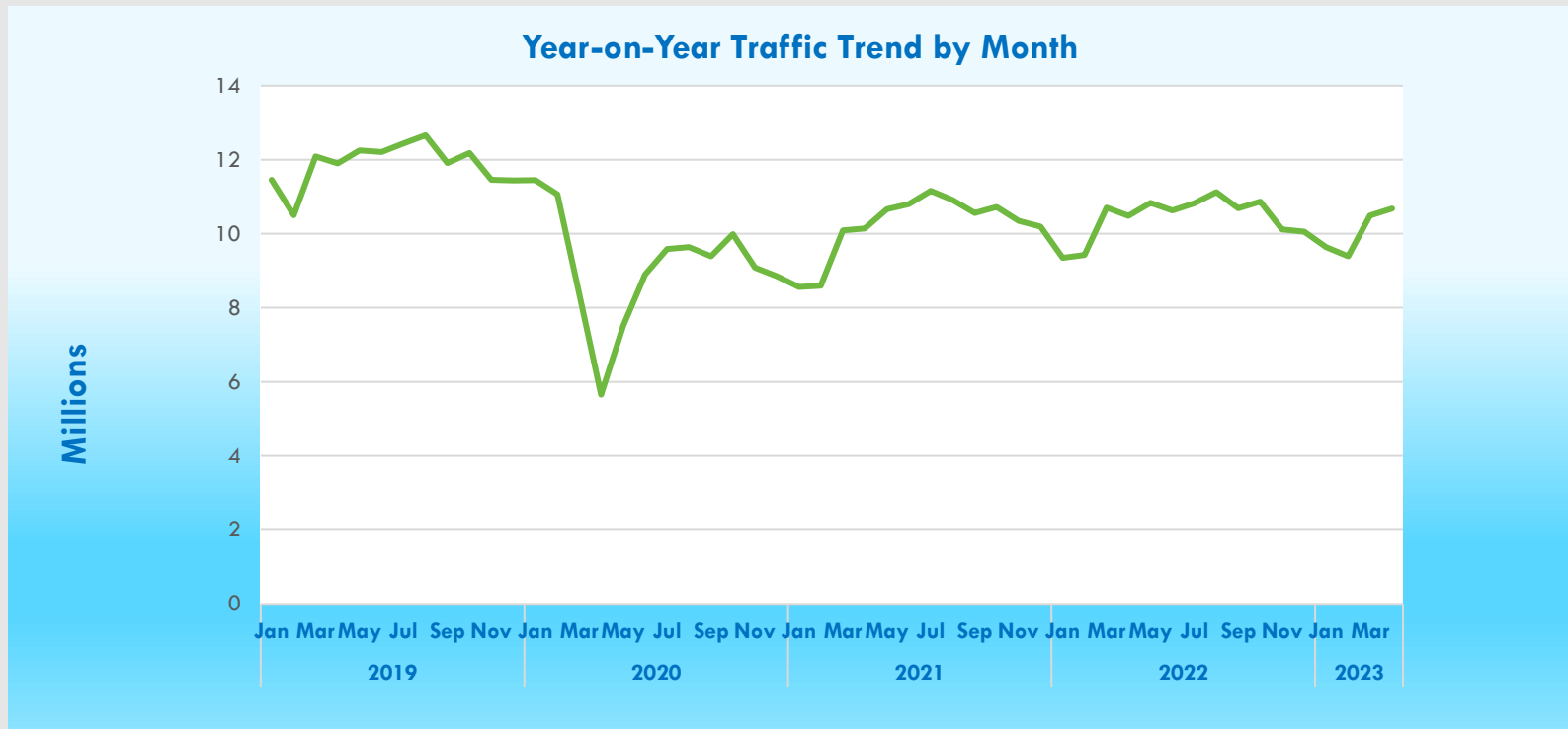
**Date: May 24, 2023**

# BATA Draft FY 2023-24 Operating Budget

- **FY 2023-24 Budget remains at 90% of FY 2018-19 paid traffic**
  - Toll traffic at 124 M
  - Fifth straight year paid traffic below pre-pandemic total
  - Toll traffic 13% increase over FY 2022-23 year-end estimate
- **FY 2023-24 Budget toll revenue of \$894 M**
  - Toll revenue up 12% over FY 2022-23 year-end estimate of \$795 M
  - Surpass FY 2018-19 pre-pandemic total because of RM3
  - Same level as FY 2022-23 Budget



\* YTD for first nine months of each FY



## Bridge Traffic affected by “return-to-office”

- FY2023-24 budget increases versus FY2022-23 year-end estimate

# FY 2024 Budget Assumptions

## General Budget assumptions

- 84.2 full time BATA staff
  - Minor increase for Rehab staff
  - 4.5% contracted salary increase
- Other increases in SFOBB maintenance, FasTrak, BART IG, legal and admin transfer from RM3

## Revenue

- Traffic remains at 90% of FY 2018-19 total
- Traffic up 13% over FY2022-23 estimate
- Toll revenue up 12% over FY 2022-23 estimate but same level as FY 2022-23 budget
- RM3 revenue recorded and deposited unrestricted fund

## Capital funding

- Funded solely by bond proceeds
- FY 2023-24 proposal \$185M

## Reserve

- Maintain \$1.0 B liquidity reserve

# BATA Draft FY 2023-24 Operating Budget

## Operating revenue

- Includes RM3 Revenue (\$234 million) and BABs subsidy (\$70 million)

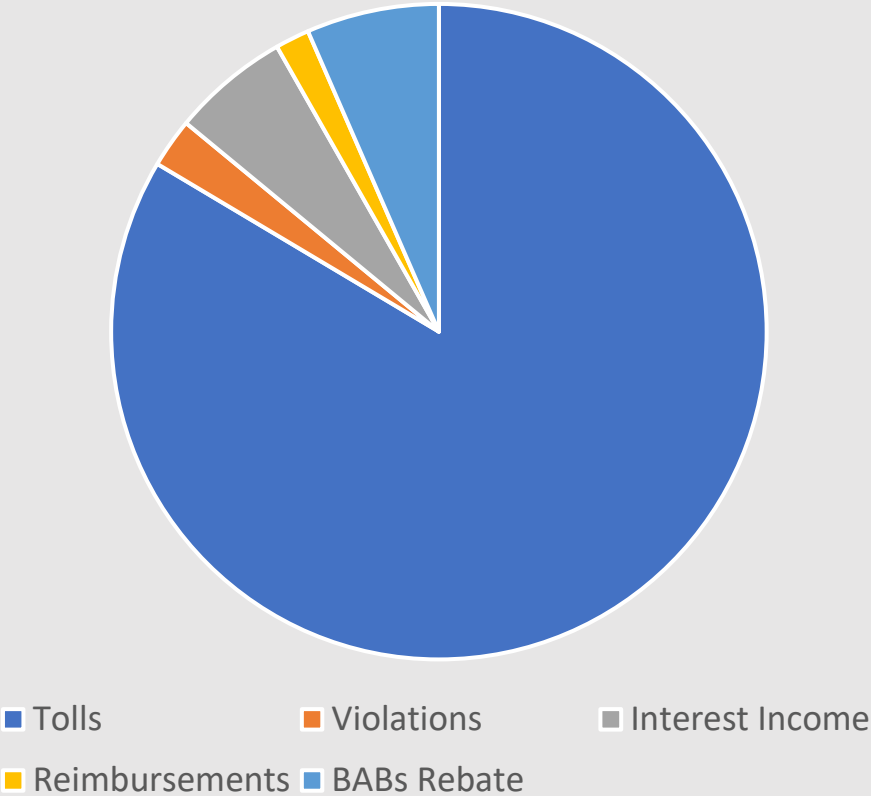
## Operating expense

- Additional Caltrans staffing and contracts
- Fastrak increases - payment plan development, equity platform, tag replacements, resumption of DMV holds
- Transfers now include admin payment to MTC RM3, increases for BART Inspector General and legal
- RM3 budget is deposited to RM3 fund. Withdrawals for capital and operating costs not subject to BATA budgeting
- Extraordinary expense for DMV registration fees

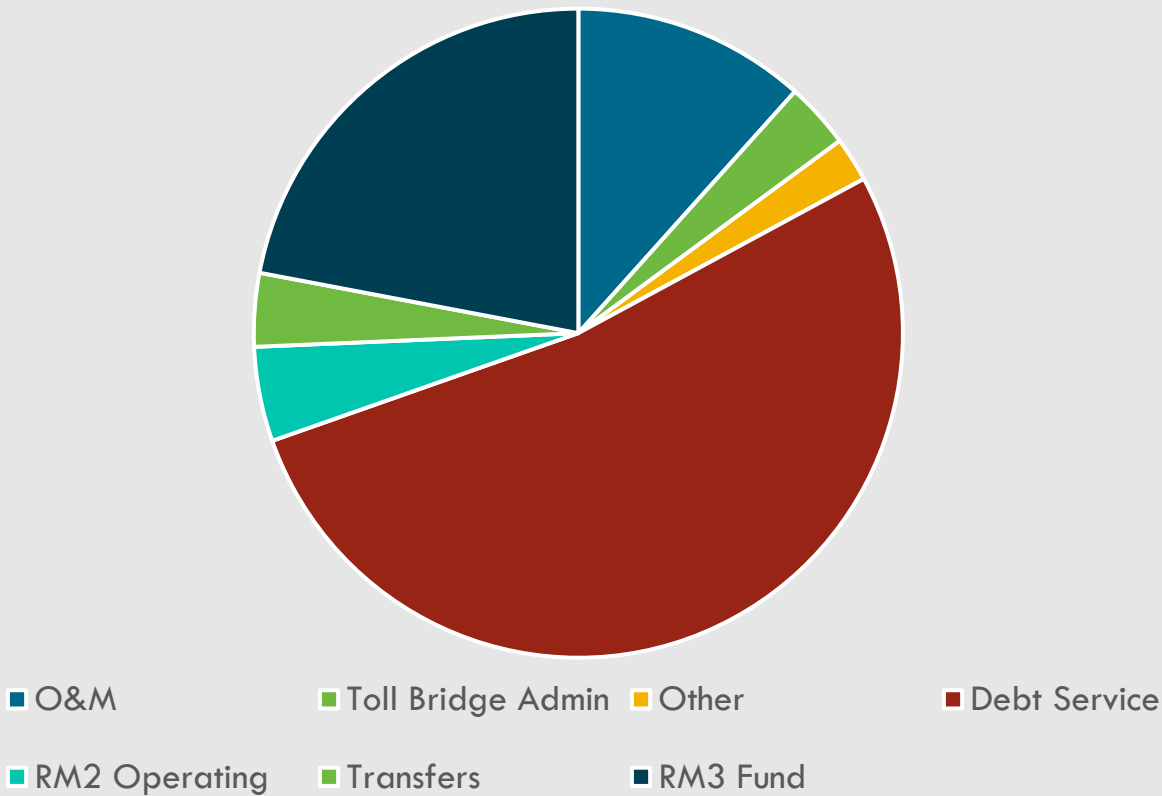
	FY 2022-23 Approved (millions)	FY 2023-24 Draft Budget (millions)	Change
Revenue			
Toll	\$894	\$894	0%
Interest	8	62	696%
Other	112	114	2%
<b>Total Revenue</b>	<b>\$1,014</b>	<b>\$1,070</b>	<b>6%</b>
Expense			
Caltrans Ops	9	12	30%
Fastrak Ops	91	110	21%
BATA Direct Costs	42	41	(1%)
Debt Service	525	546	4%
RM2 Ops	50	50	0%
Transfers	28	38	36%
RM3 Fund	234	229	(2%)
Extraordinary Costs	22	15	(33%)
<b>Total Operating Expense</b>	<b>1,000</b>	<b>1,040</b>	<b>4%</b>
<b>Operating Surplus/(Deficit)</b>	<b>\$14</b>	<b>\$30</b>	

# BATA Draft FY 2023-24 Operating Budget (cont.)

Fiscal 2023-24 Revenue - \$1.07 Billion



Fiscal 2023-24 Expenses \$1.04 Billion





# BATA Draft FY 2023-24 Rehab Budget

- **Annual capital budget requests**

- FY 2021 budget       \$   51 million
- FY 2022 budget       \$  137 million
- FY 2023 budget       \$  157 million
- FY 2024 budget       \$  185 million
- 10-Year CIP           \$1,865 million  
(FY 2024-33)

- **Notable changes between draft FY 2023-24 budget and CIP**

- **Recurring Annual Work**

- FHWA required testing of select “T-1” steel
  - Increased cost for BASE, Investigations, FasTrak® Customer Service Center
  - Accelerated funding for Yerba Buena Island parking lot (East Span Seismic Closeout)

- **Paint**

- Increased cost for State Painters

- **New funding in FY 2023-24** - ACTC-Measure B and ATP- Cycle 5 received via funding agreements

Category	FY 2024-33 10-Year CIP* (thousands)	FY 2023-24 Draft Budget (thousands)
Recurring Annual Work	\$437,140	\$71,979
Bridge Integrity	345,385	15,500
Paint	741,252	61,840
Other	341,365	35,877
<b>Total</b>	<b>\$1,865,142</b>	<b>\$185,196</b>

\* 10-Year CIP as approved in February 2023 will be updated to reflect FY 2023-24 budget adoption

# FY 2023-24 BATA Capital Budget

**BATA Capital programs have remaining balances  
of \$397M\* as of February 2023**

RM2	\$ 46 million
AB1171 (RM1)	\$ 67 million
Core Capacity Challenge Program	\$ 81 million
Bridge Rehab	\$203 million

**\*Excludes RM3 capital projects \$4.5 billion**





# BATA Investable Balances

**BATA Funds as of March 31, 2023 (\$ millions)**  
**Total \$2.7 Billion**

