



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

Meeting Agenda

Bay Area Toll Authority Oversight Committee

Committee Members:

Amy R. Worth, Chair Warren Slocum, Vice Chair

*Jeannie Bruins, Carol Dutra-Vernaci, Federal D. Glover,
Nick Josefowitz, Jane Kim, Alfredo Pedroza, Libby Schaaf
Non-Voting Member: Tony Tavares*

Wednesday, January 9, 2019

9:30 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation
Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and
will take place at 9:30 a.m.

1. Roll Call / Confirm Quorum

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

2. Pledge of Allegiance

3. Compensation Announcement (Committee Clerk)

4. Consent Calendar

- 4a. [18-1098](#) Minutes of the December 12, 2018 meeting

Action: Committee Approval

Attachments: [4a 12-12-2018 BATA O Draft Minutes](#)

- 4b. [18-1099](#) BATA Financial Statements for November 2018

Action: Information

Presenter: Raymond Woo

Attachments: [4b Financial Statements November2018.pdf](#)

- 4c. [18-1039](#) FasTrak® Toll Tags - Toll Tag Vendor Bench: Kapsch TrafficCom USA, Inc., Neology, Inc., Star Systems International, Ltd., and TransCore, LP.
i. Purchase Order - Internal FasTrak® Toll Tags: Kapsch Traffic Com USA Inc. (\$12,740,000); and
ii. Purchase Order - External FasTrak® Toll Tags: Neology, Inc. (\$171,000)

Action: Committee Approval

Presenter: Mey Phu / Beth Zelinski

Attachments: [4c 6C Toll Tags](#)

5. Approval

- 5a. [18-1101](#) Amendment to FY 2018-19 Toll Bridge Program Operating and Capital Budgets and BATA Long Range Plan: BATA Resolution No. 124 Revised and BATA Resolution No 72, Revised

A request to refer to the Authority for approval BATA Resolutions No. 124, Revised and No. 72, Revised to update the Toll Bridge Program Operating and Capital Budgets and Long Range Plan for the Toll Bridge Seismic Retrofit, Toll Bridge Rehabilitation and Regional Measure 3 programs, and to make other project updates.

Action: Authority Approval

Presenter: Peter Lee

Attachments: [5a BATA Reso Nos 124 and 72 Budget and Long Range Plan Update](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on February 13, 2019 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-1098 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 12/7/2018 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 1/9/2019 **Final action:**

Title: Minutes of the December 12, 2018 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a 12-12-2018 BATA O Draft Minutes](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the December 12, 2018 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Bay Area Toll Authority Oversight Committee

Committee Members:

Amy R. Worth, Chair Warren Slocum, Vice Chair

*Jeannie Bruins, Carol Dutra-Vernaci, Federal D. Glover,
Nick Josefowitz, Jane Kim, Alfredo Pedroza, Libby Schaaf
Non-Voting Member: Tony Tavares*

Wednesday, December 12, 2018

9:30 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Kim,
Commissioner Pedroza, and Commissioner Worth

Absent: 4 - Commissioner Glover, Commissioner Josefowitz, Commissioner Schaaf, and
Commissioner Slocum

Non-Voting Member Absent: Commissioner Tavares

Ex Officio Voting Members Present: Commission Chair Mackenzie and Commission Vice Chair
Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Aguirre, Commissioner Cortese, Commissioner
Giacopini, Commissioner Halsted, and Commissioner Pierce

2. Pledge of Allegiance

3. Compensation Announcement (Committee Clerk)

4. Consent Calendar

Approval of the Consent Calendar

At the request of Andrew Fremier, Deputy Executive Director, Operations, agenda item 4c was pulled and deferred to the January BATA Oversight Committee agenda. Upon the motion by Commissioner Bruins and the second by Commissioner Dutra-Vernaci, the Consent Calendar, with the exception of agenda item 4c, was unanimously approved by the following vote:

Aye: 5 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Kim,
Commissioner Pedroza and Commissioner Worth

Absent: 4 - Commissioner Glover, Commissioner Josefowitz, Commissioner Schaaf and
Commissioner Slocum

- 4a. [18-1036](#) Minutes of the November 14, 2018 meeting
Action: Committee Approval
- 4b. [18-1037](#) BATA Financial Statements for October 2018
Action: Information
Presenter: Raymond Woo
- 4c. [18-1039](#) FasTrak® Toll Tags - Toll Tag Vendor Bench:
i. Purchase Order - Internal FasTrak® Toll Tags: Kapsch Traffic Com USA Inc. (\$12,740,000); and
ii. Purchase Order - External FasTrak® Toll Tags: Neology, Inc. (\$171,000)
Action: Committee Approval
Presenter: Mey Phu / Beth Zelinski
- 4d. [18-1092](#) Consultant Panel - On-Call Construction Management and Design Services: AECOM Technical Services, Inc., Arup North America, Ltd., BKF Engineers, Ghirardelli Associates, Inc., HDR Engineering, Inc., HNTB Corporation, Hill International, Inc., Jacobs Project Management Co., Kimley-Horn and Associates, Inc., S & C Engineers, Inc., T. Y. Lin International, WMH Corporation, Inc., WSP USA Inc, and Zoon Engineering, Inc.
Action: Committee Approval
Presenter: Michelle Go

5. Approval

- 5a. [18-0960](#) BATA Resolution No. 128 - Toll Schedule for the State-Owned Toll Bridges in the Bay Area and BATA Resolution No. 129 - Escrow Arrangements for Toll Bridge Revenues.

A request for the Authority to approve BATA Resolution No. 128, which establishes an increase to the toll rates for the state-owned toll bridges in the San Francisco Bay Area as authorized by Senate Bill 595 and placed on the ballot as Regional Measure 3; and BATA Resolution No. 129, approving escrow arrangements for collection of toll increases.

Action: Authority Approval

Presenter: Jeff Gerbracht

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Bruins, the Committee unanimously approved the referral of BATA Resolution Nos. 128 and 129 to the Authority for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Kim, Commissioner Pedroza and Commissioner Worth

Absent: 4 - Commissioner Glover, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum

- 5b. [18-1052](#) Schedule for Implementing All-Electric Tolling / Open Road Tolling on State-Owned Bridges

A request for the Committee to approve a schedule for implementing an all-electric tolling system and open road tolling on state-owned bridges.

Action: Committee Approval

Presenter: Jeff Gerbracht / Andrew Fremier

Upon the motion by Commissioner Pedroza and the second by Commissioner Bruins, the Committee unanimously approved the Schedule for Implementing All-Electric Tolling / Open Road Tolling on State-Owned Bridges and directed staff to return to the Committee with a policy addressing litigation and legislation. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Kim, Commissioner Pedroza and Commissioner Worth

Absent: 4 - Commissioner Glover, Commissioner Josefowitz, Commissioner Schaaf and Commissioner Slocum

6. Information

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on January 9, 2019 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-1099 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 12/7/2018 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 1/9/2019 **Final action:**

Title: BATA Financial Statements for November 2018

Sponsors:

Indexes:

Code sections:

Attachments: [4b_Financial_Statements_November2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
BATA Financial Statements for November 2018

Presenter:
Raymond Woo

Recommended Action:
Information



BAY AREA TOLL AUTHORITY
 Bay Area Metro Center
 375 Beale Street
 San Francisco, CA 94105
 TEL 415.778.6700
 WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: January 2, 2019

FR: Deputy Executive Director, Operations

W. I. 1254

RE: BATA Financial Statements for November 2018

Attached are the BATA financial statements for the five month period ending November 2018. Major financial highlights include:

- (1) **Revenues:** Toll bridge revenue of \$309 million is slightly ahead of budget. Total interest revenue earned of \$22 million is 89% of the budget. The strong interest earning is a result of higher market interest rates. Year-to-date (YTD) toll violation revenue of \$9.9 million is slightly below the budget.

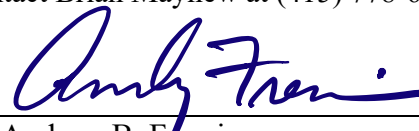
In November, BAHA returned \$11.4 million to BATA for the capital contribution made in prior years.

YTD subsidy payments from the U.S. Government to offset the interest expense of the Build America Bonds stays at \$17.9 million and the next subsidy payment is expected in early 2019.

- (2) **Expense:** Total operating expense of \$182.2 million is 21% of the approved budget. Total encumbrance balance of \$78 million is 12% of the remaining budget balance. Expense is expected to ramp up later into the year as the major debt service payments will not be made until the second half of the fiscal year.

- (3) **Transfers to MTC and ABAG:** The budgeted annual 1% administration fee for MTC and operating contribution to the ABAG Estuary Partnership were transferred at the beginning of the fiscal year. The balance of the transfers are generally made on a drawdown basis.

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


 Andrew B. Fremier

SH:bm
 Attachment

BATA Operating Budget

As of November 2018

	FY 2018-19	Actual	Current Budget	% of Budget	year		YTD Total
	Budget	YTD	Balance Over/(Under)	(col 2/1)	Expired	Encumbrances	(Enc + YTD)
REVENUE:							
1 RM 1 Toll Revenues	603,709,547	253,798,256	(349,911,291)	42.0%	41.7%	-	253,798,256
2 RM 2 Toll Revenues	130,989,803	54,898,564	(76,091,239)	41.9%	41.7%	-	54,898,564
3 Toll Violation Revenues	25,000,000	9,946,574	(15,053,426)	39.8%	41.7%	-	9,946,574
4 Other Revenue	-	224,199	224,199	N/A	41.7%	-	224,199
5 Interest Income	25,000,000	22,163,277	(2,836,723)	88.7%	41.7%	-	22,163,277
6 BAIFA Reimbursement	670,000	205,771	(464,229)	30.7%	41.7%	-	205,771
7 GGB&HTD Fastrak Reimbursement	6,900,000	1,562,712	(5,337,288)	22.6%	41.7%	-	1,562,712
8 SFO Fastrak Reimbursement	463,000	110,980	(352,020)	24.0%	41.7%	-	110,980
9 Alameda CMA Reimbursement	1,700,000	624,644	(1,075,356)	36.7%	41.7%	-	624,644
10 VTA 237 Express Lane Reimb.	135,000	42,883	(92,117)	31.8%	41.7%	-	42,883
11 Rebate for Build America Bonds	71,508,476	17,877,119	(53,631,357)	25.0%	41.7%	-	17,877,119
12 Caltrans Reimbursement	-	9,000,000	9,000,000	N/A	41.7%	-	9,000,000
13 BAHA Reimbursement	-	11,400,000	11,400,000	N/A	41.7%	-	11,400,000
Total Revenue	866,075,826	381,854,979	(484,220,847)	44.1%	41.7%	-	381,854,979
EXPENSE:							
Caltrans Operations and Maintenance:							
1 Toll Collection & Operations Services	23,600,000	9,682,573	(13,917,427)	41.0%	41.7%	-	9,682,573
2 Toll & Bridge Facility Maint	5,700,000	2,517,376	(3,182,624)	44.2%	41.7%	-	2,517,376
Caltrans O & M Subtotal	29,300,000	12,199,949	(17,100,051)	41.6%	41.7%	-	12,199,949
Fastrak Operations and Maintenance:							
3 RCSC Operations	25,500,000	6,234,968	(19,265,032)	24.5%	41.7%	17,902,932	24,137,900
4 ATCAS Maintenance, IT equip	5,575,000	365,318	(5,209,682)	6.6%	41.7%	4,392,326	4,757,644
5 Banking Costs	13,900,000	3,829,155	(10,070,845)	27.5%	41.7%	13,580,487	17,409,642
6 Collection Exp./DMV Exp.	4,000,000	1,109,124	(2,890,876)	27.7%	41.7%	1,363,942	2,473,066
BATA O & M Subtotal	48,975,000	11,538,565	(37,436,435)	23.6%	41.7%	37,239,687	48,778,252
BATA Toll Bridge Administration:							
7 Staff Costs - Salaries,Benefits & Temps	10,592,473	4,189,029	(6,403,444)	39.5%	41.7%	-	4,189,029
8 Travel, Printing, Memberships & Other	587,480	83,613	(503,867)	14.2%	41.7%	10,177	93,790
9 Audit/Accounting	3,120,828	474,531	(2,646,297)	15.2%	41.7%	360,665	835,196
10 Misc. Toll Admin Operating Expenses	1,150,000	126,078	(1,023,922)	11.0%	41.7%	-	126,078
11 Professional Fees	3,095,000	319,375	(2,775,625)	10.3%	41.7%	760,483	1,079,858
12 RM3 Related Expense	-	3,217,452	3,217,452	N/A	41.7%	-	3,217,452
13 Other	750,000	76,607	(673,393)	10.2%	41.7%	68,393	145,000
Toll Bridge Admin Subtotal	19,295,781	8,486,685	(10,809,096)	44.0%	41.7%	1,199,718	9,686,403
Other/Transfers:							
14 Transfers to MTC 1% Admin	7,846,994	7,846,994	-	100.0%	41.7%	-	7,846,994
15 Transfers to MTC - Other	752,372	173,072	(579,300)	23.0%	41.7%	144,072	317,144
16 Transfer from Legal Reserve	4,360,740	100,020	(4,260,720)	2.3%	41.7%	2,485,720	2,585,740
17 Transbay Transit Terminal Maint	5,026,046	4,602,915	(423,131)	91.6%	41.7%	423,131	5,026,046
18 Beale St Assessment	2,200,000	955,997	(1,244,003)	43.5%	41.7%	955,997	1,911,994
19 Depreciation and Amortization	6,110,000	2,132,803	(3,977,197)	34.9%	41.7%	-	2,132,803
20 RM2/Clipper Marketing	4,500,000	577,707	(3,922,293)	12.8%	41.7%	1,542,035	2,119,742
21 RM2 Operating	49,776,125	15,725,894	(34,050,231)	31.6%	41.7%	31,186,000	46,911,894
22 ABAG SFEP	999,969	999,969	-	100.0%	41.7%	-	999,969
Transfers	81,572,246	33,115,371	(48,456,875)	40.6%	41.7%	36,736,955	69,852,326
Debt Service:							
23 Interest and principal payments	557,086,153	116,088,594	(440,997,559)	20.8%	41.7%	23,082	116,111,676
24 Financing Costs	14,020,400	769,536	(13,250,864)	5.5%	41.7%	2,990,587	3,760,123
Total Debt Service	571,106,553	116,858,130	(454,248,423)	20.5%	41.7%	3,013,669	119,871,799
Transfer to Capital Fund In (Out):							
25 Transfer to Capital Fund	(115,776,246)	-	(115,776,246)	0.0%	41.7%	-	-
26 Furniture/Equip./Vehicle	(50,000)	-	(50,000)	0.0%	41.7%	-	-
Total Capital Reserve In (Out)	(115,826,246)	-	(115,826,246)	0.0%	41.7%	-	-
Total Expense & Transfers	866,075,826	182,198,700	(683,877,126)	21.0%	41.7%	78,190,029	260,388,729
Net	-	199,656,279					121,466,250

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

November'18

Software One, Inc

Software License

\$85,052

**Regional Measure 2 Operating Budget
As of November 2018 (\$000)**

	Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
1	Richmond Bridge Express Bus	2,474	2,474	-	2,474	-
2	Napa Vine Service	426	426	-	426	-
3	Express Bus North - serving SFOBB, Dumbarton, San Mateo bridges	3,750	2,650	258	2,392	1,100
4	Express Bus South - serving Carquinez and Benicia Bridges	7,074	7,024	3,238	3,786	50
5	Dumbarton Bus	2,967	2,817	1,476	1,341	150
6	WETA Ferry Operations	16,500	16,500	7,349	9,151	-
7	Owl Service - BART Corridor	2,054	1,521	667	854	533
8	MUNI Metro 3rd St	2,500	2,500	-	2,500	-
9	AC Enhanced Bus Service	3,000	3,000	1,500	1,500	-
11	Water Emergency Transportation Authority Regional Planning	3,000	3,000	1,238	1,762	-
12	Clipper Operations	2,000	2,000	-	2,000	-
13	Transbay Transit Center	3,000	3,000	-	3,000	-
	Subtotal for Operating Assistance Program	48,745	46,912	15,726	31,186	1,833
N/A	Clipper Marketing	2,600	-	456	13	2,131
N/A	511 Real Time Transit	100	-	-	-	100
N/A	Seamless Transit Map	710	-	101	609	-
N/A	Regional Resource Center	178	-	20	145	13
N/A	AC Transit Services	500	-	-	500	-
N/A	Transbay Service	75	-	-	75	-
N/A	Richmond Service Outreach	200	-	-	200	-
N/A	New or Expanded Transit Service	97	-	-	-	97
	Total for Clipper and RM2 Marketing	4,460	-	577	1,542	2,341
	Total	\$53,205	\$46,912	\$16,303	\$32,728	\$4,174

Regional Measure 2 Project Budget
As of November 2018 (\$000) - Life to Date

Program	Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
1	BART/MUNI Direct Connection at Embarcadero & Civic Center Stations	\$3,000	1,500	-	1,500	\$1,500
2	SF MUNI Metro 3rd Street LRT Extension	30,000	30,000	30,000	-	-
3	MUNI Historic Streetcar Expansion (E-Line)	10,000	10,000	10,000	-	-
4	Dumbarton Commuter Rail Service ^{i,iv,xii}	9,157	8,965	8,932	33	192
5	Vallejo Ferry Intermodal Station ^v	26,000	25,699	24,101	1,598	301
6	Solano County Express Bus Intermodal Facilities ^{vi}	12,251	12,251	12,222	30.00	-
7	Solano County Corridor Improvements near I-80 / I-680 Interchange	100,000	100,000	97,026	2,974	-
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	37,175	37,175	37,175	-	-
9	Richmond Parkway Park & Ride ^{vii}	3,850	1,573	867	706	2,277
10	SMART Extension to Larkspur ^{ii,vii}	56,500	56,500	51,879	4,621	-
11	Greenbrae Interchange Improvement ^{ii,viii}	43,500	32,859	27,200	5,659	10,641
12	Direct HOV lane connector from I-680 to the Pleasant Hill BART ^{ix}	20,425	20,107	14,623	5,484	318
13	Rail Extension to East Contra Costa/E-BART	96,000	96,000	93,986	2,014.00	-
14	Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor ^{vi,x}	35,950	35,950	35,950	-	-
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	25,000	25,000	25,000	-	-
16	Benicia-Martinez Bridge: New Span	50,000	50,000	50,000	-	-
17	Remaining Regional Express Bus North - Competitive Program Projects ^{v,x}	18,799	18,799	18,771	28	-
18	Clipper	35,000	21,980	20,749	1,231	13,020
19	Real-time transit information	20,000	20,000	19,476	524	-
20	Safe Routes to Transit	22,500	22,314	19,953	2,361	186
21	BART Tube Seismic Retrofit	33,801	33,801	33,801	-	-
22	Transbay Terminal/Downtown Extension	150,000	150,000	149,507	493	-
23	Oakland Airport Connector	115,199	115,199	115,199	-	-
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor) ^{vii}	77,760	77,760	53,771	23,989	-
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	12,000	12,000	12,000	-	-
26	Commute Ferry Service for Berkeley/Albany	12,000	12,000	4,762	7,238	-
27	Commute Ferry Service for South San Francisco	12,000	12,000	11,998	2	-
28	Water Transit Facility Imps., Spare Vessels and Environmental Review	48,000	48,000	46,204	1,796	-
29	Regional Express Bus South - Remaining Projects ^{iv,vi,xi}	54,933	40,769	30,002	10,767	14,164
30	I-880 North Safety Improvements ^{xi}	12,300	12,300	12,069	231	-
31	BART Warm Springs Extension ⁱ	186,000	186,000	177,780	8,220	-
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	65,000	53,005	50,885	2,120	11,995
33	Regional Rail Master Plan	6,500	6,456	6,062	394	44
34	Integrated Fare Structure Program	1,500	1,500	900	600	-
35	Transit Commute Benefits Promotion	5,000	5,000	3,366	1,634	-
36	Caldecott Tunnel Improvements ^{ix}	45,075	45,075	45,074	1	-
37	BART's Fixed Guideway Rehab	64,000	24,000	24,000	-	40,000
38	Regional Express Lane Network ⁱⁱⁱ	4,825	4,825	-	4,825	-
39	Modifications in I-80 and San Pablo ⁱⁱⁱ	8,000	8,000	7,675	325	-
40	Caltrain Electrification ^{viii,xi}	20,000	20,000	19,991	9	-
Total		\$1,589,000	\$1,494,362	\$1,402,956	\$91,407	\$94,638

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

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

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

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

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

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

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

Shaded projects are completed

Rehab Project Budget

As of November 2018 (\$000) - Life to Date

Program #	Program	Total Budget	Total Expenses	Encumbrance	Balance Remaining
6812	Benicia-Martinez Bridge Rehab	6,388	2,355	-	4,033
6813	Carquinez Bridge Rehab	34,782	34,467	-	315
6814	Richmond-San Rafael Bridge Rehab	77,742	54,591	-	23,151
6825	San Francisco-Oakland Bay Bridge Rehab	220,606	178,315	-	42,291
6826	San Mateo-Hayward Bridge Rehab	122,346	107,862	1	14,484
6827	Dumbarton Bridge Rehab	4,792	4,792	-	-
6828	All Bridges Rehab	91,057	84,816	-	6,241
6829	Caltrans Reserve	2,128	4	-	2,124
8030	Completed/Defunded/Transferred Projects	117,303	116,626	-	677
8033	Minor Toll Plaza Rehab Projects	5,427	935	-	4,492
8210	New Benicia Bridge *	1,715	502	-	1,213
8315	Site Mitigation & Landscaping	154	83	-	71
8615	I-880/SR-92 Landscaping**	6,640	5,520	-	1,120
8629	Minor Bridge Rehab Projects	159	45	-	114
8637	Bay Trail Improvements	115	-	-	115
TOTAL CALTRANS REHAB BUDGET		691,354	590,913	1	100,441
8012	All Electronic Tolling Study	763	699	2	62
8528	Bay Lights Maintenance	640	252	68	320
8530	Drainage Studies for the Bridge	500	300	-	200
8531	Benicia New Toll Plaza ORT	4,153	4,153	-	-
8539	SFOBB Eyebare Repair Review	2,914	2,660	254	-
8540	Regional Transportation Sea Level Rise Asset	2,000	159	-	1,841
8594	SFOBB West Span Pathway PSR	12,300	11,289	538	473
8602	Hybrid/ETC Lane Modifications	874	874	-	-
8631	Procure New Callboxes	2,344	2,344	-	-
8900	2003 CSC Procurement	12,358	11,046	3	1,309
8901	ETC Transponder Procurement	86,370	77,514	6,880	1,976
8902	2012 CSC Procurement	20,750	18,726	1,378	646
8903	ATCAS Lane Host Upgrades	33,545	31,840	1,119	586
8904	Fastrak Sign & Sign Structure Improvements	29,510	29,343	72	95
8905	Misc. Bridge Improvements	14,299	7,148	1,420	5,731
8907	Toll Plaza Capital Improvements	26,448	18,123	4,136	4,189
8908	Enterprise Computing HW/SW	4,035	3,206	22	807
8909	Gateway Park Planning	27,975	16,394	1,073	10,508
8912	ETC Transponder Tag Swap	1,937	1,929	-	8
8913	SFOBB Administration Building	25,619	25,220	-	399
8914	Violation Enforcement System Upgrade	7,842	7,841	-	-
8916	Bay Crossing Study	540	540	-	-
8917	IT Security Procedures & Policies	750	422	204	124
8918	Maintenance Complex	531	491	36	4
8920	Plaza and Canopy Improvements	9,263	8,545	25	693
8921	SFOBB Lane 17 & 18 Lane Reconfiguration	3,575	1,664	43	1,868
8922	Metering Lights Replacement	8,930	1,460	2,634	4,836
8923	Bridge Records Recordation and Storage	500	55	-	445
8924	Antioch Bridge Approach	50,000	49,070	841	89
8926	Bridge Modeling & Investigations	5,801	893	57	4,851
8928	BATA Program Contingency	3,258	300	-	2,958
8930	Richmond-San Rafael Bridge Rehab	81,928	48,834	25,668	7,426
8933	Plan Bay Area TMS	9,000	4,715	3,725	560
8936	Backhaul Connection Infrastructure	1,000	758	94	148
8937	Future CSC Procurement	4,000	697	141	3,162
8938	Misc. East Span Project Improvements	12,084	-	-	12,084
8939	Asset Management	2,000	-	-	2,000
8940	HOV Lane Enforcement	1,300	-	100	1,200
8941	CHP - COZEPP/MAZEPP	200	-	-	200
8942	Bridge Yard Capital Improvements	500	-	-	500
8000-05	Capital Program Audit	8,300	6,767	486	1,047
8000-16	SRA/RM1 Program Monitoring	46,445	44,856	286	1,303
Total BATA REHAB BUDGET		567,081	441,127	51,305	74,648
TOTAL REHAB BUDGET		1,258,435	1,032,040	51,306	175,089

Shaded projects are completed

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

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

Seismic Capital Project Budget
As of November 2018 (\$000) - Life to Date

	Program	Base Budget	Current Budget***	Total Expenses*	Encumbrance	Remaining Balance
8103	San Francisco-Oakland Bay Bridge East Span Repl	\$ 5,486,600	\$ 6,530,851	\$ 6,470,262	\$ 60,589	\$ -
8109	San Francisco-Oakland Bay Bridge West Span Retrofit	307,900	305,316	305,316	-	-
8106	San Francisco-Oakland Bay Bridge West Approach Repl	429,000	452,550	450,386	2,164	-
8100	Antioch Bridge Retrofit	-	71,100	71,093	7	-
8122	Dumbarton Bridge Retrofit	-	112,400	112,323	77	-
8112	Richmond-San Rafael Bridge Retrofit	808,100	811,850	794,870	16,980	-
8115	Benicia-Martinez Bridge Retrofit	177,800	177,830	177,817	13	-
8118	Carquinez Bridge Retrofit	114,200	114,206	114,206	-	-
8121	San Mateo-Hayward Bridge Retrofit	163,500	163,412	163,412	-	-
	Subtotal for Bay Area Bridges	7,487,100	8,739,515	8,659,685	79,830	-
8128	Misc Program Costs	30,000	26,030	26,024	6	-
8729	Program Contingency**	989,000	24,795	-	24,795	-
8124	Vincent Thomas Bridge Retrofit (non-BATA, for information	58,500	58,420	58,411	9	-
8127	San Diego-Coronado Bridge Retrofit (non BATA, for	103,500	103,240	103,235	5	-
	Subtotal for Other Bridges	162,000	161,660	161,646	14	-
	Total for Toll Bridge Seismic Retrofit Program	\$ 8,668,100	\$ 8,952,000	\$ 8,847,355	\$ 104,645	\$ -

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

3,709,068
5,138,287

8,847,355

**** Contingency Allocation**

Contingency per Budget	989,000
FY08 (Allocation) and Rescission	(203,920)
FY09 (Allocation) and Rescission	(44,790)
FY10 (Allocation) and Rescission	139,400
FY11 (Allocation) and Rescission	(577,670)
FY12 (Allocation) and Rescission	(15,520)
FY13 (Allocation) and Rescission	32,637
FY14 (Allocation) and Rescission	(130,000)
FY15 (Allocation) and Rescission	(103,800)
FY16 (Allocation) and Rescission	(12,731)
FY17 (Allocation) and Rescission	(33,200)
FY18 (Allocation) and Rescission	(24,671)
Allocate to SFOBB East Span 7/1/18	(1,480)
Unallocate SFOBB West Approach 7/1/18	6,950
Unallocate Richmond Bridge 7/1/18	250
Unallocate Vincent Thomas 7/1/18	90
Unallocate San Diego-Coronado 7/1/18	280
Unallocate Program Indirects 7/1/18	3,970
Remaining Balance	<hr/> 24,795

Shaded projects are completed

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

AB 1171 Project Budget

As of November 2018 (\$000) - Life to Date

Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
Doyle Drive Replacement	80,000	80,000	80,000	-	-
East Contra Costa BART Extension	111,500	111,500	109,819	1,681	-
Transbay Terminal/Downtown Extension:Phase 1	150,000	150,000	149,206	794	-
Tri-Valley Transit Access Improve. To BART	95,000	21,852	11,433	10,419	73,148
Regional Express Lane Network	2,800	2,800	2,800	-	-
Fairfield/Vacaville Train Station	9,000	9,000	9,000	-	-
I80/680 Interchange	100,000	100,000	98,448	1,552	-
Other Corridor Improvement	10,200	10,150	10,150	-	50
VTA Mission/Warren/Truck Rail Facility	6,500	6,500	5,811	689	-
BART to Warm Spring Extension	5,000	5,000	5,000	-	-
Total	\$570,000	\$496,802	\$481,667	\$15,135	\$73,198

AB 1171 Program Budget:	\$570,000
Approved Projects:	\$496,802
AB 1171 Program Balance:	<u>\$73,198</u>

Shaded projects are completed

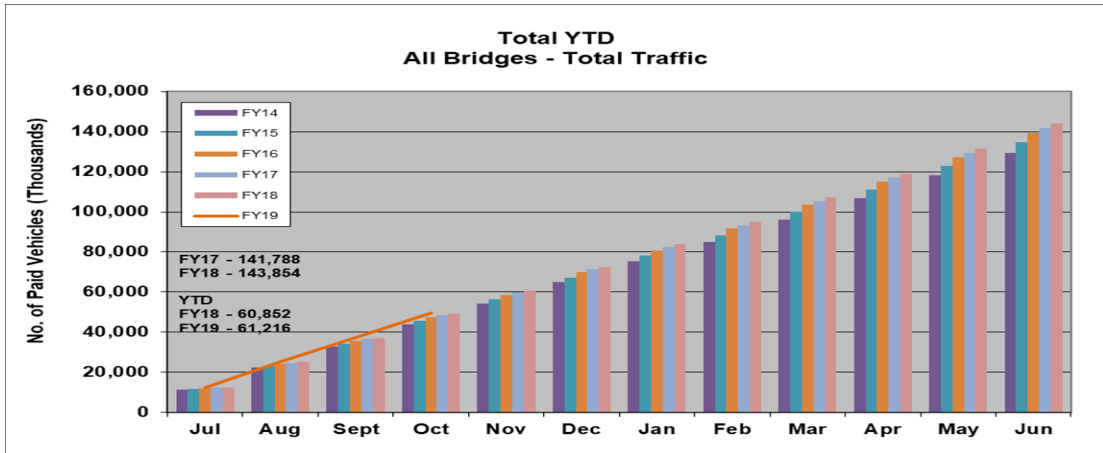
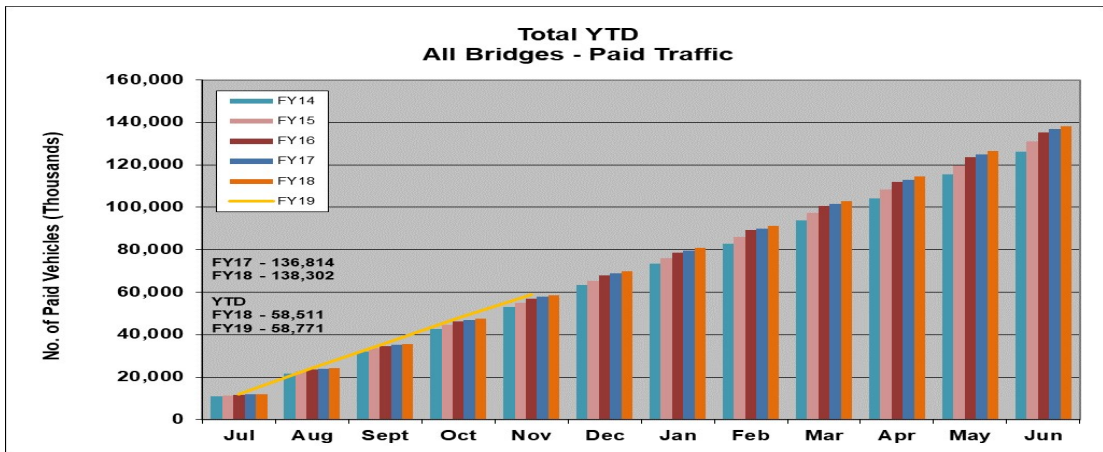
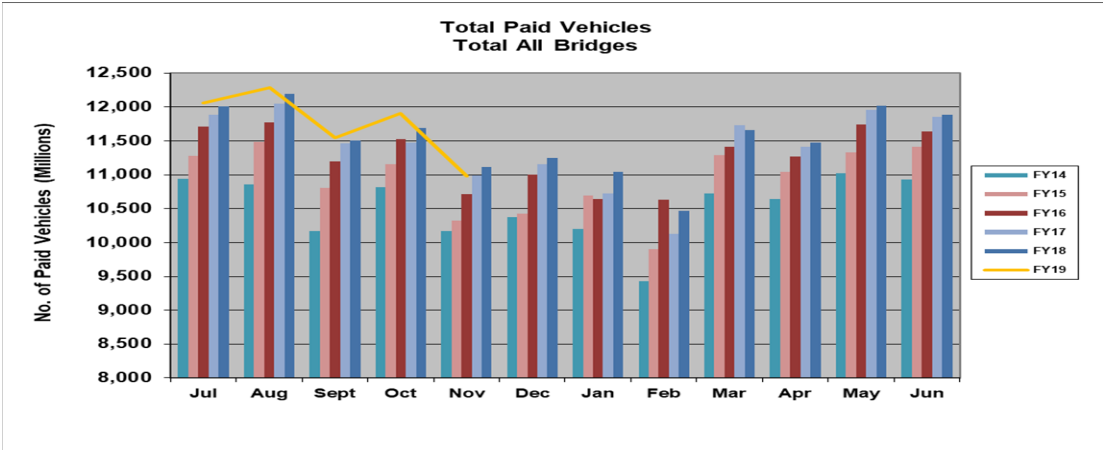
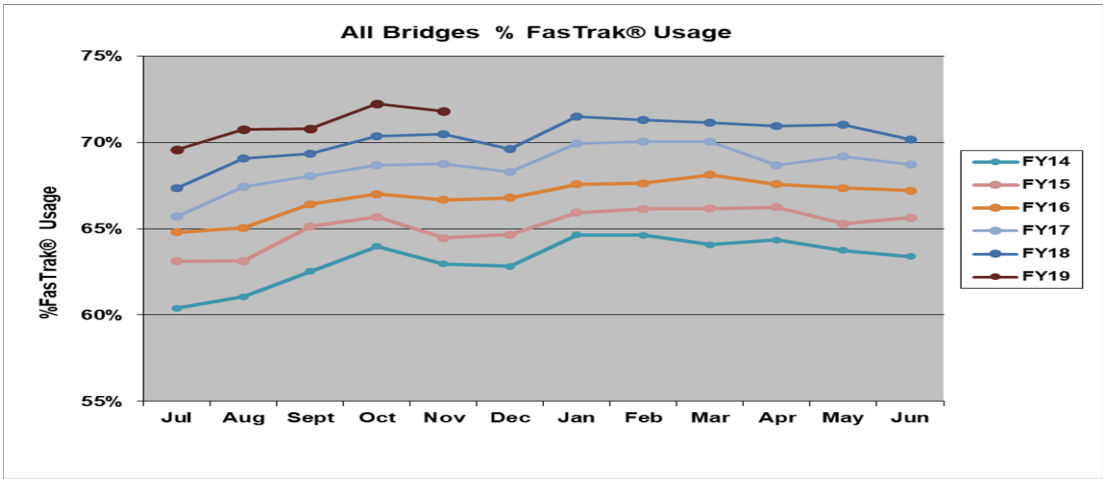
BATA Capital Project with SB1 Funding
As of November 2018 (\$000) - Life to Date

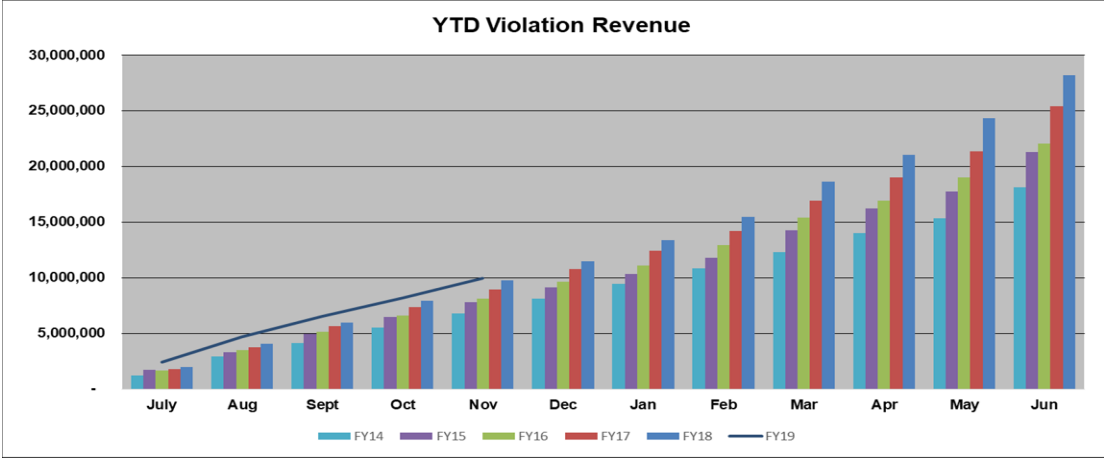
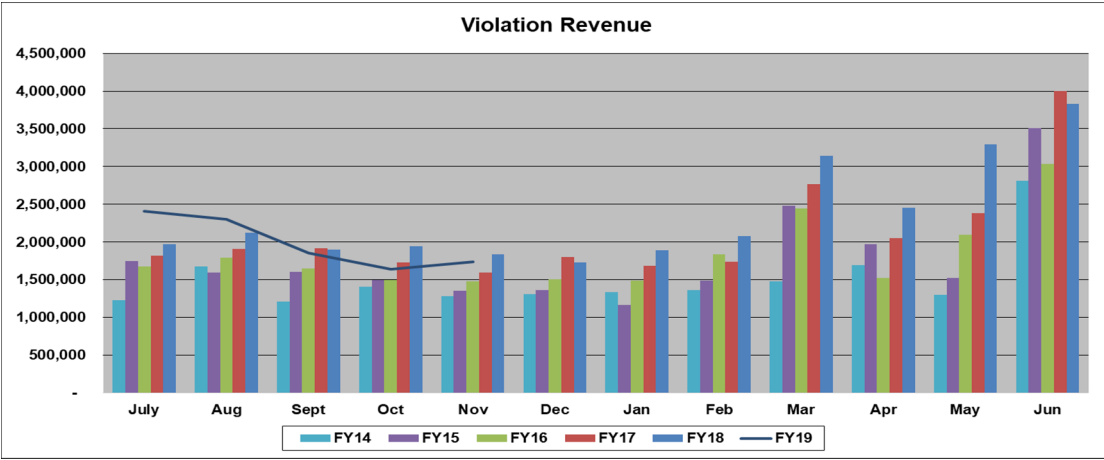
841	Program	Base Budget	Expenses	Encumbrance	Remaining Balance
8351	SFOBB Bicycle/Pedestrian Eastern Access	\$ 4,000	\$ -	\$ -	\$ 4,000
8352	Dumbarton EL Approach and Transit Strategies	17,000	-	-	17,000
Total BATA SB1 Capital Project		\$ 21,000	\$ -	\$ -	\$ 21,000

Other Capital Projects

As of November 2018 (\$000) - Life to Date

					Balance
Project Title		Total Budget	Actual	Encumbrance	Remaining
849	Express Lanes Capital				
6840	Program Costs: Planning, Coordination & Management	28,437	19,250	2,498	6,689
6841	Centralized Toll System	32,367	16,438	12,373	3,556
6842	CC-680 Southern Segment Conversion	54,043	50,195	3,825	23
6843	Capitalized Start-up O&M	16,000	4,706	1,692	9,602
6844	ALA-880 Conversion	139,098	78,855	39,622	20,621
6845	CC-680 Northern Segment - Southbound Conversion	53,623	6,021	5,754	41,848
6846	SOL-80 West Conversion	1,964	308	1,365	291
6847	Program Contingency	2,848	-	-	2,848
6849	SOL-80 East Express Lane Conversion	16,114	10,519	3,136	2,459
6851	84/Dumbarton Bridge	323	323	-	-
6852	92/San Mateo Bridge	369	369	-	-
Express Lanes Total		\$345,186	\$186,984	\$70,265	\$87,937
847	BATA Project Savings				
6953	CCC - AC Transit	83,000	18,434	28,299	36,267
6954	CCC - Muni	84,000	-	46,876	37,124
6955	CCC - BART	15,000	-	-	15,000
6956	BART Rail Car Replacement	68,000	-	-	68,000
BATA Project Savings Total		\$250,000	\$18,434	\$75,175	\$156,391
Grand Total		\$595,186	\$205,418	\$145,440	\$244,328







Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-1039 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 11/9/2018 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 1/9/2019 **Final action:**

Title: FasTrak® Toll Tags - Toll Tag Vendor Bench: Kapsch TrafficCom USA, Inc., Neology, Inc., Star Systems International, Ltd., and TransCore, LP.

- i. Purchase Order - Internal FasTrak® Toll Tags: Kapsch Traffic Com USA Inc. (\$12,740,000); and
- ii. Purchase Order - External FasTrak® Toll Tags: Neology, Inc. (\$171,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4c 6C Toll Tags](#)

Date	Ver.	Action By	Action	Result
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Subject:

FasTrak® Toll Tags - Toll Tag Vendor Bench: Kapsch TrafficCom USA, Inc., Neology, Inc., Star Systems International, Ltd., and TransCore, LP.

- i. Purchase Order - Internal FasTrak® Toll Tags: Kapsch Traffic Com USA Inc. (\$12,740,000); and
- ii. Purchase Order - External FasTrak® Toll Tags: Neology, Inc. (\$171,000)

Presenter:

Mey Phu / Beth Zelinski

Recommended Action:

Committee Approval



BAY AREA TOLL AUTHORITY
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: January 2, 2019

FR: Deputy Executive Director, Operations

W. I. 1253

RE: FasTrak® Toll Tags - Toll Tag Vendor Bench: Kapsch TrafficCom USA, Inc., Neology, Inc., Star Systems International, Ltd., and TransCore, LP.

- i. Purchase Order – Internal FasTrak® Toll Tags: Kapsch TrafficCom USA Inc. (\$12,740,000); and
- ii. Purchase Order – External FasTrak® Toll Tags: Neology, Inc. (\$171,000)

This memorandum requests approval of a pre-qualified bench of vendors to provide FasTrak® toll tags for toll bridges and express lanes customers. This bench will be utilized for a period ending June 30, 2021, with an option to extend to December 31, 2021.

This memorandum also authorizes the Executive Director or his designee to issue purchase orders for the initial FasTrak® toll tags purchases for the remainder of FY 2018-19 and FY 2019-20, subject to the approval of the FY 2019-20 BATA budget:

- A purchase order in an amount not to exceed \$12,740,000 to Kapsch TrafficCom USA, Inc. (Kapsch) to purchase 1,225,000 internal FasTrak® toll tags;
- A purchase order in an amount not to exceed \$171,000 to Neology, Inc. (Neology) to purchase 15,000 external FasTrak® toll tags.

Background

In a recently approved state regulation (California Code of Regulations, Division 2, Title 21, Chapter 16), all tolling agencies in California are required to transition from the current Title 21 toll tag protocol to the new 6C toll tag protocol. To comply with the new regulation, BATA issued a Request for Qualifications (RFQ) in October 2018 to establish a bench of pre-qualified vendors to provide up to 2,340,000 6C toll tags through June 30, 2021, consisting of:

- 1,875,000 internal mounted self-declaration (Flex) toll tags;
- 435,000 internal mounted Flex tags packaged for retail sales; and
- 30,000 external license plate-mounted toll tags.

The tags will be purchased in approximately annual increments from February 2019 through June 30, 2021, allowing BATA to solicit new pricing from the pre-qualified bench vendors for each subsequent purchase as needed. The RFQ also allows an option to extend the tag purchases to December 31, 2021 and to purchase an additional option quantity of 880,000 non-retail Flex tags, 730,000 retail Flex tags, and 30,000 external tags.

Vendor Bench Evaluation

In response to the RFQ, BATA received Statements of Qualifications (SOQs) and bids from a total of four (4) vendors. To qualify for placement on the vendor bench, the tags that vendors are proposing must be certified by the Omni Air Consortium or be in the process of obtaining certification. However, vendors in the process of obtaining certification cannot be awarded a purchase order until proof of certification is received. All four vendors were found to have been responsive and met the required minimum qualifications for placement on the vendor bench. Based on the findings, staff recommends that the vendors shown in Table 1 below be approved as pre-qualified vendors for providing BATA with 6C FasTrak® toll tags.

Table 1: On-Call 6C FasTrak Toll Tag Vendor Bench Selections

SELECTED FIRMS
Kapsch TrafficCom USA, Inc., McLean VA
Neology, Inc., San Diego, CA
Star Systems International, Ltd., Allen, TX
TransCore, LP., Nashville, TN

Contract Evaluation

To determine the contract award for the initial tag quantities for FY 2018-19 and FY 2019-20, an evaluation panel consisting of BATA staff subsequently evaluated the qualifying SOQs that included pricing for the first tag purchase. The evaluation was based on three evaluation factors that were ranked according to points: (1) price (35%), (2) effectiveness of toll tag features (35%), and (3) quality of inventory management and control procedures (30%). The evaluation results for internal and external tags is shown in Tables 2 and 3 below.

Table 2: Internal Tag Bid Details

Vendor	Total Points /100 Points	Certified	Per Unit Bid Price without tax
Kapsch TrafficCom USA, Inc.	97	Y	\$ 8.26 Non-Retail \$11.18 Retail
TransCore, LP	93.67	N	\$ 9.97 Non-Retail \$11.47 Retail
Neology, Inc.	92.67	Y	\$ 9.20 Non-Retail \$10.71 Retail

Table 3: External Tag Bid Details

Vendor	Total Points /100 Points	Certified	Per Unit Bid Price without tax
Kapsch TrafficCom USA, Inc.	95	N	\$6.50
Neology, Inc.	84.33	Y	\$10.50
TransCore, LP	70.33	N	\$19.95

The evaluation panel found that Kapsch had the highest scored SOQ for internal tags and is recommended for the award of the initial internal tag purchase order. Kapsch also had the highest scored SOQ for external tags, however as Kapsch is still in the process of obtaining certification of its external tag, staff is recommending Neology, which holds the second highest scored SOQ, for award of the initial external tag purchase order. Star System International, Ltd. qualified for bench placement, but did not submit a price bid for this initial purchase. Award of subsequent annual purchase orders with the pre-qualified vendors will be based on subsequent price solicitation and evaluation. Attachment A includes a summary of Kapsch and its project team's small business and disadvantaged business enterprise status. Neology is neither a small business nor a disadvantaged business enterprise and currently has no subcontractors.

Prior to the December Committee meeting, staff received a request from Assembly Member Kevin Mullin that the procurement of 6C tags take into consideration the impact on job and business creation/elimination within California. In consideration of this request, staff will explore the adoption of a program that allows preference for California vendors. However, due to our limited current inventory, BATA requires delivery of additional tags starting in March 2019 to meet forecasted tag needs.

Recommendation

Staff recommends that the Committee approve the pre-qualified vendor bench identified in Table 1 of this memo to provide 6C toll tags. This bench will be utilized for a period ending in June 30, 2021, with an option to extend to December 31, 2021.

Staff also recommends that the Committee authorize the Executive Director or his designee to issue a purchase order to Kapsch in an amount not to exceed \$12,740,000 to purchase 1,225,000 internal 6C FasTrak® toll tags for FY 2018-19 and FY2019-20 and a purchase order to Neology in an amount not to exceed \$171,000 to purchase 15,000 external 6C FasTrak® toll tags for FY 2018-19 and FY 2019-20, subject to the approval of the FY 2019-20 BATA budget.



Andrew B. Fremier

SH:mp
Attachments

Attachment A
Small Business and Disadvantaged Business Enterprise Status

		DBE* Firm			SBE** Firm		
Firm Name		Yes	DBE #	No	Yes	SBE #	No
Prime Contractor	Kapsch TrafficCom, USA, Inc.			X			X
Subcontractor	Star Systems International, Ltd.			X			X

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Vendor Bench

Work Item No.: 1253

Contractors: Kapsch TrafficCom USA, McLean, VA
Neology, Inc., San Diego, CA
Star Systems International, Ltd., Allen, TX
TransCore, LP., Nashville, TN

Work Project Title: FasTrak® Toll Tags Vendor Bench

Purpose of Project: To establish a vendor bench to provide FasTrak® Toll Tags

Brief Scope of Work: Establish a vendor bench to provide FasTrak® toll tags to toll bridges and express lanes customers.

Project Cost Not to Exceed: Individual purchase orders to be determined; the estimated total budget for the purchase orders has not been determined at this time.

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: No immediate fiscal impact until purchase orders are awarded.

Motion by Committee: That the vendors listed in the Deputy Executive Director's Memorandum dated January 2, 2019 be pre-qualified to be issued purchase orders to provide 6C FasTrak® toll tags on an as-needed basis through June 30, 2021, subject to applicable contract approval procedures and necessary budget approvals, with an option on the part of BATA to extend the bench to December 31, 2021.

BATA Oversight Committee:

Amy Worth, Chair

Approved: Date: January 9, 2019

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Purchase Order

Work Item No.:	1253
Vendor:	Kapsch TrafficCom USA, Inc., McLean, VA
Work Project Title:	Internal FasTrak® Toll Tags
Purpose of Project:	To provide internal FasTrak® toll tags.
Brief Scope of Work:	Provide internal FasTrak® toll tags to support the regional toll bridges and express lanes operations.
Project Cost Not to Exceed:	\$12,740,000
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	\$4,489,000 in funds are included in the FY2018-19 Toll Bridge Rehabilitation Program Budget; the balance of \$8,251,000 is subject to the approval of the FY 2019-20 Toll Bridge Rehabilitation Program Budget.
Motion by Committee:	That the Executive Director or his designee is authorized to issue a purchase order to Kapsch TrafficCom USA, Inc. to provide internal 6C FasTrak® toll tags as described above and in the Deputy Executive Director's Memorandum dated January 2, 2019, and the Chief Financial Officer is directed to set aside funds in the amount of \$12,740,000 for such purchase order subject to the approval of the FY2019-20 BATA Budget.
BATA Oversight Committee:	<hr/> Amy Worth, Chair
Approved:	January 9, 2019

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Purchase Order

Work Item No.:	1253
Vendor:	Neology, Inc., San Diego, CA
Work Project Title:	External FasTrak® Toll Tags
Purpose of Project:	To provide external FasTrak® toll tags.
Brief Scope of Work:	Provide external FasTrak® toll tags to support the regional toll bridges and express lanes operations.
Project Cost Not to Exceed:	\$171,000
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	\$114,000 in funds are included in the FY2018-19 Toll Bridge Rehabilitation Program Budget; the balance of \$57,000 is subject to the approval of the FY 2019-20 Toll Bridge Rehabilitation Program Budget.
Motion by Committee:	That the Executive Director or his designee is authorized to issue a purchase order to Neology, Inc. to provide external 6C FasTrak® toll tags as described above and in the Deputy Executive Director's Memorandum dated January 2, 2019, and the Chief Financial Officer is directed to set aside funds in the amount of \$171,000 for such purchase order subject to the approval of the FY 2019-20 BATA Budget.
BATA Oversight Committee:	<hr/> Amy Worth, Chair
Approved:	January 9, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-1101 **Version:** 1 **Name:**
Type: Resolution **Status:** Authority Approval
File created: 12/7/2018 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 1/9/2019 **Final action:**
Title: Amendment to FY 2018-19 Toll Bridge Program Operating and Capital Budgets and BATA Long Range Plan: BATA Resolution No. 124 Revised and BATA Resolution No 72, Revised

A request to refer to the Authority for approval BATA Resolutions No. 124, Revised and No. 72, Revised to update the Toll Bridge Program Operating and Capital Budgets and Long Range Plan for the Toll Bridge Seismic Retrofit, Toll Bridge Rehabilitation and Regional Measure 3 programs, and to make other project updates.

Sponsors:

Indexes:

Code sections:

Attachments: [5a BATA Reso Nos 124 and 72 Budget and Long Range Plan Update](#)

Date	Ver.	Action By	Action	Result
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Subject:

Amendment to FY 2018-19 Toll Bridge Program Operating and Capital Budgets and BATA Long Range Plan: BATA Resolution No. 124 Revised and BATA Resolution No 72, Revised

A request to refer to the Authority for approval BATA Resolutions No. 124, Revised and No. 72, Revised to update the Toll Bridge Program Operating and Capital Budgets and Long Range Plan for the Toll Bridge Seismic Retrofit, Toll Bridge Rehabilitation and Regional Measure 3 programs, and to make other project updates.

Presenter:

Peter Lee

Recommended Action:

Authority Approval



BAY AREA TOLL AUTHORITY
 Bay Area Metro Center
 375 Beale Street
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Memorandum

TO: Bay Area Toll Authority

DATE: January 2, 2019

FR: Deputy Executive Director, Operations

W. I. 1251/1256

RE: Amendment to FY 2018-19 Toll Bridge Program Operating and Capital Budgets and BATA Long Range Plan: BATA Resolution No. 124, Revised and BATA Resolution No 72, Revised

Staff requests the Committee to refer to the Authority for approval amendments to the BATA Toll Bridge Program Operating and Capital Budgets (BATA Resolution No. 124, Revised) for the Toll Bridge Operating, Toll Bridge Seismic Retrofit, SB-1 Local Partnership Formula, Toll Bridge Rehabilitation and Regional Measure 3 (RM3) programs; and to the BATA Long Range Plan (BATA Resolution No. 72, Revised) to add projects in the Bay Area Traffic Relief Plan, to be funded by RM3 toll revenues and to make other project updates.

FY 2018-19 Operating Budget

Staff is proposing to amend the BATA Toll Bridge Program Operating Budget to increase both the revenue and expense budget. Total operating surplus will be increased by \$14 million from these changes. The FY 2018-19 operating budget is shown in Attachment A.

Operating Revenue

Staff recommends increasing the overall revenue by \$24.8 million from the originally approved \$866.1 million to \$890.9 million. The following is the breakdown of the addition.

Source	Amount
Caltrans	\$9,000,000
Transbay Joint Powers Authority (TJPA)	510,000
Bay Area Headquarter Authority (BAHA)	15,300,000
Total	\$24,810,000

Operating Expense

Staff recommends increasing the overall expense by \$10.8 million to cover additional projects and carryover encumbrances from FY 2017-18. The following is the breakdown of the addition.

Expense	Amount
RM3 Related Expense	\$3,300,000
Credit Card Fees	2,000,000
Misc. Toll Administration Operation Exp	1,500,000
RM2 Marketing	2,000,000
Transbay Transit Center Peer Review	510,000

Carryover Encumbrance	1,475,640
Total	\$10,785,640

FY 2018-19 Capital Budget

Toll Bridge Seismic Retrofit Program

With the removal of the remaining piers of the old eastern span of the San Francisco-Oakland Bay Bridge (SFOBB) last September, Caltrans will be certifying that the projects and objectives of the Toll Bridge Seismic Retrofit Program as described in AB 144 have been fulfilled. While there remains minor work, including on-going fulfillment of environmental and permit obligations and administrative close-out activities, there are no more major construction activities that require oversight by the Toll Bridge Program Oversight Committee (TBPOC). All seven state-owned toll bridges in the Bay Area have now achieved seismic safety either via retrofit or via replacement of existing structures.

The TBPOC recommended transitioning the new eastern span of the SFOBB from a construction phase to an operations and maintenance phase under normal Caltrans and BATA oversight and completing remaining minor close-out activities under the Toll Bridge Rehabilitation Program (Rehab Program). This is similar to steps taken at the conclusion of the Regional Measure 1 Toll Bridge Program.

Currently, staff forecasts a program contingency balance of \$52.7 million. The contingency balance has increased from \$24.8 million as the TBPOC has taken action to: 1) complete demolition activities sooner and at lower cost than forecasts and; 2) resolve outstanding risks. Staff recommends that the Authority adopt a final amended Toll Bridge Seismic Retrofit Program Budget (as shown in Attachment E1 and E2 to BATA Resolution No. 124, Revised) and transfer the remaining program contingency to the Rehab Program in two parts: \$26.5 million as Miscellaneous Bridge Improvements to cover potential close-out risks and \$26.2 million as BATA Program Contingency for the upkeep and rehabilitation of the toll bridges.

SB-1 Local Partnership Formula Program

Staff recommends eliminating the SB-1 Local Partnership Formula Program (LPP) in the BATA Capital budget as Caltrans has agreed to exchange the future Richmond-San Rafael Bridge (RSR) funding in the Rehab Program with the SB-1 LPP Grant. As the result of the SB1 fund swap, the \$10.8 million BATA match originally budgeted in this program will be transferred into the Rehab Program in FY 2018-19. Meanwhile, the Rehab Program budget will be adjusted by \$10.2 from FY 2020-22 to reflect the remaining LPP Grant money originally budgeted for this revenue source.

Toll Bridge Rehabilitation Program

Staff recommends that the Authority adopt a revised Rehab Program budget (as show in Attachment C-1 to BATA Resolution No. 124, Revised) that includes the transfer from the Toll Bridge Seismic Retrofit Program and administrative changes, including a funding swap between the Rehab Program and SB-1 LPP for the BATA-SB1 Capital Program (as shown in Attachment G to BATA Resolution No. 124, Revised).

Regional Measure 3

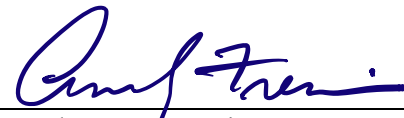
In 2018, Bay Area Voters passed RM3, which will raise tolls for vehicles crossing the region's state-owned toll bridges by \$3 over the course of six years, with a \$1 toll increase effective January 1, 2019, a \$1 toll increase effective January 1, 2022, and a \$1 toll increase effective January 1, 2025. These toll increases will finance the Bay Area Traffic Relief Plan, a program of roadway and transit projects approved by the California Legislature in Senate Bill 595 (Chapter 650, Statutes of 2017). The Bay Area Traffic Relief Plan is designed to reduce auto and truck traffic; relieve crowding on BART; unclog freeway bottlenecks; improve bus, ferry, BART and commuter rail service; and enhance bicycle and pedestrian mobility in the bridge corridors.

As the financial manager for the RM3 revenues, BATA is responsible for the preparation of financial plans, the issuance of debt financing and dispersal of funds to project sponsors. MTC is the program and project coordinator, with duties that include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery. BATA is requesting amendment of the BATA Long Range Plan and BATA Toll Bridge Program Operating and Capital Budgets to include the Bay Area Traffic Relief Plan (as shown in Attachment I to BATA Resolution No. 124, Revised).

Two lawsuits challenging Senate Bill 595 and RM3 are pending in the Superior Court in the City and County of San Francisco. The toll increases, when collected, will be placed into an escrow account managed by an independent trustee. While BATA is amending the Long Range Plan and budget for the RM3 Projects, MTC will not begin allocating RM3 funds to capital projects unless and until BATA prevails in the litigation. If BATA should lose the litigation, the funds will be reimbursed to toll payers.

Recommendation

Staff recommends that this Committee refer for Authority approval BATA Resolution No. 124, Revised to update and amend the FY 2018-19 Toll Bridge Program Operating and Capital Budgets and BATA Resolution No. 72, Revised to update and amend the BATA Long Range Plan.



Andrew B. Fremier

SH:bm
Attachments

Date: June 27, 2018
W.I.: 1251, 1252, 1253, 1254, 1255
Referred by: BATA Oversight
Revised: 01/23/19-BATA

ABSTRACT

BATA Resolution No. 124, Revised

This resolution approves the FY 2018-19 Toll Bridge Program Operating and Capital Budgets.

This resolution was revised on January 23, 2019 to include a budget for the Bay Area Traffic Relief Plan projects to be funded by Regional Measure 3 (RM3) toll revenues, to update Attachments A, C-1, C-2, E-1, E-2, and G which included the FY 2018-19 Operating Budget, Toll Bridge Rehabilitation Program Budget, Toll Bridge Seismic Retrofit Program Budget, and SB-1 Local Partnership Formula Program, and to add Attachment I, which includes the RM3 Capital Program Budget.

Discussion of this action is contained in the Deputy Executive Director's Memoranda to the BATA Oversight Committee dated June 6, 2018 and January 2, 2019.

Date: June 27, 2018
W.I.: 1251, 1252, 1253, 1254, 1255
Referred by: BATA Oversight
Revised: 01/23/19-BATA

BAY AREA TOLL AUTHORITY
RESOLUTION No. 124

WHEREAS, Streets and Highways Code Sections § 30950 et seq. created the Bay Area Toll Authority (“BATA”); and

WHEREAS, Streets and Highways Code § 30950 et seq. transfers to BATA certain duties and responsibilities of the California Transportation Commission (“CTC”) and California Department of Transportation (“Caltrans”) for the toll bridges owned and operated by Caltrans in the San Francisco Bay Area; and

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

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

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

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

WHEREAS, BATA staff has prepared a proposed budget for FY 2018-19 that includes anticipated revenues and expenses, as set forth in Attachment A, and reserve designations as set

forth in Attachment H to this resolution, attached hereto and incorporated herein by this reference; and

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

WHEREAS, Caltrans has requested that the Authority adopt budgets for capital outlay and support costs of the Regional Measure 1 (RM1) Program, Rehabilitation (Rehab) Program and the Toll Bridge Seismic Retrofit Program (SRP) on the state-owned toll bridges, as listed on attachments to this resolution; and

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

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

WHEREAS, pursuant to Streets and Highways Code §§ 30913 and 31010(b), the Authority is authorized to budget and fund eligible AB 1171 Capital Program projects from toll bridge seismic retrofit surcharge funds exceeding legal requirements to fund and finance the SRP; and

WHEREAS, in accordance with the BATA Plan of Finance plan (BATA Resolution No. 110), adopted by the Authority on November 20, 2013, and the bond covenants adopted under the Master Indenture and Supplemental Indentures, BAT A is required to maintain certain reserves and contingencies including a reserve for operations and maintenance at twice the adopted operating budget and a Self Insurance Reserve of at least \$50 million which are detailed in Attachment H of this resolution; and

WHEREAS, the final draft BATA budget for FY 2018-19 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2018-19 Toll Bridge Program operating budget prepared in accordance to generally accepted accounting principles attached hereto as Attachment A and incorporated herein as though set forth in length; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BATA operating budget for FY 2018-19, provided that there shall be no increase in the overall BATA operating budget without prior approval of BATA; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures as well as capital projects in BATA's budget for FY 2018-19, providing that there shall be no increase in the overall budget without prior approval of the Authority; and be it further

RESOLVED, that the BATA Executive Director or the responsible BATA staff person designated by the Executive Director, shall submit written requests to the BATA Oversight Committee for approval of consultants, professional services, and expenditures authorized in the BATA budget for FY 2018-19; and, be it further

RESOLVED, that the Authority adopt budgets for the FY 2018-19 RM 2, Rehab, SRP, AB 1171, Express Lanes Capital, SB1 Capital, and RM 3 Programs for the state-owned toll bridges, as listed in Attachments B through G, and I; and be it further

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

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

RESOLVED, that the Authority's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2018-19, and be it further

RESOLVED, that BATA has approved a total budget of \$345 million for the planning, design, construction and operation of the Express Lane Network and designates to BAIFA the authority to administer the budget, contracts, expenses and assets of the Express Lane Network; and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2018, as listed in Attachment H; and be it further

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

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

BAY AREA TOLL AUTHORITY

Jake Mackenzie, Chair

The above resolution, revising and superseding the resolution approved on June 27, 2018 was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California, on January 23, 2019.

Date: June 27, 2018
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight
Revised: 01/23/2019-BATA

Attachments
BATA Resolution No. 124

FY2018-19 Toll Bridge Program
Operating and Capital Budgets

Attachment A: FY 2018-19 Toll Bridge Program Operating Budget.

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

Attachment C: FY 2018-28 Ten-Year Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 detailing the FY 2018-19 budgets and allocations and Attachment C-2, detailing the entire ten-year plan).

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

Attachment E: SRP Capital Program Budget, which shows the adopted capital budgets for the SRP projects, (comprised of Attachment E-1 detailing the total project budgets and Attachment E-2 detailing capital outlay support allocations for FY 2018-19).

Attachment F: AB 1171 Capital Program.

Attachment G: BATA-SB1 Capital Program Budget, which shows the budgets for the capital projects that are receiving the SB1 funding.

Attachment H: Fund Reserve Designations, effective June 30, 2018.

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



ATTACHMENT A **BAY AREA TOLL AUTHORITY** **OPERATING BUDGET FY 2018-19**

	Approved FY 2018-19	Amendment FY 2018-19	Change % Inc./Dec)	Change \$ Inc./Dec)
General Toll Revenue	\$734,699,350	\$734,699,350	0.0%	\$0
Violation Revenue	25,000,000	25,000,000	0.0%	0
Interest Revenue	25,000,000	25,000,000	0.0%	0
Reimbursement Revenue	9,868,000	34,678,000	251.4%	24,810,000
Rebate for Build America Bonds	71,508,476	71,508,476	0.0%	0
Total Operating Revenue	\$866,075,826	\$890,885,826	2.9%	24,810,000
Total Operating Expense	\$748,823,940	\$759,609,580	1.4%	10,785,640
Operating Surplus	\$117,251,886	\$131,276,246	12.0%	14,024,360
Transfer to Toll Bridge Rehabilitation Program	\$72,000,000	\$72,000,000		
Transfer to Reserves	\$45,251,886	\$59,276,246		
Total Operating Surplus (Shortfall)	\$0	\$0		

REVENUE DETAIL **BUDGET FY 2018-19**

	Approved FY 2018-19	Amendment FY 2018-19	Change % Inc./Dec)	Change \$ Inc./Dec)
General Toll Revenue (subtotal)	\$734,699,350	\$734,699,350	0.0%	\$0
RM 1 & Seismic Toll Revenues	\$603,709,547	\$603,709,547	0.0%	\$0
RM 2 Toll Revenues	130,989,803	130,989,803	0.0%	0
RM 3 Toll Revenues	0	0	100.0%	0
Violation and Other Revenue (subtotal)	\$25,000,000	\$25,000,000	0.0%	\$0
Violations	\$25,000,000	\$25,000,000	0.0%	\$0
Interest Revenue (subtotal)	\$25,000,000	\$25,000,000	0.0%	\$0
RM1 Interest Earnings	\$20,000,000	\$20,000,000	0.0%	\$0
RM2 Interest Earnings	5,000,000	5,000,000	0.0%	0
Reimbursement Revenue (subtotal)	\$9,868,000	\$34,678,000	251.4%	\$24,810,000
BAIFA Reimbursement	\$670,000	\$670,000	0.0%	\$0
GGBHTD Fastrak Reimbursement	6,900,000	6,900,000	0.0%	0
ACTC Reimbursement	1,700,000	1,700,000	0.0%	0
VTA 237 Express Lane Reimbursement	135,000	135,000	0.0%	0
SFO Airport Reimbursement	463,000	463,000	0.0%	0
Caltrans Reimbursement	0	9,000,000	N/A	9,000,000
TJPA Reimbursement	0	510,000	N/A	510,000
BAHA Reimbursement	0	15,300,000	N/A	15,300,000
Rebate for Build America Bonds (subtotal)	\$71,508,476	\$71,508,476	0.0%	\$0
Rebate for Build America Bonds	\$71,508,476	\$71,508,476	0.0%	\$0
Total Current Year Revenue	\$866,075,826	\$890,885,826	2.9%	\$24,810,000



ATTACHMENT A
EXPENSE DETAIL
BUDGET FY 2018-19

	Approved FY 2018-19	Amendment FY 2018-19	Change % Inc./(Dec)	Change \$ Inc./(Dec)
Operating Expense				
Caltrans Operations and Maintenance (Subtotal)	\$29,300,000	\$29,300,000	0.0%	\$0
Toll Collection & Operations Services	\$23,600,000	\$23,600,000	0.0%	\$0
Toll Bridge & Facility Maintenance (Category A&B)	5,700,000	5,700,000	0.0%	0
Fastrak Operations and Maintenance (Subtotal)	\$48,975,000	\$50,975,000	4.1%	\$2,000,000
RCSC Operations	\$25,500,000	\$25,500,000	0.0%	\$0
Banking/Credit Card Fees	13,900,000	15,900,000	14.4%	2,000,000
ATCAS Facility and In-lane Maintenance	3,900,000	3,900,000	0.0%	0
ATCAS Hardware/Software Maintenance	1,675,000	1,675,000	0.0%	0
Collections Contract/DMV Expenses	4,000,000	4,000,000	0.0%	0
Toll Bridge Operations and Maintenance Total	\$78,275,000	\$80,275,000	2.6%	\$2,000,000
Toll Bridge Administration (Subtotal)	\$31,400,354	\$36,571,182	16.5%	\$5,170,828
Salaries and Benefits	\$10,504,444	\$10,504,444	0.0%	\$0
Temporary Assistance	88,030	88,030	0.0%	0
Travel&Training/Printing/Memberships	397,980	397,980	0.0%	0
Other	189,500	189,500	0.0%	0
Financing Costs	14,020,400	14,020,400	0.0%	0
Audit/Accounting/Other	2,750,000	3,120,828	13.5%	370,828
Beale St Assessment	2,200,000	2,200,000	0.0%	0
Business Insurance	600,000	600,000	0.0%	0
Misc. Toll Administration Operating Expenses	550,000	2,050,000	272.7%	1,500,000
CTC TBPOC Oversight Committee Reimbursement	100,000	100,000	0.0%	0
RM3 Related Expense	0	3,300,000	N/A	3,300,000
Consultant Contract/Other (Subtotal)	\$3,705,000	\$4,215,000	13.8%	\$510,000
ETC Marketing	\$2,540,000	\$2,540,000	0.0%	\$0
Toll Plaza Traffic Operations Analysis	150,000	150,000	0.0%	0
RM2 Project Monitoring - Capital & Ops. Program	265,000	265,000	0.0%	0
TJPA - Transbay Transit Center Peer Review Project	0	510,000	N/A	510,000
BATA Contract Contingency	250,000	250,000	0.0%	0
RM2 Contract Contingency	500,000	500,000	0.0%	0
Transfers to MTC (Subtotal)	\$22,421,309	\$25,526,121	13.8%	\$3,104,812
1% Administration	\$7,846,994	\$7,846,994	0.0%	\$0
Transfer to MTC	608,300	752,372	23.7%	144,072
RM2 Marketing	4,500,000	6,500,000	44.4%	2,000,000
Transfer to Legal Reserve	3,400,000	4,360,740	28.3%	960,740
Disaster Preparedness	40,000	40,000	0.0%	0
Transbay Transit Terminal Maintenance	5,026,046	5,026,046	0.0%	0
Transfer to ABAG SFEP	999,969	999,969	0.0%	0
Debt Service	\$557,086,153	\$557,086,153	0.0%	\$0
RM2 Transit Operating	\$49,776,125	\$49,776,125	0.0%	\$0
Furniture/Equipment	\$50,000	\$50,000	0.0%	\$0
Provision for Depreciation/Amortization	\$6,110,000	\$6,110,000	0.0%	\$0
Contractual Services - Prior Year	\$0	\$0		
Total Operating Expense	\$748,823,940	\$759,609,580	1.4%	\$10,785,640

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 6840/6953
 Referred by: BATA Oversight Committee



Attachment B
Bay Area Toll Authority

Other Capital Projects

Program #	Other Capital Projects	Prior Approved BATA Budget Thru FY 2017-18	FY 2018-19 Budget	Life to Date Project Budget
6840	Express Lanes Projects - Total*	\$ 342,186,120	\$ 3,000,000	\$ 345,186,120
6953	Core Capacity Challenge - Grant	\$ 250,000,000	-	\$ 250,000,000

* Includes \$4,725,000 transfer in from RM2 Capital



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

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
1	Completed		Var.	Completed/Closed Rehab Projects	Support	\$38,665,694		\$0	\$38,665,694
		REHAB			Capital	\$78,636,635	\$1	\$0	\$78,636,635
		8030			Total	\$117,302,329	\$1	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,625,800		\$0	\$7,625,800
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$7,625,800	\$0	\$0	\$7,625,800
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,885,000	-\$151,429	\$0	\$5,733,571
		REHAB			Capital	\$4,641,000	-\$160,965	\$0	\$4,480,035
		6814			Total	\$10,526,000	-\$312,394	\$0	\$10,213,606
4	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	\$6,180,409		\$0	\$6,180,409
		REHAB			Capital	\$5,597,591		\$0	\$5,597,591
		6828			Total	\$11,778,001	\$0	\$0	\$11,778,001
5	CTR 0009	01407	SFO	Toll Plaza Median Landscaping***	Support	\$722,112		\$0	\$722,112
		REHAB			Capital	\$1,059,888	-\$857,707	\$0	\$202,181
		6825			Total	\$1,782,000	-\$857,707	\$0	\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement,	Support	\$4,335,000		\$0	\$4,335,000
		REHAB	BASE		Capital	\$12,985,000		\$0	\$12,985,000
		6825			Total	\$17,320,000	\$0	\$0	\$17,320,000
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644		\$0	\$957,644
		REHAB			Capital	\$869,782		\$0	\$869,782
		6825			Total	\$1,827,425	\$0	\$0	\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,959,000		\$0	\$7,959,000
		REHAB		Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	\$28,018,000		\$0	\$28,018,000
		6826			Total	\$35,977,000	\$0	\$0	\$35,977,000



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

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662		\$0	\$72,662
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$72,662	\$0	\$0	\$72,662
10	CTR 0015	04224	SMH	Replace Elec Cable Hangers & Upgrade 12kv System***	Support	\$2,869,539		\$0	\$2,869,539
		REHAB			Capital	\$2,777,316		\$0	\$2,777,316
		6826			Total	\$5,646,855	\$0	\$0	\$5,646,855
11	CTR 0016	04225	DUM	Expansion Joint Rehabilitation***	Support	\$2,091,531		\$0	\$2,091,531
		REHAB			Capital	\$2,700,672		\$0	\$2,700,672
		6827			Total	\$4,792,203	\$0	\$0	\$4,792,203
12	CTR 0145	0120S	SFO	SFOBB East Span YBITS 1	Support	\$1,640,000		\$0	\$1,640,000
		REHAB		YBI Resurfacing/BASE	Capital	\$22,150,000		\$0	\$22,150,000
		6825		Replace Lighting w/ HPS Lighting System	Total	\$23,790,000	\$0	\$0	\$23,790,000
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400		\$0	\$4,811,400
		REHAB		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449		\$0	\$17,652,449
		6813			Total	\$22,463,849	\$0	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010		\$0	\$714,010
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$714,010	\$0	\$0	\$714,010
15	CTR 0028	1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$554,232		\$0	\$554,232
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$554,232	\$0	\$0	\$554,232
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,271,000	\$30,000	\$0	\$1,301,000
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$1,271,000	\$30,000	\$0	\$1,301,000



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

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
17	CTR 0032	1G720	SFO	Eyebar Monitoring System (ES)***	Support	\$207,931		\$0	\$207,931
		REHAB			Capital	\$3,431,263		\$0	\$3,431,263
		6825			Total	\$3,639,194	\$0	\$0	\$3,639,194
18	CTR 0147	2F000	SMH	Replace Damaged Transformer and Substation***	Support	\$53,276		\$0	\$53,276
		REHAB			Capital	\$204,900		\$0	\$204,900
		6826			Total	\$258,176	\$0	\$0	\$258,176
19	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$202,495		\$0	\$202,495
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$202,495	\$0	\$0	\$202,495
20	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$2,756,322		\$0	\$2,756,322
		REHAB			Capital	\$4,034,364		\$0	\$4,034,364
		6826			Total	\$6,790,687	\$0	\$0	\$6,790,687
21	CTR 0043	3G300	Var.	Replace Foghorns/Radar Beacons PID***	Support	\$67,738		\$0	\$67,738
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$67,738	\$0	\$0	\$67,738
22	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	\$4,841,000	\$1,300,000	\$0	\$6,141,000
		REHAB			Capital	\$23,000,000		\$0	\$23,000,000
		6825			Total	\$27,841,000	\$1,300,000	\$0	\$29,141,000
23	CTR 0048	3G487	SFO	Structural Steel Painting, Towers	Support	\$164,669		\$0	\$164,669
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$164,669	\$0	\$0	\$164,669
24	CTR 0049	3G470	Var.	Replace travelers and Rails PIDS***	Support	\$159,815		\$0	\$159,815
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$159,815	\$0	\$0	\$159,815



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		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
25	CTR 0051	3G480	Var.	Caltrans PSR Planning	Support	\$64,164		\$0	\$64,164
		REHAB		Paint Bridge Structures PID ***	Capital	\$0		\$0	\$0
		6828			Total	\$64,164	\$0	\$0	\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint	Support	\$8,275,000		\$0	\$8,275,000
		REHAB		(Lower Deck Only)	Capital	\$33,036,513	-\$3,736,677	\$0	\$29,299,836
		6814		Part 1***	Total	\$41,311,513	-\$3,736,677	\$0	\$37,574,836
27	CTR 0053	3G486	SMH	Bridge Paint	Support	\$8,623,000		\$0	\$8,623,000
		REHAB		Part 1	Capital	\$54,000,000		\$0	\$54,000,000
		6826			Total	\$62,623,000	\$0	\$0	\$62,623,000
28	CTR 0055	3G474	RSR	Traveler Rail Upgrades and	Support	\$872,000		\$0	\$872,000
		REHAB		Scaffolding Ergonomics Improvements	Capital	\$0		\$0	\$0
		6814			Total	\$872,000	\$0	\$0	\$872,000
29	CTR 0056	4A860	SFO	Repair Timber Fender at W5***	Support	\$335,109		\$0	\$335,109
		REHAB			Capital	\$1,429,316		\$0	\$1,429,316
		6825			Total	\$1,764,424	\$0	\$0	\$1,764,424
30	CTR 0057	4G280	SFO	Toll Plaza Renovation Oversight***	Support	\$352,488		\$0	\$352,488
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$352,488	\$0	\$0	\$352,488
31	CTR 0058	4G290	SFO	Toll Plaza Crash Cushion and Pump Station	Support	\$396,591		\$0	\$396,591
		REHAB		Oversight ***	Capital	\$0		\$0	\$0
		6825			Total	\$396,591	\$0	\$0	\$396,591
32	CTR 0059	91206	ALL	OSM Rehab Planning***	Support	\$158,660		\$0	\$158,660
		REHAB			Capital	\$0		\$0	\$0
		8629			Total	\$158,660	\$0	\$0	\$158,660



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		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
33	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$7,141,000	\$927,000	\$0	\$8,068,000
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$7,141,000	\$927,000	\$0	\$8,068,000
34	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$24,300,000	\$2,800,000	\$0	\$27,100,000
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$24,300,000	\$2,800,000	\$0	\$27,100,000
35	CTR 0062	93870	ALL	Base Security	Support	\$12,200,000	\$1,700,000	\$0	\$13,900,000
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$12,200,000	\$1,700,000	\$0	\$13,900,000
36	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$6,000,000	\$6,000,000	\$0	\$12,000,000
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$6,000,000	\$6,000,000	\$0	\$12,000,000
37	CTR 0064	97037	ANT	Toll Plaza Rehab Projects***	Support	\$0		\$0	\$0
		REHAB			Capital	\$179,979		\$0	\$179,979
		8033			Total	\$179,979	\$0	\$0	\$179,979
38	CTR 0065	97047	SFO	Toll Plaza Rehab Projects***	Support	\$0		\$0	\$0
		REHAB			Capital	\$3,386		\$0	\$3,386
		8033			Total	\$3,386	\$0	\$0	\$3,386
39	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$6,550,000	\$400,000	\$0	\$6,950,000
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$6,550,000	\$400,000	\$0	\$6,950,000
40	CTR 0078	3G462	BM	Floor Beam Mitigation Phase 1	Support	\$1,922,000		\$0	\$1,922,000
		REHAB		(Modification of stringer floor beams due to fatigue cracking)	Capital	\$1,182,000		\$0	\$1,182,000
		6812		and Bearing Shear Bolts	Total	\$3,104,000	\$0	\$0	\$3,104,000



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		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
41	CTR 0084	CTR 0084	BM	Floor Beam Mitigation Phase 2	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6812			Total	\$0	\$0	\$0	\$0
42	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements,	Support	\$3,822,000		\$0	\$3,822,000
		REHAB		Polyester Concrete Overlay (1958) and Ped	Capital	\$9,200,000	-\$1,034,091	\$0	\$8,165,909
		6813		Replace Joint Seals (1958)***	Total	\$13,022,000	-\$1,034,091	\$0	\$11,987,909
43	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,594,000	\$130,000	\$0	\$2,724,000
		REHAB		Related Electrical Systems on Southern Bridges	Capital	\$4,500,000		\$0	\$4,500,000
		6828			Total	\$7,094,000	\$130,000	\$0	\$7,224,000
44	CTR 0107	3G364	RSR	Substations Upgrade	Support	\$1,903,000	\$184,726	\$0	\$2,087,726
		REHAB			Capital	\$8,500,000	-\$8,500,000	\$0	\$0
		6814			Total	\$10,403,000	-\$8,315,274	\$0	\$2,087,726
45	CTR 0119	3G307	SFO	Fog Horns (West Spans)***	Support	\$339,821		\$0	\$339,821
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$339,821	\$0	\$0	\$339,821
46	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	\$423,000	\$1,100,000	\$0	\$1,523,000
		REHAB			Capital	\$4,000,000	\$4,000,000	\$0	\$8,000,000
		6825			Total	\$4,423,000	\$5,100,000	\$0	\$9,523,000
47	CTR 0121	3G477	SFO	Traveler Replacements and Rail Upgrades	Support	\$380,000		\$0	\$380,000
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$380,000	\$0	\$0	\$380,000
48	CTR 0126	3G448	SFO	W2 to W7 Concrete Column Repair and Seal	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$0	\$0	\$0	\$0



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		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
49	CTR 0128	CTR 0128	SFO	Main Cable Wrap Investigations Phase 2	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$0	\$0	\$0	\$0
50	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,505,000		\$0	\$3,505,000
		REHAB		RSR - Replace Joint Seals (Upper Deck)	Capital	\$5,589,878	-\$220,996	\$0	\$5,368,882
		6825		and Resurfacing***	Total	\$9,094,878	-\$220,996	\$0	\$8,873,882
51	CTR 0134	4H970	SFO	Gateway Park Oversight	Support	\$1,910,000		\$0	\$1,910,000
		REHAB		and Link (4H971) PAED	Capital	\$0		\$0	\$0
		6825			Total	\$1,910,000	\$0	\$0	\$1,910,000
52	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Support	\$2,864,000		\$0	\$2,864,000
		REHAB		Maintenance Complex	Capital	\$38,600,000	\$3,074,000	\$0	\$41,674,000
		6825			Total	\$41,464,000	\$3,074,000	\$0	\$44,538,000
53	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Support	\$0		\$0	\$0
		REHAB		Maintenance Warehouse	Capital	\$17,900,000		\$0	\$17,900,000
		6825		Phase 2	Total	\$17,900,000	\$0	\$0	\$17,900,000
54	CTR 0151	3G443	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,716,000	-\$531	\$0	\$1,715,469
		REHAB			Capital	\$1,479,122	-\$6,078	\$0	\$1,473,044
		6825			Total	\$3,195,122	-\$6,610	\$0	\$3,188,512
55	CTR 0152	0120M	SFO	Toll Plaza Repaving	Support	\$825,782		\$0	\$825,782
		REHAB			Capital	\$7,462,218		\$0	\$7,462,218
		6825			Total	\$8,288,000	\$0	\$0	\$8,288,000
56	CTR 0153	1G310	SFO	Toll Plaza Repaving***	Support	\$0		\$0	\$0
		REHAB			Capital	\$1,602,286		\$0	\$1,602,286
		6825			Total	\$1,602,286	\$0	\$0	\$1,602,286



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Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
57	CTR 0154	3G440	SFO	Various Structural PIDS***	Support	\$159,900		\$0	\$159,900
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$159,900	\$0	\$0	\$159,900
58	CTR 0155	3G450	VAR	Bridge Joint Seals***	Support	\$57,611		\$0	\$57,611
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$57,611	\$0	\$0	\$57,611
59	CTR 0156	3G390	VAR	Bridge Lighting***	Support	\$99,415		\$0	\$99,415
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$99,415	\$0	\$0	\$99,415
60	CTR 0157	3G400	VAR	Bridge Overlays***	Support	\$134,556		\$0	\$134,556
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$134,556	\$0	\$0	\$134,556
61	CTR 0158	0120F	SFO	East Span Base	Support	\$0		\$0	\$0
		REHAB			Capital	\$1,965,000		\$0	\$1,965,000
		6825			Total	\$1,965,000	\$0	\$0	\$1,965,000
62	CTR 0159	2J870	SFO	West Span BASE	Support	\$588,000		\$0	\$588,000
		REHAB			Capital	\$9,500,000		\$0	\$9,500,000
		6825			Total	\$10,088,000	\$0	\$0	\$10,088,000
63	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052		\$0	\$22,052
		REHAB			Capital	\$252,546		\$0	\$252,546
		6825			Total	\$274,597	\$0	\$0	\$274,597
64	CTR 0163	3G447	SFO	Rebuild Damaged Fender System ***	Support	\$238,798		\$0	\$238,798
		REHAB	W6		Capital	\$772,842		\$0	\$772,842
		6825			Total	\$1,011,640	\$0	\$0	\$1,011,640



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Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
65	CTR 0182	3G478	Var	PID - Water Line System	Support	\$193,307		\$0	\$193,307
		REHAB		Air Compressor, Airlines	Capital	\$0		\$0	\$0
		6828			Total	\$193,307	\$0	\$0	\$193,307
66	CTR 0201	0J120	RSR	Replace Expansion Joint at Pier 44E***	Support	\$68,600		\$0	\$68,600
		REHAB			Capital	\$270,000		\$0	\$270,000
		6814			Total	\$338,600	\$0	\$0	\$338,600
67	CTR 0202	0J870	SFO	Install Air Gap Monitoring System***	Support	\$95,994		\$0	\$95,994
		REHAB			Capital	\$128,755		\$0	\$128,755
		6825			Total	\$224,749	\$0	\$0	\$224,749
68	CTR 0203	3G360	Var.	Replace Various Navigational and Utility Equipment	Support	\$127,649		\$0	\$127,649
		REHAB		Supplemental PID***	Capital	\$0		\$0	\$0
		6828			Total	\$127,649	\$0	\$0	\$127,649
69	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and	Support	\$1,556,394		\$0	\$1,556,394
		REHAB		Related Electrical Systems on Northern Bridges	Capital	\$0		\$0	\$0
		6828			Total	\$1,556,394	\$0	\$0	\$1,556,394
70	CTR 0206	2J680	RSR	RSR Access – PPUL Oversight	Support	\$3,418,000		\$0	\$3,418,000
		REHAB			Capital	\$0		\$0	\$0
		6814			Total	\$3,418,000	\$0	\$0	\$3,418,000
71	CTR 0212	3G368	Var	Substation and Power Cable	Support	\$250,000		\$0	\$250,000
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$250,000	\$0	\$0	\$250,000
72	CTR 0213	01412	SFO	CT Oversight of Bridge Yard	Support	\$276,198		\$0	\$276,198
		REHAB		(IERBYS Building Slab) ***	Capital	\$0		\$0	\$0
		6825			Total	\$276,198	\$0	\$0	\$276,198



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	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
73	CTR 0214	01413	SFO	CT Oversight of Bridge Yard	Support	\$476,178		\$0	\$476,178
		REHAB		(IERBYS Building Retrofit)***	Capital	\$0		\$0	\$0
		6825			Total	\$476,178	\$0	\$0	\$476,178
74	CTR 0215	2J190	SFO	Replace transverse expansion joints ***	Support	\$1,309,010		\$0	\$1,309,010
		REHAB		West Span	Capital	\$1,944,698		\$0	\$1,944,698
		6825			Total	\$3,253,708	\$0	\$0	\$3,253,708
75	CTR 0216	2J410	CARQ	Al Zampa (CARQ) Joint Repair ***	Support	\$146,672		\$0	\$146,672
		REHAB			Capital	\$183,592		\$0	\$183,592
		6813			Total	\$330,265	\$0	\$0	\$330,265
76	CTR 0217	2J400	SFO	I-880 Overhead Signage and Delineation Upgrade	Support	\$46,649		\$0	\$46,649
		REHAB		Oversight***	Capital	\$0		\$0	\$0
		6825			Total	\$46,649	\$0	\$0	\$46,649
77	CTR 0219	0K220	SFO	Metering Lights Upgrade Oversight	Support	\$366,000		\$0	\$366,000
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$366,000	\$0	\$0	\$366,000
78	CTR 0222	TBD	SFO	SFOBB Maintenance Administration	Support	\$0		\$0	\$0
		REHAB			Capital	\$1,000,000		\$0	\$1,000,000
		6825			Total	\$1,000,000	\$0	\$0	\$1,000,000
79	CTR 0225	4J710	RSR	RSR Access - Bike Ped Oversight	Support	\$937,000		\$0	\$937,000
		REHAB			Capital	\$0		\$0	\$0
		6814			Total	\$937,000	\$0	\$0	\$937,000
80	CTR 0226	1K450	SFO	Roof Repairs at Sterling Substation	Support	\$72,000		\$0	\$72,000
		REHAB		Minor Rehab***	Capital	\$120,000	-\$1	\$0	\$119,999
		8033			Total	\$192,000	-\$1	\$0	\$191,999



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

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
81	CTR 0227	1K470	SMH	Roof Repairs at toll admin building (Toll Plaza)	Support	\$60,000		\$0	\$60,000
		REHAB		Minor Rehab***	Capital	\$100,000	-\$450	\$0	\$99,550
		8033			Total	\$160,000	-\$450	\$0	\$159,550
82	CTR 0228	1K460	BM	Bird abatement at Benicia Toll Plaza	Support	\$150,000	\$0	\$0	\$150,000
		REHAB		Minor Rehab	Capital	\$250,000	-\$50	\$0	\$249,950
		8033			Total	\$400,000	-\$50	\$0	\$399,950
83	CTR 0229	0K691	SFO	Install Grease Caps and Repair Pre-stress Tendons	Support	\$1,200,000		\$0	\$1,200,000
		REHAB		East Span- Director's Order	Capital	\$3,460,000		\$0	\$3,460,000
		6825			Total	\$4,660,000	\$0	\$0	\$4,660,000
84	CTR 0230	3G482	BM	Repair Seismic Joint - Pier 3	Support	\$148,912		\$0	\$148,912
		REHAB		Director's Order***	Capital	\$291,000	-\$40,154	\$0	\$250,846
		6812			Total	\$439,912	-\$40,154	\$0	\$399,758
85	CTR 0231	TBD	RSR	Replace Aircraft Beacon, Fog Horns, Radar Beacons	Support	\$0		\$0	\$0
		REHAB		and Related Electrical Systems	Capital	\$0		\$0	\$0
		6814		and connect with SCADA	Total	\$0	\$0	\$0	\$0
86	CTR 0232	2K960	SFO	YBI Tunnel Concrete Repair	Support	\$695,000		\$0	\$695,000
		REHAB			Capital	\$1,580,000		\$0	\$1,580,000
		6825			Total	\$2,275,000	\$0	\$0	\$2,275,000
87	CTR 0233	3G445	SFO	Fender Repair	Support	\$1,280,000		\$0	\$1,280,000
		REHAB		Director's Order	Capital	\$4,700,000		\$0	\$4,700,000
		6825			Total	\$5,980,000	\$0	\$0	\$5,980,000
88	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712		\$0	\$185,712
		REHAB		Director's Order	Capital	\$291,000		\$0	\$291,000
		6825			Total	\$476,712	\$0	\$0	\$476,712



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		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
89	CTR 0236	TBD	CARQ	Replacement Study Old Bridge	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6813			Total	\$0	\$0	\$0	\$0
90	CTR 0237	TBD	RSR	Replacement Study Old Bridge	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6814			Total	\$0	\$0	\$0	\$0
91	CTR 0238	TBD	BM	Replace Fog Horns, Radar Beacons and	Support	\$0		\$0	\$0
		REHAB		Related Electrical Systems and connect with SCADA	Capital	\$0		\$0	\$0
		6812			Total	\$0	\$0	\$0	\$0
92	CTR 0239	TBD	SFO	Replace Aircraft Beacon, Fog Horns, Radar Beacons	Support	\$0		\$0	\$0
		REHAB		and Related Electrical Systems and connect with SCADA	Capital	\$0		\$0	\$0
		6825			Total	\$0	\$0	\$0	\$0
93	CTR 0240	TBD	CARQ	Replace Radar Beacons and Related Electrical Systems	Support	\$0		\$0	\$0
		REHAB		and connect with SCADA	Capital	\$0		\$0	\$0
		6813			Total	\$0	\$0	\$0	\$0
94	CTR 0241	TBD	RSR	Concrete Column Repair	Support	\$0	\$300,000	-\$300,000	\$0
		REHAB			Capital	\$0		\$0	\$0
		6814			Total	\$0	\$300,000	-\$300,000	\$0
95	CTR 0242	TBD	SMH	Replace and upgrade navigational lights to LED,	Support	\$0		\$0	\$0
		REHAB		Upgrade foghorns and radar beacons,	Capital	\$0		\$0	\$0
		6826		connect with SCADA for remote control	Total	\$0	\$0	\$0	\$0
96	CTR 0243	TBD	SFO	Replace Fender System and Skirt Modifications	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6825			Total	\$0	\$0	\$0	\$0



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		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
97	CTR 0244	TBD	RSR	Structural Steel Painting (Lower Deck, Towers)	Support	\$0	\$4,000,000	\$500,000	\$4,500,000
		REHAB		2nd Phase	Capital	\$0	\$18,000,000	-\$500,000	\$17,500,000
		6814			Total	\$0	\$22,000,000	\$0	\$22,000,000
98	CTR 0245	0P560	Var.	Install BASE radio links	Support	\$300,000		\$0	\$300,000
		REHAB		Director's Order	Capital	\$750,000		\$0	\$750,000
		6828			Total	\$1,050,000	\$0	\$0	\$1,050,000
99	CTR 0246	0Q470	SFO	East Span Skyway Polyester Concrete Overlay Repairs	Support	\$90,000		\$0	\$90,000
		REHAB		Director's Order	Capital	\$200,000		\$0	\$200,000
		6825			Total	\$290,000	\$0	\$0	\$290,000
100	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$86,000		\$0	\$86,000
		REHAB		Director's Order	Capital	\$314,000		\$0	\$314,000
		6825			Total	\$400,000	\$0	\$0	\$400,000
101	CTR 0248	1Q500	BM	Repair Water Line	Support	\$120,000		\$0	\$120,000
		REHAB		Director's Order	Capital	\$314,000		\$0	\$314,000
		6812			Total	\$434,000	\$0	\$0	\$434,000
102	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$200,000		\$0	\$200,000
		REHAB		(West Approach & Anchorage)	Capital	\$560,000		\$0	\$560,000
		6825		Director's Order	Total	\$760,000	\$0	\$0	\$760,000
103	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$251,000		\$0	\$251,000
		REHAB		Director's Order	Capital	\$314,000		\$0	\$314,000
		6825			Total	\$565,000	\$0	\$0	\$565,000
104	CTR 0251	TBD	Var	High Mast Arm Light (HMAL) repair and conversion to LED	Support	\$0	\$525,000	-\$425,000	\$100,000
		REHAB			Capital	\$0	\$1,500,000	\$425,000	\$1,925,000
		8033			Total	\$0	\$2,025,000	\$0	\$2,025,000



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		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
105	CTR 0252	TBD	CAR	Toll Plaza Asphalt Paving and Polyester Overlay	Support	\$0	\$455,000	\$0	\$455,000
		REHAB			Capital	\$0	\$1,300,000	\$0	\$1,300,000
		8033			Total	\$0	\$1,755,000	\$0	\$1,755,000
106	CTR 0253	TBD	SMH	Toll Admin bldg.: Remove underground diesel storage tank (UST)	Support	\$0	\$12,500	\$0	\$12,500
		REHAB			Capital	\$0	\$250,000	\$0	\$250,000
		8033			Total	\$0	\$262,500	\$0	\$262,500
107	CTR 0254	TBD	SMH	Toll Facility Projects TBD	Support	\$0		\$0	\$0
		REHAB			Capital	\$0	\$1,000,000	-\$550,000	\$450,000
		8033			Total	\$0	\$1,000,000	-\$550,000	\$450,000
108	CTR 0255	TBD	SMH	Spandrel Beam Reconstruction (Highrise)	Support	\$0	\$400,000	-\$400,000	\$0
		REHAB			Capital	\$0		\$0	\$0
		6826			Total	\$0	\$400,000	-\$400,000	\$0
109	CTR 0256	TBD	ANT	Replace and upgrade Radar Beacons, Navigational Lights	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6811			Total	\$0	\$0	\$0	\$0
110	CTR 0257	TBD	SMH	Modify and widen existing high-rise catwalk for access	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6826			Total	\$0	\$0	\$0	\$0
111	CTR 0258	TBD	ANT	Replace Fender System	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6811			Total	\$0	\$0	\$0	\$0
112	CTR 0259	TBD	CAR	Seismic Transmission Unit (STU) Replacement	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6813			Total	\$0	\$0	\$0	\$0



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		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
113	CTR 0260	TBD	DUM	Steel Crack Mitigation	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$0	\$0
		6827			Total	\$0	\$0	\$0	\$0
114	CTR 0261	TBD	SMH	Structural Steel Painting (Towers)	Support	\$0	\$1,650,000	\$0	\$1,650,000
		REHAB		Part 2	Capital	\$0	\$9,000,000	\$0	\$9,000,000
		6826			Total	\$0	\$10,650,000	\$0	\$10,650,000
115	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	\$0		\$500,000	\$500,000
		REHAB			Capital	\$0		\$1,950,000	\$1,950,000
		6812			Total	\$0		\$2,450,000	\$2,450,000
116	CTR 0241	3G454	Var.	Concrete Repairs on RSRB Columns and SMHB Spandrel beam and bent caps	Support	\$0		\$700,000	\$700,000
		REHAB			Capital	\$0		\$0	\$0
		6828			Total	\$0	\$0	\$700,000	\$700,000
117	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$28,000		\$0	\$28,000
		REHAB			Capital	\$0	\$4,000,000	-\$1,900,000	\$2,100,000
		6829			Total	\$28,000	\$4,000,000	-\$1,900,000	\$2,128,000
118	880/92	2G361	880/92	Landscaping**	Support	\$1,160,000		\$0	\$1,160,000
		RM1			Capital	\$1,800,000		\$0	\$1,800,000
		8615			Total	\$2,960,000	\$0	\$0	\$2,960,000
119	880/92	2G362	880/92	Landscaping**	Support	\$836,000		\$0	\$836,000
		RM1			Capital	\$0		\$0	\$0
		8615			Total	\$836,000	\$0	\$0	\$836,000
120	BM	0060A	BM	Modification to 1962 Bridge**	Support	\$6,211		\$0	\$6,211
		RM1		***	Capital	\$0		\$0	\$0
		8210			Total	\$6,211	\$0	\$0	\$6,211



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Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
121	BM	0060C	BM	Replacement Planting**	Support	\$584,000		\$0	\$584,000
		RM1		***	Capital	\$1,125,000		\$0	\$1,125,000
		8210			Total	\$1,709,000	\$0	\$0	\$1,709,000
122	CAR	0130J	CAR	Site Mitigation 3**	Support	\$150,000		\$0	\$150,000
		RM1		***	Capital	\$0		\$0	\$0
		8315			Total	\$150,000	\$0	\$0	\$150,000



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Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
123	CAR	0130K	CAR	Misc Landscaping**	Support	\$4,177		\$0	\$4,177
		RM1		***	Capital	\$0		\$0	\$0
		8315			Total	\$4,177	\$0	\$0	\$4,177
124	880/92	01601	880/92	880/92 Interchange**	Support	\$344,000		\$0	\$344,000
		RM1		***	Capital	\$2,500,000		\$0	\$2,500,000
		8615			Total	\$2,844,000	\$0	\$0	\$2,844,000
125	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0		\$0	\$0
		RM1			Capital	\$115,000		\$0	\$115,000
		8637			Total	\$115,000	\$0	\$0	\$115,000
126	BR 0001	8531	BATA	Benicia ORT***	Support	\$0		\$0	\$0
		REHAB			Capital	\$4,153,000		\$0	\$4,153,000
					Total	\$4,153,000	\$0	\$0	\$4,153,000
127	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	\$2,914,000		\$0	\$2,914,000
		REHAB			Capital	\$0		\$0	\$0
					Total	\$2,914,000	\$0	\$0	\$2,914,000
128	BR 0003	8594	BATA	SFOBB West Span Pathway Planning	Support	\$1,750,000		\$0	\$1,750,000
		REHAB			Capital	\$10,550,000		\$0	\$10,550,000
					Total	\$12,300,000	\$0	\$0	\$12,300,000
129	BR 0004	8909	BATA	Gateway Park	Support	\$1,273,000		\$0	\$1,273,000
		REHAB			Capital	\$26,701,863		\$0	\$26,701,863
					Total	\$27,974,863	\$0	\$0	\$27,974,863
130	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000		\$0	\$5,000,000
		REHAB			Capital	\$20,619,200		\$0	\$20,619,200
					Total	\$25,619,200	\$0	\$0	\$25,619,200



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	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
131	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	\$0		\$0	\$0
		REHAB			Capital	\$531,000		\$0	\$531,000
					Total	\$531,000	\$0	\$0	\$531,000
132	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0		\$0	\$0
		REHAB			Capital	\$3,575,000		\$0	\$3,575,000
					Total	\$3,575,000	\$0	\$0	\$3,575,000
133	BR 0009	8922	BATA	Metering Lights Upgrade	Support	\$0		\$0	\$0
		REHAB			Capital	\$8,930,000		\$0	\$8,930,000
					Total	\$8,930,000	\$0	\$0	\$8,930,000
134	BR 0010	8920	BATA	SFO Plaza and Canopy Improvements***	Support	\$3,991,000		\$0	\$3,991,000
		REHAB			Capital	\$5,272,000		\$0	\$5,272,000
					Total	\$9,263,000	\$0	\$0	\$9,263,000
135	BR 0011	8923	BATA	Bridge Documentation	Support	\$0		\$0	\$0
		REHAB			Capital	\$500,000		\$0	\$500,000
					Total	\$500,000	\$0	\$0	\$500,000
136	BR 0013	8602	BATA	Hybrid/ETC Lane Modifications***	Support	\$0		\$0	\$0
		REHAB			Capital	\$874,000		\$0	\$874,000
					Total	\$874,000	\$0	\$0	\$874,000
137	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$350,000		\$0	\$350,000
		REHAB			Capital	\$21,598,000	\$4,500,000	\$0	\$26,098,000
					Total	\$21,948,000	\$4,500,000	\$0	\$26,448,000
138	BR 0016	8631	BATA	Callboxes***	Support	\$0		\$0	\$0
		REHAB			Capital	\$2,344,000		\$0	\$2,344,000
					Total	\$2,344,000	\$0	\$0	\$2,344,000



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	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
139	BR 0017	8900	BATA	2003 CSC Procurement	Support	\$1,679,000		\$0	\$1,679,000
		REHAB			Capital	\$10,679,000		\$0	\$10,679,000
					Total	\$12,358,000	\$0	\$0	\$12,358,000
140	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	\$0		\$0	\$0
		REHAB			Capital	\$81,369,532	\$7,800,000	-\$170,000	\$88,999,532
					Total	\$81,369,532	\$7,800,000	-\$170,000	\$88,999,532
141	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0		\$0	\$0
		REHAB			Capital	\$20,050,000	\$700,000	\$0	\$20,750,000
					Total	\$20,050,000	\$700,000	\$0	\$20,750,000
142	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement	Support	\$0		\$0	\$0
		REHAB		(ATCAS)	Capital	\$33,545,000		\$0	\$33,545,000
					Total	\$33,545,000	\$0	\$0	\$33,545,000
143	BR 0021	8904	BATA	FasTrak Sign and Sign Structure Improvements	Support	\$1,000,000		\$0	\$1,000,000
		REHAB		(Strategic Plan)	Capital	\$28,510,130		\$0	\$28,510,130
					Total	\$29,510,130	\$0	\$0	\$29,510,130
144	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000		\$0	\$400,000
		REHAB			Capital	\$8,099,000	\$3,000,000	\$26,545,000	\$37,644,000
					Total	\$8,499,000	\$3,000,000	\$26,545,000	\$38,044,000
145	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	\$0		\$0	\$0
		REHAB		(HW, SW, NETWORK)	Capital	\$4,035,000		\$0	\$4,035,000
					Total	\$4,035,000	\$0	\$0	\$4,035,000
146	BR 0025	8912	BATA	Tag Inventory Conversion	Support	\$200,000		\$0	\$200,000
		REHAB		(Upgrade Technology)***	Capital	\$1,736,500		\$0	\$1,736,500
					Total	\$1,936,500	\$0	\$0	\$1,936,500



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

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
147	BR 0026	8914	BATA	Violation Enforcement System***	Support	\$0		\$0	\$0
		REHAB			Capital	\$7,842,000		\$0	\$7,842,000
					Total	\$7,842,000	\$0	\$0	\$7,842,000
148	BR 0027	8916	BATA	Bay Crossing Study***	Support	\$540,000		\$0	\$540,000
		REHAB			Capital	\$0		\$0	\$0
					Total	\$540,000	\$0	\$0	\$540,000
149	BR 0028	8917	BATA	BATA Technology Security	Support	\$0		\$0	\$0
		REHAB		Review and Implementation	Capital	\$750,000		\$0	\$750,000
					Total	\$750,000	\$0	\$0	\$750,000
150	BR 0029	8926	BATA	Bridge Modeling and Investigations	Support	\$2,000,000		\$0	\$2,000,000
		REHAB			Capital	\$3,801,198		\$0	\$3,801,198
					Total	\$5,801,198	\$0	\$0	\$5,801,198
151	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0		\$0	\$0
		REHAB			Capital	\$46,044,709	\$400,000	\$0	\$46,444,709
					Total	\$46,044,709	\$400,000	\$0	\$46,444,709
152	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0		\$0	\$0
		REHAB			Capital	\$8,300,000		\$0	\$8,300,000
					Total	\$8,300,000	\$0	\$0	\$8,300,000
153	BR 0034	8924	BATA	Antioch Bridge	Support	\$0		\$0	\$0
		REHAB		CCTA 160/4 Interchange	Capital	\$50,000,000		\$0	\$50,000,000
					Total	\$50,000,000	\$0	\$0	\$50,000,000
154	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000		\$0	\$1,494,000
		REHAB		I-580 Access Improvements	Capital	\$77,434,000	\$3,000,000	\$0	\$80,434,000
					Total	\$78,928,000	\$3,000,000	\$0	\$81,928,000



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

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
155	BR 0038	8937	BATA	Future CSC Procurement	Support	\$0		\$0	\$0
		REHAB			Capital	\$3,000,000	\$1,000,000	\$0	\$4,000,000
					Total	\$3,000,000	\$1,000,000	\$0	\$4,000,000
156	BR 0039	8933	BATA	Plan Bay Area TMS	Support	\$0		\$0	\$0
		REHAB			Capital	\$9,000,000		\$0	\$9,000,000
					Total	\$9,000,000	\$0	\$0	\$9,000,000
157	BR 0040	8012	BATA	All Electronic Tolling Study	Support	\$0		\$0	\$0
		REHAB			Capital	\$763,000		\$170,000	\$933,000
					Total	\$763,000	\$0	\$170,000	\$933,000
158	BR 0043	8936	BATA	Backhaul Connection Infrastructure	Support	\$0		\$0	\$0
		REHAB			Capital	\$1,000,000		\$0	\$1,000,000
					Total	\$1,000,000	\$0	\$0	\$1,000,000
159	BR 0044	8540	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0		\$0	\$0
		REHAB			Capital	\$2,000,000		\$0	\$2,000,000
					Total	\$2,000,000	\$0	\$0	\$2,000,000
160	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	\$0		\$0	\$0
		REHAB			Capital	\$500,000		\$0	\$500,000
					Total	\$500,000	\$0	\$0	\$500,000
161	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0		\$0	\$0
		REHAB			Capital	\$480,000	\$160,000	\$0	\$640,000
					Total	\$480,000	\$160,000	\$0	\$640,000
162	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	\$0		\$0	\$0
		REHAB			Capital	\$12,083,854		\$0	\$12,083,854
					Total	\$12,083,854	\$0	\$0	\$12,083,854



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

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2018	2019	Adjustments	Thru 2019
163	BR 0048	8939	BATA	Asset Management	Support	\$0		\$0	\$0
		REHAB			Capital	\$2,000,000		\$0	\$2,000,000
					Total	\$2,000,000	\$0	\$0	\$2,000,000
164	BR 0049	BR 0049	BATA	CHP - COZEEP/MAZEPP	Support	\$0	\$200,000	\$0	\$200,000
		REHAB			Capital	\$0		\$0	\$0
					Total	\$0	\$200,000	\$0	\$200,000
165	BR 0050	BR 0050	BATA	HOV Lane Enforcement	Support	\$0	\$1,300,000	\$0	\$1,300,000
		REHAB			Capital	\$0		\$0	\$0
					Total	\$0	\$1,300,000	\$0	\$1,300,000
166	BR 0051	BR 0051	BATA	Bridge Yard Capital Improvements	Support	\$0	\$0	\$0	\$0
		REHAB			Capital	\$0	\$500,000	\$0	\$500,000
					Total	\$0	\$500,000	\$0	\$500,000
167	BR 0052	BR 0050	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$200,000	\$200,000
					Total	\$0	\$0	\$200,000	\$200,000
168	BR 0053	BR 0051	BATA	Dumbarton Approach and Transit Strategies	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$1,000,000	\$1,000,000
					Total	\$0	\$0	\$1,000,000	\$1,000,000
169	BR 0054	BR 0050	BATA	Next Gen Clipper (C2) System	Support	\$0		\$0	\$0
		REHAB			Capital	\$0		\$9,600,000	\$9,600,000
					Total	\$0	\$0	\$9,600,000	\$9,600,000
170	BR Res	8928	Var.	BATA Program Contingency	Support	\$0		\$0	\$0
		REHAB		RM1 and Seismic Closeout	Capital	\$3,258,612		\$26,200,000	\$29,458,612
					Total	\$3,258,612	\$0	\$26,200,000	\$29,458,612



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

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	Adjustments	Thru 2019
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Attachment C-1
Bay Area Toll Authority
 Rehabilitation Program Budget Summary

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	Adjustments	Thru 2019
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*Caltrans Capital includes capital outlay construction and right-of-way.

**Previous expenses covered in RM1 Program.

*** Project closed to expenditures June 30, 2018 or earlier.

		Thru 2018	2019	Adjustments	Thru 2019
Toll Bridge Rehabilitation Program Summary	Support	\$233,390,889	\$23,262,266	\$575,000	\$257,228,155
	Capital	\$953,154,590	\$48,626,832	\$62,970,000	\$1,064,751,422
	Total	\$1,186,545,479	\$71,889,098	\$63,545,000	\$1,321,979,577
Caltrans Rehabilitation Program Summary	Support	\$210,799,889	\$21,762,266	\$575,000	\$233,137,154
	Capital	\$431,224,992	\$27,566,832	-\$575,000	\$458,216,824
	Total	\$642,024,881	\$49,329,097	\$0	\$691,353,979
BATA Rehabilitation Program Summary	Support	\$22,591,000	\$1,500,000	\$0	\$24,091,000
	Capital	\$521,929,598	\$21,060,000	\$63,545,000	\$606,534,598
	Total	\$544,520,598	\$22,560,000	\$63,545,000	\$630,625,598



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
1	Completed		Var.	Completed/Closed Rehab Projects	Support	\$38,665,694											\$38,665,694
		REHAB 8030			Capital	\$78,636,635	\$1										\$78,636,635
					Total	\$117,302,329	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,625,800											\$7,625,800
		REHAB 6825			Capital	\$0											\$0
					Total	\$7,625,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,625,800
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,885,000	-\$151,429										\$5,733,571
		REHAB 6814			Capital	\$4,641,000	-\$160,965										\$4,480,035
					Total	\$10,526,000	-\$312,394	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,213,606
4	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	\$6,180,409											\$6,180,409
		REHAB 6828			Capital	\$5,597,591											\$5,597,591
					Total	\$11,778,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,778,001
5	CTR 0009	01407	SFO	Toll Plaza Median Landscaping***	Support	\$722,112											\$722,112
		REHAB 6825			Capital	\$1,059,888	-\$857,707										\$202,181
					Total	\$1,782,000	-\$857,707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement, BASE	Support	\$4,335,000											\$4,335,000
		REHAB 6825			Capital	\$12,985,000											\$12,985,000
					Total	\$17,320,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,320,000
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644											\$957,644
		REHAB 6825			Capital	\$869,782											\$869,782
					Total	\$1,827,425	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,959,000											\$7,959,000
		REHAB 6826		Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	\$28,018,000											\$28,018,000
					Total	\$35,977,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,977,000
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662											\$72,662
		REHAB 6828			Capital	\$0											\$0
					Total	\$72,662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,662
10	CTR 0015	04224	SMH	Replace Elec Cable Hangers & Upgrade 12kv System**	Support	\$2,869,539											\$2,869,539
		REHAB 6826			Capital	\$2,777,316											\$2,777,316
					Total	\$5,646,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,646,855
11	CTR 0016	04225	DUM	Expansion Joint Rehabilitation***	Support	\$2,091,531											\$2,091,531
		REHAB 6827			Capital	\$2,700,672											\$2,700,672
					Total	\$4,792,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,792,203
12	CTR 0145	0120S	SFO	SFOBB East Span YBITS 1	Support	\$1,640,000											\$1,640,000
		REHAB 6825		YBI Resurfacing/BASE	Capital	\$22,150,000											\$22,150,000
				Replace Lighting w/ HPS Lighting System	Total	\$23,790,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,790,000



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010											\$714,010
		REHAB			Capital	\$0											\$0
		6825			Total	\$714,010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$554,232
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,271,000	\$30,000										\$1,301,000
		REHAB			Capital	\$0											\$0
		6825			Total	\$1,271,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,301,000
17	CTR 0032	1G720	SFO	Eyebar Monitoring System (ES)***	Support	\$207,931											\$207,931
		REHAB			Capital	\$3,431,263											\$3,431,263
		6825			Total	\$3,639,194	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,639,194
18	CTR 0147	2F000	SMH	Replace Damaged Transformer and Substation***	Support	\$53,276											\$53,276
		REHAB			Capital	\$204,900											\$204,900
		6826			Total	\$258,176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$258,176
19	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$202,495											\$202,495
		REHAB			Capital	\$0											\$0
		6828			Total	\$202,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,495
20	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$2,756,322											\$2,756,322
		REHAB			Capital	\$4,034,364											\$4,034,364
		6826			Total	\$6,790,687	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,790,687
21	CTR 0043	3G300	Var.	Replace Foghorns/Radar Beacons PID***	Support	\$67,738											\$67,738
		REHAB			Capital	\$0											\$0
		6828			Total	\$67,738	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,738
22	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	\$4,841,000	\$1,300,000	\$1,300,000	\$1,300,000								\$8,741,000
		REHAB			Capital	\$23,000,000											\$23,000,000
		6825			Total	\$27,841,000	\$1,300,000	\$1,300,000	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,741,000
23	CTR 0048	3G487	SFO	Structural Steel Painting, Towers	Support	\$164,669							\$1,500,000	\$3,000,000	\$3,000,000	\$2,500,000	\$10,164,669
		REHAB			Capital	\$0							\$0	\$7,000,000	\$20,000,000	\$15,000,000	\$42,000,000
		6825			Total	\$164,669	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$10,000,000	\$23,000,000	\$17,500,000	\$52,164,669
24	CTR 0049	3G470	Var.	Replace travelers and Rails PIDS***	Support	\$159,815											\$159,815
		REHAB			Capital	\$0											\$0
		6828			Total	\$159,815	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,815



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
25	CTR 0051	3G480	Var.	Caltrans PSR Planning	Support	\$64,164											\$64,164
		REHAB		Paint Bridge Structures PID ***	Capital	\$0											\$0
		6828			Total	\$64,164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint (Lower Deck Only)	Support	\$8,275,000											\$8,275,000
		REHAB		Part 1***	Capital	\$33,036,513	-\$3,736,677										\$29,299,836
		6814			Total	\$41,311,513	-\$3,736,677	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,574,836
27	CTR 0053	3G486	SMH	Bridge Paint	Support	\$8,623,000											\$8,623,000
		REHAB		Part 1	Capital	\$54,000,000											\$54,000,000
		6826			Total	\$62,623,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,623,000
28	CTR 0055	3G474	RSR	Traveler Rail Upgrades and Scaffolding Ergonomics Improvements	Support	\$872,000							\$600,000	\$600,000	\$600,000	\$700,000	\$3,372,000
		REHAB			Capital	\$0							\$7,700,000				\$7,700,000
		6814			Total	\$872,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$8,300,000	\$600,000	\$700,000	\$11,072,000
29	CTR 0056	4A860	SFO	Repair Timber Fender at W5***	Support	\$335,109											\$335,109
		REHAB			Capital	\$1,429,316											\$1,429,316
		6825			Total	\$1,764,424	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,764,424
30	CTR 0057	4G280	SFO	Toll Plaza Renovation Oversight***	Support	\$352,488											\$352,488
		REHAB			Capital	\$0											\$0
		6825			Total	\$352,488	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$352,488
31	CTR 0058	4G290	SFO	Toll Plaza Crash Cushion and Pump Station Oversight ***	Support	\$396,591											\$396,591
		REHAB			Capital	\$0											\$0
		6825			Total	\$396,591	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$396,591
32	CTR 0059	91206	ALL	OSM Rehab Planning***	Support	\$158,660											\$158,660
		REHAB			Capital	\$0											\$0
		8629			Total	\$158,660	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158,660
33	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$7,141,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$16,411,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$7,141,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$927,000	\$16,411,000
34	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$24,300,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$52,300,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$24,300,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$52,300,000
35	CTR 0062	93870	ALL	Base Security	Support	\$12,200,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$29,200,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$12,200,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$29,200,000
36	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$66,000,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$66,000,000



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 New Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
37	CTR 0064	97037 REHAB 8033	ANT	Toll Plaza Rehab Projects***	Support	\$0											\$0
					Capital	\$179,979											\$179,979
					Total	\$179,979	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,979
38	CTR 0065	97047 REHAB 8033	SFO	Toll Plaza Rehab Projects***	Support	\$0											\$0
					Capital	\$3,386											\$3,386
					Total	\$3,386	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,386
39	CTR 0069	97708 REHAB 6828	Var.	Caltrans ETC Traffic Operations Support	Support	\$6,550,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$10,550,000
					Capital	\$0											\$0
					Total	\$6,550,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$10,550,000
40	CTR 0078	3G462 REHAB 6812	BM	Floor Beam Mitigation Phase 1 (Modification of stringer floor beams due to fatigue cracking) and Bearing Shear Bolts	Support	\$1,922,000											\$1,922,000
					Capital	\$1,182,000											\$1,182,000
					Total	\$3,104,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,000
41	CTR 0084	CTR 0084 REHAB 6812	BM	Floor Beam Mitigation Phase 2	Support	\$0				\$600,000	\$1,200,000	\$500,000					\$2,300,000
					Capital	\$0				\$0	\$7,500,000	\$0					\$7,500,000
					Total	\$0	\$0	\$0	\$0	\$600,000	\$8,700,000	\$500,000	\$0	\$0	\$0	\$0	\$9,800,000
42	CTR 0088	3G403 REHAB 6813	CAR	Anchorage Modification, Drainage Improvements, Polyester Concrete Overlay (1958) and Ped Replace Joint Seals (1958)***	Support	\$3,822,000											\$3,822,000
					Capital	\$9,200,000	-\$1,034,091										\$8,165,909
					Total	\$13,022,000	-\$1,034,091	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,987,909
43	CTR 0097	3G305 REHAB 6828	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Southern Bridges	Support	\$2,594,000	\$130,000										\$2,724,000
					Capital	\$4,500,000											\$4,500,000
					Total	\$7,094,000	\$130,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,224,000
44	CTR 0107	3G364 REHAB 6814	RSR	Substations Upgrade	Support	\$1,903,000	\$184,726										\$2,087,726
					Capital	\$8,500,000	-\$8,500,000										\$0
					Total	\$10,403,000	-\$8,315,274	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,087,726
45	CTR 0119	3G307 REHAB 6825	SFO	Fog Horns (West Spans)***	Support	\$339,821											\$339,821
					Capital	\$0											\$0
					Total	\$339,821	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,821
46	CTR 0120	3G444 REHAB 6825	SFO	Main Cable Wrap Investigations Phase 1	Support	\$423,000	\$1,100,000										\$1,523,000
					Capital	\$4,000,000	\$4,000,000										\$8,000,000
					Total	\$4,423,000	\$5,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,523,000
47	CTR 0121	3G477 REHAB 6825	SFO	Traveler Replacements and Rail Upgrades	Support	\$380,000											\$380,000
					Capital	\$0											\$0
					Total	\$380,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,000
48	CTR 0126	3G448 REHAB 6825	SFO	W2 to W7 Concrete Column Repair and Seal	Support	\$0											\$0
					Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
49	CTR 0128	REHAB 6825	SFO	Main Cable Wrap Investigations Phase 2	Support	\$0			\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$1,000,000			\$10,000,000
					Capital	\$0					\$10,000,000	\$10,000,000	\$10,000,000				\$30,000,000
					Total	\$0	\$0	\$0	\$1,000,000	\$2,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$1,000,000	\$0	\$0	\$40,000,000
50	CTR 0129	REHAB 6825	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck) RSR - Replace Joint Seals (Upper Deck) and Resurfacing***	Support	\$3,505,000											\$3,505,000
					Capital	\$5,589,878	-\$220,996										\$5,368,882
					Total	\$9,094,878	-\$220,996	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,873,882
51	CTR 0134	REHAB 6825	SFO	Gateway Park Oversight and Link (4H971) PAED	Support	\$1,910,000											\$1,910,000
					Capital	\$0											\$0
					Total	\$1,910,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,910,000
52	CTR 0147	REHAB 6825	SFO	SFOBB Maintenance Complex Maintenance Complex	Support	\$2,864,000											\$2,864,000
					Capital	\$38,600,000	\$3,074,000										\$41,674,000
					Total	\$41,464,000	\$3,074,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,538,000
53	CTR 0148	REHAB 6825	SFO	SFOBB Maintenance Complex Maintenance Warehouse Phase 2	Support	\$0											\$0
					Capital	\$17,900,000											\$17,900,000
					Total	\$17,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900,000
54	CTR 0151	REHAB 6825	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,716,000	-\$531										\$1,715,469
					Capital	\$1,479,122	-\$6,078										\$1,473,044
					Total	\$3,195,122	-\$6,610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,188,512
55	CTR 0152	REHAB 6825	SFO	Toll Plaza Repaving	Support	\$825,782											\$825,782
					Capital	\$7,462,218											\$7,462,218
					Total	\$8,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,288,000
56	CTR 0153	REHAB 6825	SFO	Toll Plaza Repaving***	Support	\$0											\$0
					Capital	\$1,602,286											\$1,602,286
					Total	\$1,602,286	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,602,286
57	CTR 0154	REHAB 6825	SFO	Various Structural PIDS***	Support	\$159,900											\$159,900
					Capital	\$0											\$0
					Total	\$159,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900
58	CTR 0155	REHAB 6828	VAR	Bridge Joint Seals***	Support	\$57,611											\$57,611
					Capital	\$0											\$0
					Total	\$57,611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,611
59	CTR 0156	REHAB 6828	VAR	Bridge Lighting***	Support	\$99,415											\$99,415
					Capital	\$0											\$0
					Total	\$99,415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,415
60	CTR 0157	REHAB 6828	VAR	Bridge Overlays***	Support	\$134,556											\$134,556
					Capital	\$0											\$0
					Total	\$134,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,556



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
61	CTR 0158	0120F	SFO	East Span Base	Support	\$0											\$0
		REHAB			Capital	\$1,965,000											\$1,965,000
		6825			Total	\$1,965,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,965,000
62	CTR 0159	21870	SFO	West Span BASE	Support	\$588,000											\$588,000
		REHAB			Capital	\$9,500,000											\$9,500,000
		6825			Total	\$10,088,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,088,000
63	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052											\$22,052
		REHAB			Capital	\$252,546											\$252,546
		6825			Total	\$274,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$274,597
64	CTR 0163	3G447	SFO	Rebuild Damaged Fender System ***	Support	\$238,798											\$238,798
		REHAB		W6	Capital	\$772,842											\$772,842
		6825			Total	\$1,011,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,011,640
65	CTR 0182	3G478	Var	PID - Water Line System	Support	\$193,307											\$193,307
		REHAB		Air Compressor, Airlines	Capital	\$0											\$0
		6828			Total	\$193,307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,307
66	CTR 0201	01120	RSR	Replace Expansion Joint at Pier 44E***	Support	\$68,600											\$68,600
		REHAB			Capital	\$270,000											\$270,000
		6814			Total	\$338,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$338,600
67	CTR 0202	01870	SFO	Install Air Gap Monitoring System***	Support	\$95,994											\$95,994
		REHAB			Capital	\$128,755											\$128,755
		6825			Total	\$224,749	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,749
68	CTR 0203	3G360	Var.	Replace Various Navigational and Utility Equipment	Support	\$127,649											\$127,649
		REHAB		Supplemental PID***	Capital	\$0											\$0
		6828			Total	\$127,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,649
69	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and	Support	\$1,556,394											\$1,556,394
		REHAB		Related Electrical Systems on Northern Bridges	Capital	\$0											\$0
		6828			Total	\$1,556,394	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,556,394
70	CTR 0206	21680	RSR	RSR Access – PPUL Oversight	Support	\$3,418,000											\$3,418,000
		REHAB			Capital	\$0											\$0
		6814			Total	\$3,418,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,418,000
71	CTR 0212	3G368	Var	Substation and Power Cable	Support	\$250,000											\$250,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
72	CTR 0213	01412	SFO	CT Oversight of Bridge Yard	Support	\$276,198											\$276,198
		REHAB		(IERBYS Building Slab) ***	Capital	\$0											\$0
		6825			Total	\$276,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$276,198



Attachment C-2
Bay Area Toll Authority
FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 -w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
73	CTR 0214	01413	SFO	CT Oversight of Bridge Yard	Support	\$476,178											\$476,178
		REHAB		(IERBYS Building Retrofit)***	Capital	\$0											\$0
		6825			Total	\$476,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,178
74	CTR 0215	21190	SFO	Replace transverse expansion joints ***	Support	\$1,309,010											\$1,309,010
		REHAB		West Span	Capital	\$1,944,698											\$1,944,698
		6825			Total	\$3,253,708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,253,708
75	CTR 0216	21410	CARQ	Al Zampa (CARQ) Joint Repair ***	Support	\$146,672											\$146,672
		REHAB			Capital	\$183,592											\$183,592
		6813			Total	\$330,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,265
76	CTR 0217	21400	SFO	I-880 Overhead Signage and Delineation Upgrade	Support	\$46,649											\$46,649
		REHAB		Oversight***	Capital	\$0											\$0
		6825			Total	\$46,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,649
77	CTR 0219	0K220	SFO	Metering Lights Upgrade Oversight	Support	\$366,000		\$134,000									\$500,000
		REHAB			Capital	\$0											\$0
		6825			Total	\$366,000	\$0	\$134,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
78	CTR 0222	TBD	SFO	SFOBB Maintenance Administration	Support	\$0											\$0
		REHAB			Capital	\$1,000,000											\$1,000,000
		6825			Total	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
79	CTR 0225	41710	RSR	RSR Access - Bike Ped Oversight	Support	\$937,000											\$937,000
		REHAB			Capital	\$0											\$0
		6814			Total	\$937,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$937,000
80	CTR 0226	1K450	SFO	Roof Repairs at Sterling Substation	Support	\$72,000											\$72,000
		REHAB		Minor Rehab***	Capital	\$120,000	-\$1										\$119,999
		8033			Total	\$192,000	-\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191,999
81	CTR 0227	1K470	SMH	Roof Repairs at toll admin building (Toll Plaza)	Support	\$60,000											\$60,000
		REHAB		Minor Rehab***	Capital	\$100,000	-\$450										\$99,550
		8033			Total	\$160,000	-\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,550
82	CTR 0228	1K460	BM	Bird abatement at Benicia Toll Plaza	Support	\$150,000	\$0										\$150,000
		REHAB		Minor Rehab	Capital	\$250,000	-\$50										\$249,950
		8033			Total	\$400,000	-\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$399,950
83	CTR 0229	0K691	SFO	Install Grease Caps and Repair Pre-stress Tendons	Support	\$1,200,000											\$1,200,000
		REHAB		East Span- Director's Order	Capital	\$3,460,000											\$3,460,000
		6825			Total	\$4,660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,660,000
84	CTR 0230	3G482	BM	Repair Seismic Joint - Pier 3	Support	\$148,912											\$148,912
		REHAB		Director's Order***	Capital	\$291,000	-\$40,154										\$250,846
		6812			Total	\$439,912	-\$40,154	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$399,758



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 -w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
85	CTR 0231	TBD	RSR	Replace Aircraft Beacon, Fog Horns, Radar Beacons and Related Electrical Systems and connect with SCADA	Support	\$0		\$600,000	\$1,400,000								\$2,000,000
		REHAB 6814			Capital	\$0		\$1,000,000	\$4,500,000								\$5,500,000
					Total	\$0	\$0	\$1,600,000	\$5,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000
86	CTR 0232	2K960	SFO	YBI Tunnel Concrete Repair	Support	\$695,000											\$695,000
		REHAB 6825			Capital	\$1,580,000											\$1,580,000
					Total	\$2,275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,275,000
87	CTR 0233	3G445	SFO	Fender Repair	Support	\$1,280,000											\$1,280,000
		REHAB 6825		Director's Order	Capital	\$4,700,000											\$4,700,000
					Total	\$5,980,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,980,000
88	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712											\$185,712
		REHAB 6825		Director's Order	Capital	\$291,000											\$291,000
					Total	\$476,712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,712
89	CTR 0236	TBD	CARQ	Replacement Study Old Bridge	Support	\$0					\$1,000,000						\$1,000,000
		REHAB 6813			Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
90	CTR 0237	TBD	RSR	Replacement Study Old Bridge	Support	\$0		\$1,000,000									\$1,000,000
		REHAB 6814			Capital	\$0											\$0
					Total	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
91	CTR 0238	TBD	BM	Replace Fog Horns, Radar Beacons and Related Electrical Systems and connect with SCADA	Support	\$0							\$300,000	\$1,500,000			\$1,800,000
		REHAB 6812			Capital	\$0								\$3,500,000			\$3,500,000
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$5,000,000	\$0	\$0	\$5,300,000
92	CTR 0239	TBD	SFO	Replace Aircraft Beacon, Fog Horns, Radar Beacons and Related Electrical Systems and connect with SCADA	Support	\$0									\$300,000	\$700,000	\$1,000,000
		REHAB 6825			Capital	\$0										\$3,600,000	\$3,600,000
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$4,300,000	\$4,600,000
93	CTR 0240	TBD	CARQ	Replace Radar Beacons and Related Electrical Systems and connect with SCADA	Support	\$0		\$800,000								\$150,000	\$950,000
		REHAB 6813			Capital	\$0		\$2,500,000									\$2,500,000
					Total	\$0	\$0	\$3,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$3,450,000
94	CTR 0241	TBD	RSR	Concrete Column Repair	Support	\$0											\$0
		REHAB 6814			Capital	\$0											\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
95	CTR 0242	TBD	SMH	Replace and upgrade navigational lights to LED, Upgrade foghorns and radar beacons, connect with SCADA for remote control	Support	\$0									\$170,000	\$650,000	\$820,000
		REHAB 6826			Capital	\$0										\$1,900,000	\$1,900,000
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$170,000	\$2,550,000	\$2,720,000
96	CTR 0243	TBD	SFO	Replace Fender System and Skirt Modifications	Support	\$0		\$1,000,000	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000					\$8,000,000
		REHAB 6825			Capital	\$0				\$10,000,000	\$25,000,000	\$25,000,000					\$60,000,000
					Total	\$0	\$0	\$1,000,000	\$1,000,000	\$12,000,000	\$27,000,000	\$27,000,000	\$0	\$0	\$0	\$0	\$68,000,000



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
97	CTR 0244	TBD	RSR	Structural Steel Painting (Lower Deck, Towers)	Support	\$0	\$4,500,000				\$0	\$2,500,000	\$3,500,000	\$3,500,000			\$14,000,000
		REHAB		2nd Phase	Capital	\$0	\$17,500,000	\$17,000,000	\$9,145,000	\$17,000,000			\$15,000,000	\$15,000,000	\$0	\$0	\$90,645,000
		6814			Total	\$0	\$22,000,000	\$17,000,000	\$9,145,000	\$17,000,000	\$0	\$2,500,000	\$18,500,000	\$18,500,000	\$0	\$0	\$104,645,000
98	CTR 0245	OP560	Var.	Install BASE radio links	Support	\$300,000											\$300,000
		REHAB		Director's Order	Capital	\$750,000											\$750,000
		6828			Total	\$1,050,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000
99	CTR 0246	Q0470	SFO	East Span Skyway Polyester Concrete Overlay Repairs	Support	\$90,000											\$90,000
		REHAB		Director's Order	Capital	\$200,000											\$200,000
		6825			Total	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000
100	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$86,000											\$86,000
		REHAB		Director's Order	Capital	\$314,000											\$314,000
		6825			Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
101	CTR 0248	1Q500	BM	Repair Water Line	Support	\$120,000											\$120,000
		REHAB		Director's Order	Capital	\$314,000											\$314,000
		6812			Total	\$434,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,000
102	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$200,000											\$200,000
		REHAB		(West Approach & Anchorage)	Capital	\$560,000											\$560,000
		6825		Director's Order	Total	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$760,000
103	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$251,000											\$251,000
		REHAB		Director's Order	Capital	\$314,000											\$314,000
		6825			Total	\$565,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,000
104	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion to LED	Support	\$0	\$100,000										\$100,000
		REHAB			Capital	\$0	\$1,925,000										\$1,925,000
		8033			Total	\$0	\$2,025,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,025,000
105	CTR 0252	2Q900	CAR	Toll Plaza Asphalt Paving and Polyester Overlay	Support	\$0	\$455,000										\$455,000
		REHAB			Capital	\$0	\$1,300,000										\$1,300,000
		8033			Total	\$0	\$1,755,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,755,000
106	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage tank (UST)	Support	\$0	\$12,500										\$12,500
		REHAB			Capital	\$0	\$250,000										\$250,000
		8033			Total	\$0	\$262,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
107	CTR 0254	2Q920	SMH	Toll Facility Projects TBD	Support	\$0											\$0
		REHAB		Toll Paint Facility and Plaza – Replace Metals Doors And Other Upgra	Capital	\$0	\$450,000										\$450,000
		8033			Total	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000
108	CTR 0255	TBD	SMH	Spandrel Beam Reconstruction (Highrise)	Support	\$0											\$0
		REHAB			Capital	\$0											\$0
		6826			Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 *w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
109	CTR 0256	TBD	ANT	Replace and upgrade Radar Beacons, Navigational Lights	Support	\$0			\$7,000			\$200,000	\$250,000				\$457,000
		REHAB			Capital	\$0			\$17,000				\$400,000				\$417,000
		6811			Total	\$0	\$0	\$0	\$24,000	\$0	\$0	\$200,000	\$650,000	\$0	\$0	\$0	\$874,000
110	CTR 0257	TBD	SMH	Modify and widen existing high-rise catwalk for access	Support	\$0		\$100,000	\$300,000	\$100,000							\$500,000
		REHAB			Capital	\$0		\$2,500,000									\$2,500,000
		6826			Total	\$0	\$0	\$2,600,000	\$300,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
111	CTR 0258	TBD	ANT	Replace Fender System	Support	\$0		\$70,000	\$230,000	\$300,000	\$100,000						\$700,000
		REHAB			Capital	\$0				\$2,000,000							\$2,000,000
		6811			Total	\$0	\$0	\$70,000	\$230,000	\$2,300,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000
112	CTR 0259	TBD	CAR	Seismic Transmission Unit (STU) Replacement	Support	\$0					\$300,000	\$300,000					\$600,000
		REHAB			Capital	\$0						\$600,000					\$600,000
		6813			Total	\$0	\$0	\$0	\$0	\$0	\$300,000	\$900,000	\$0	\$0	\$0	\$0	\$1,200,000
113	CTR 0260	TBD	DUM	Steel Crack Mitigation	Support	\$0					\$250,000	\$250,000					\$500,000
		REHAB			Capital	\$0						\$700,000					\$700,000
		6827			Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$950,000	\$0	\$0	\$0	\$0	\$1,200,000
114	CTR 0261	TBD	SMH	Structural Steel Painting (Towers)	Support	\$0	\$1,650,000	\$750,000	\$1,500,000	\$1,500,000	\$1,100,000						\$6,500,000
		REHAB		Part 2	Capital	\$0	\$9,000,000	\$0	\$18,000,000	\$0	\$0						\$27,000,000
		6826			Total	\$0	\$10,650,000	\$750,000	\$19,500,000	\$1,500,000	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$33,500,000
115	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	\$0	\$500,000										\$500,000
		REHAB			Capital	\$0	\$1,950,000										\$1,950,000
		6812			Total	\$0	\$2,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,450,000
116	CTR 0241	3G454	Var.	Concrete Repairs on RSRB Columns	Support	\$0	\$700,000	\$700,000	\$800,000	\$3,800,000							\$6,000,000
		REHAB		and SMHB Spandrel beam and bent caps	Capital	\$0		\$6,800,000	\$6,000,000	\$6,000,000							\$18,800,000
		6828			Total	\$0	\$700,000	\$7,500,000	\$6,800,000	\$9,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$24,800,000
117	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$28,000											\$28,000
		REHAB			Capital	\$0	\$2,100,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000
		6829			Total	\$28,000	\$2,100,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,128,000
118	880/92	2G361	880/92	Landscaping**	Support	\$1,160,000											\$1,160,000
		RM1			Capital	\$1,800,000											\$1,800,000
		8615			Total	\$2,960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,960,000
119	880/92	2G362	880/92	Landscaping**	Support	\$836,000											\$836,000
		RM1			Capital	\$0											\$0
		8615			Total	\$836,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$836,000
120	BM	0060A	BM	Modification to 1962 Bridge**	Support	\$6,211											\$6,211
		RM1		***	Capital	\$0											\$0
		8210			Total	\$6,211	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,211



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
121	BM	0060C	BM	Replacement Planting**	Support	\$584,000											\$584,000
		RM1		***	Capital	\$1,125,000											\$1,125,000
		8210			Total	\$1,709,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,709,000
122	CAR	0130J	CAR	Site Mitigation 3**	Support	\$150,000											\$150,000
		RM1		***	Capital	\$0											\$0
		8315			Total	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
123	CAR	0130K	CAR	Misc Landscaping**	Support	\$4,177											\$4,177
		RM1		***	Capital	\$0											\$0
		8315			Total	\$4,177	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,177
124	880/92	01601	880/92	880/92 Interchange**	Support	\$344,000											\$344,000
		RM1		***	Capital	\$2,500,000											\$2,500,000
		8615			Total	\$2,844,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,844,000
125	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0											\$0
		RM1			Capital	\$115,000											\$115,000
		8637			Total	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
126	BR 0001	8531	BATA	Benicia ORT**	Support	\$0											\$0
		REHAB			Capital	\$4,153,000											\$4,153,000
					Total	\$4,153,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,153,000
127	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	\$2,914,000											\$2,914,000
		REHAB			Capital	\$0											\$0
					Total	\$2,914,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,914,000
128	BR 0003	8594	BATA	SFOBB West Span Pathway Planning	Support	\$1,750,000											\$1,750,000
		REHAB			Capital	\$10,550,000											\$10,550,000
					Total	\$12,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,300,000
129	BR 0004	8909	BATA	Gateway Park	Support	\$1,273,000											\$1,273,000
		REHAB			Capital	\$26,701,863											\$26,701,863
					Total	\$27,974,863	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,974,863
130	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000											\$5,000,000
		REHAB			Capital	\$20,619,200											\$20,619,200
					Total	\$25,619,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,619,200
131	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	\$0											\$0
		REHAB			Capital	\$531,000											\$531,000
					Total	\$531,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$531,000
132	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0											\$0
		REHAB			Capital	\$3,575,000											\$3,575,000
					Total	\$3,575,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,575,000



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
133	BR 0009	8922 REHAB	BATA	Metering Lights Upgrade	Support	\$0											\$0
					Capital	\$8,930,000											\$8,930,000
					Total	\$8,930,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,930,000
134	BR 0010	8920 REHAB	BATA	SFO Plaza and Canopy Improvements***	Support	\$3,991,000											\$3,991,000
					Capital	\$5,272,000											\$5,272,000
					Total	\$9,263,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,263,000
135	BR 0011	8923 REHAB	BATA	Bridge Documentation	Support	\$0											\$0
					Capital	\$500,000											\$500,000
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
136	BR 0013	8602 REHAB	BATA	Hybrid/ETC Lane Modifications***	Support	\$0											\$0
					Capital	\$874,000											\$874,000
					Total	\$874,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$874,000
137	BR 0014	8907 REHAB	BATA	Toll Plaza Maintenance Agreement	Support	\$350,000											\$350,000
					Capital	\$21,598,000	\$4,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$57,598,000
					Total	\$21,948,000	\$4,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$57,948,000
138	BR 0016	8631 REHAB	BATA	Callboxes***	Support	\$0											\$0
					Capital	\$2,344,000											\$2,344,000
					Total	\$2,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,344,000
139	BR 0017	8900 REHAB	BATA	2003 CSC Procurement	Support	\$1,679,000											\$1,679,000
					Capital	\$10,679,000											\$10,679,000
					Total	\$12,358,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,358,000
140	BR 0018	8901 REHAB	BATA	Ongoing Toll Tag Procurement	Support	\$0											\$0
					Capital	\$81,369,532	\$7,630,000	\$10,500,000	\$8,800,000	\$9,600,000	\$10,500,000	\$11,500,000	\$12,600,000	\$13,900,000	\$15,200,000	\$16,500,000	\$198,099,532
					Total	\$81,369,532	\$7,630,000	\$10,500,000	\$8,800,000	\$9,600,000	\$10,500,000	\$11,500,000	\$12,600,000	\$13,900,000	\$15,200,000	\$16,500,000	\$198,099,532
141	BR 0019	8902 REHAB	BATA	2012 CSC Procurement	Support	\$0											\$0
					Capital	\$20,050,000	\$700,000	\$700,000	\$500,000	\$500,000							\$22,450,000
					Total	\$20,050,000	\$700,000	\$700,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$22,450,000
142	BR 0020	8903 REHAB	BATA	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	\$0											\$0
					Capital	\$33,545,000				\$4,145,000	\$6,000,000						\$43,690,000
					Total	\$33,545,000	\$0	\$0	\$0	\$4,145,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$43,690,000
143	BR 0021	8904 REHAB	BATA	FasTrak Sign and Sign Structure Improvements (Strategic Plan)	Support	\$1,000,000											\$1,000,000
					Capital	\$28,510,130											\$28,510,130
					Total	\$29,510,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,510,130
144	BR 0022	8905 REHAB	BATA	Misc Bridge Improvements	Support	\$400,000											\$400,000
					Capital	\$8,099,000	\$29,545,000										\$37,644,000
					Total	\$8,499,000	\$29,545,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,044,000



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 ■ New Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
145	BR 0023	8908 REHAB	BATA	BATA Technology Infrastructure (HW, SW, NETWORK)	Support	\$0											\$0
					Capital	\$4,035,000											\$4,035,000
					Total	\$4,035,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,035,000
146	BR 0025	8912 REHAB	BATA	Tag Inventory Conversion (Upgrade Technology)***	Support	\$200,000											\$200,000
					Capital	\$1,736,500											\$1,736,500
					Total	\$1,936,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,936,500
147	BR 0026	8914 REHAB	BATA	Violation Enforcement System***	Support	\$0											\$0
					Capital	\$7,842,000											\$7,842,000
					Total	\$7,842,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,842,000
148	BR 0027	8916 REHAB	BATA	Bay Crossing Study***	Support	\$540,000											\$540,000
					Capital	\$0											\$0
					Total	\$540,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$540,000
149	BR 0028	8917 REHAB	BATA	BATA Technology Security Review and Implementation	Support	\$0											\$0
					Capital	\$750,000											\$750,000
					Total	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
150	BR 0029	8926 REHAB	BATA	Bridge Modeling and Investigations	Support	\$2,000,000											\$2,000,000
					Capital	\$3,801,198											\$3,801,198
					Total	\$5,801,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,801,198
151	BR 0030	8000-16 REHAB	BATA	Program Monitoring	Support	\$0											\$0
					Capital	\$46,044,709	\$400,000		\$500,000	\$1,500,000	\$1,000,000	\$500,000	\$500,000				\$50,444,709
					Total	\$46,044,709	\$400,000	\$0	\$500,000	\$1,500,000	\$1,000,000	\$500,000	\$500,000	\$0	\$0	\$0	\$50,444,709
152	BR 0031	8000-05 REHAB	BATA	Capital Program Audits	Support	\$0											\$0
					Capital	\$8,300,000		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$12,800,000
					Total	\$8,300,000	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$12,800,000
153	BR 0034	8924 REHAB	BATA	Antioch Bridge CCTA 160/4 Interchange	Support	\$0											\$0
					Capital	\$50,000,000											\$50,000,000
					Total	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000
154	BR 0035	8930 REHAB	BATA	Richmond-San Rafael Bridge I-580 Access Improvements	Support	\$1,494,000											\$1,494,000
					Capital	\$77,434,000	\$3,000,000										\$80,434,000
					Total	\$78,928,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,928,000
155	BR 0038	8937 REHAB	BATA	Future CSC Procurement	Support	\$0											\$0
					Capital	\$3,000,000	\$1,000,000	\$10,000,000			\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$17,000,000
					Total	\$3,000,000	\$1,000,000	\$10,000,000	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$17,000,000
156	BR 0039	8933 REHAB	BATA	Plan Bay Area TMS	Support	\$0											\$0
					Capital	\$9,000,000											\$9,000,000
					Total	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000,000



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
157	BR 0040	8012 REHAB	BATA	All Electronic Tolling Study	Support	\$0											\$0
					Capital	\$763,000	\$170,000										\$933,000
					Total	\$763,000	\$170,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$933,000
158	BR 0043	8936 REHAB	BATA	Backhaul Connection Infrastructure	Support	\$0											\$0
					Capital	\$1,000,000											\$1,000,000
					Total	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
159	BR 0044	8540 REHAB	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0											\$0
					Capital	\$2,000,000											\$2,000,000
					Total	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
160	BR 0045	8530 REHAB	BATA	Drainage studies for the Bridges	Support	\$0											\$0
					Capital	\$500,000											\$500,000
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
161	BR 0046	8528 REHAB	BATA	Bay Lights Maintenance	Support	\$0											\$0
					Capital	\$480,000	\$160,000	\$160,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$2,880,000
					Total	\$480,000	\$160,000	\$160,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$2,880,000
162	BR 0047	8938 REHAB	BATA	Misc East Span Project Improvements	Support	\$0											\$0
					Capital	\$12,083,854											\$12,083,854
					Total	\$12,083,854	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,083,854
163	BR 0048	8939 REHAB	BATA	Asset Management	Support	\$0											\$0
					Capital	\$2,000,000		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$11,000,000
					Total	\$2,000,000	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$11,000,000
164	BR 0049	BR 0049 REHAB	BATA	CHP - COZEEP/MAZEPP	Support	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,000,000
					Capital	\$0											\$0
					Total	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,000,000
165	BR 0050	BR 0050 REHAB	BATA	HOV Lane Enforcement	Support	\$0	\$1,300,000	\$1,300,000	\$1,300,000								\$3,900,000
					Capital	\$0											\$0
					Total	\$0	\$1,300,000	\$1,300,000	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900,000
166	BR 0051	BR 0051 REHAB	BATA	Bridge Yard Capital Improvements	Support	\$0	\$0										\$0
					Capital	\$0	\$500,000									\$700,000	\$1,200,000
					Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$1,200,000
167	BR 0052	BR 0052 REHAB	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0											\$0
					Capital	\$0	\$200,000										\$200,000
					Total	\$0	\$200,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
168	BR 0053	BR 0053 REHAB	BATA	Dumbarton Bridge Operational Improvement	Support	\$0											\$0
					Capital	\$0	\$1,000,000	\$9,600,000									\$10,600,000
					Total	\$0	\$1,000,000	\$9,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,600,000



Attachment C-2
Bay Area Toll Authority
 FY 2019-28 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 124
 Date: June 27, 2018
 W.I.: 1251
 Referred by: BATA Oversight Committee
 Revised: 01/23/19-BATA

Legend
 w Project Since Start

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
169	BR 0054	REHAB	BATA	Next Gen Clipper (C2) System	Support	\$0											\$0
					Capital	\$0	\$9,600,000										\$9,600,000
					Total	\$0	\$9,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600,000
170	BR Res	8928 REHAB	Var.	BATA Program Contingency RM1 and Seismic Closeout	Support	\$0											\$0
					Capital	\$3,258,612	\$26,200,000										\$29,458,612
					Total	\$3,258,612	\$26,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,458,612

*Caltrans Capital includes capital outlay construction and right-of-way.
 **Previous expenses covered in RM1 Program.
 *** Project closed to expenditures June 30, 2018 or earlier.

		Thru 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Toll Bridge Rehabilitation Program	Support	\$233,390,889	\$23,837,266	\$19,781,000	\$20,864,000	\$22,327,000	\$19,977,000	\$19,777,000	\$20,177,000	\$21,627,000	\$16,097,000	\$16,727,000	\$434,582,155
Summary	Capital	\$953,154,590	\$111,596,832	\$65,760,000	\$52,722,000	\$56,005,000	\$65,760,000	\$54,060,000	\$44,260,000	\$52,860,000	\$40,960,000	\$43,460,000	\$1,540,598,422
	Total	\$1,186,545,479	\$135,434,098	\$85,541,000	\$73,586,000	\$78,332,000	\$85,737,000	\$73,837,000	\$64,437,000	\$74,487,000	\$57,057,000	\$60,187,000	\$1,975,180,577
Caltrans Rehabilitation Program	Support	\$210,799,889	\$22,337,266	\$18,281,000	\$19,364,000	\$22,127,000	\$19,777,000	\$19,577,000	\$19,977,000	\$21,427,000	\$15,897,000	\$16,527,000	\$406,091,155
Summary	Capital	\$431,224,992	\$26,991,832	\$29,800,000	\$37,662,000	\$35,000,000	\$42,500,000	\$36,300,000	\$25,400,000	\$33,200,000	\$20,000,000	\$20,500,000	\$738,578,824
	Total	\$642,024,881	\$49,329,098	\$48,081,000	\$57,026,000	\$57,127,000	\$62,277,000	\$55,877,000	\$45,377,000	\$54,627,000	\$35,897,000	\$37,027,000	\$1,144,669,979
BATA Rehabilitation Program	Support	\$22,591,000	\$1,500,000	\$1,500,000	\$1,500,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$28,491,000
Summary	Capital	\$521,929,598	\$84,605,000	\$35,960,000	\$15,060,000	\$21,005,000	\$23,260,000	\$17,760,000	\$18,860,000	\$19,660,000	\$20,960,000	\$22,960,000	\$802,019,598
	Total	\$544,520,598	\$86,105,000	\$37,460,000	\$16,560,000	\$21,205,000	\$23,460,000	\$17,960,000	\$19,060,000	\$19,860,000	\$21,160,000	\$23,160,000	\$830,510,598



BATA Resolution No. 124
 Date: June 27, 2018
 W.L.: 1255
 Referred by: BATA Oversight Committee

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)	Toll Funding (thousands)
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	\$3,000,000
2	SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility	SF MTA	\$30,000,000
3	SF MUNI Historic Streetcars Rehabilitation	SF MTA	\$10,000,000
4	Dumbarton Commuter Rail	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation	\$9,157,000
5	Vallejo Station	City of Vallejo	\$26,000,000
6	Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	\$12,251,422
7	I-80 / I-680 / SR 12 Interchange	Solano Transportation Authority	\$100,000,000
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	\$37,174,545
9	Richmond Parkway Park & Ride	Solano Transportation Authority	\$3,850,000
10	SMART Extension to Larkspur or San Quentin	Sonoma Marin Area Rail Transit District (SMART)	\$56,500,000
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Transportation Authority of Marin	\$43,500,000
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	Contra Costa Transportation Authority	\$20,425,000
13	E-BART	Contra Costa Transportation Authority and BART	\$96,000,000
14	Capital Corridor Station and Track Improvements in Solano County	Capital Corridor JPA / STA	\$35,950,126
15	Central Contra Costa BART Crossover	BART	\$25,000,000
16	Benicia-Martinez Bridge: New Span	Bay Area Toll Authority	\$50,000,000
17	Express Bus North	Competitive	\$18,798,452
18	Clipper	Metropolitan Transportation Commission	\$35,000,000
19	Real Time Transit	Metropolitan Transportation Commission	\$20,000,000
20	Safe Routes to Transit	East Bay Bicycle Coalition / Transform	\$22,500,000
21	BART Tube Seismic Retrofit	BART	\$33,801,000
22	Transbay Terminal/Downtown Caltrain Extension	Transbay Joint Powers Authority	\$150,000,000
23	Oakland Airport Connector	Port of Oakland and BART	\$115,199,000
24	AC Transit Enhanced Bus	AC Transit	\$77,760,172
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	Water Transit Authority	\$12,000,000
26	Commute Ferry Service for Berkeley/Albany	Water Transit Authority	\$12,000,000
27	Commute Ferry Service for South San Francisco	Water Transit Authority	\$12,000,000
28	Water Transit Facility Improvements	Water Transit Authority	\$48,000,000
29	Express Bus South	AC Transit and Alameda County Transportation Commission (ACTC)	\$54,932,828
30	I-880 North Safety Improvements	Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans	\$12,300,000
31	BART Warm Springs Extension	BART	\$186,000,000
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County Transportation Commission (ACTC)	\$65,000,000
33	San Francisco Bay Area Rail Study	BART	\$6,500,000
34	Integrated Fare Structure Program	TransLink® Consortium	\$1,500,000
35	Transit Commute Benefits Promotion	Metropolitan Transportation Commission	\$5,000,000
36	Caldecott Tunnel Improvements - Fourth Bore	Contra Costa Transportation Authority	\$45,075,000
37	BART Transit Capital Rehabilitation	BART	\$64,000,000
38	Regional Express Lane Network	MTC	\$4,825,455
39	Modifications in I-80 and San Pablo	Contra Costa Transportation Authority	\$8,000,000
40	Caltrain Electrification	Caltrain	\$20,000,000
	TOTAL		\$1,589,000,000

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



BATA Resolution No. 124
Date: June 27, 2018
W.I.: 1256
Referred by: BATA Oversight Committee
Revised: 01/23/19-BATA

**Attachment E-1
Bay Area Toll Authority
Toll Bridge Seismic Retrofit Program Budget Summary**

Toll Bridge Seismic Retrofit Projects	Current Total Project Budget	Propose Project Budget Changes	Revised Total Project Budget
	a	b	c = a + b
San Francisco-Oakland Bay Bridge East Span Replacement*	\$ 6,530,851,000	\$ (11,050,000)	\$ 6,519,801,000
San Francisco-Oakland Bay Bridge West Span Retrofit	\$ 305,316,000		\$ 305,316,000
San Francisco-Oakland Bay Bridge West Approach Replacement	\$ 452,550,000		\$ 452,550,000
Richmond-San Rafael Bridge Retrofit	\$ 811,850,000	\$ (16,900,000)	\$ 794,950,000
Benicia-Martinez Bridge Retrofit	\$ 177,830,000		\$ 177,830,000
Carquinez Bridge Retrofit	\$ 114,206,000		\$ 114,206,000
San Mateo-Hayward Bridge Retrofit	\$ 163,412,000		\$ 163,412,000
Antioch Bridge Retrofit	\$ 71,100,000		\$ 71,100,000
Dumbarton Bridge Retrofit	\$ 112,400,000		\$ 112,400,000
Subtotal for Bay Area Bridges	\$ 8,739,515,000	\$ (27,950,000)	\$ 8,711,565,000
Vincent Thomas Bridge Retrofit (<i>non-BATA, for information only</i>)	\$ 58,420,000		\$ 58,420,000
San Diego-Coronado Bridge Retrofit (<i>non-BATA, for information only</i>)	\$ 103,240,000		\$ 103,240,000
Program Indirects	\$ 26,030,000		\$ 26,030,000
Subtotal for All Bridges	\$ 8,927,205,000	\$ (27,950,000)	\$ 8,899,255,000
Program Contingency	\$ 24,795,000	\$ (24,795,000)	\$ -
Total for Toll Bridge Seismic Retrofit Program	\$ 8,952,000,000	\$ (52,745,000) **	\$ 8,899,255,000

*Capital Outlay Support details are shown on Attachment E-2

** Program Contingency is transferred to the Toll Bridge Rehabilitation Program



BATA Resolution No. 124

Date: June 27, 2018

W.I.: 1256

Referred by: BATA Oversight Committee

Revised: 01/23/19-BATA

Attachment E-2
Bay Area Toll Authority
Toll Bridge Seismic Retrofit Program Capital Outlay Support (COS) Budget for FY 2018-19

Contracts	COS Budget Total \$
San Francisco-Oakland Bay Bridge East Span Replacement	\$ 14,600,000
Total for Toll Bridge Seismic Retrofit Program	\$ 14,600,000



BATA Resolution No. 124
Date: June 27, 2018
W.I.: 1256
Referred by: BATA Oversight Committee

Attachment F
Bay Area Toll Authority
AB1171 Program Capital Budget Summary

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



**Attachment G
 Bay Area Toll Authority**

BATA-SB1 Capital Program

Program #	SB1 Capital Projects	Approved BATA Budget Thru FY 2018-19	FY 2018-19 Budget Adjustments	Life to Date Project Budget
8351	SFOBB Bike/Pedestrian Eastern Access*			
	SB1/LPP Grant	\$ 2,000,000	\$ (2,000,000)	\$ -
	BATA Match	2,000,000	(2,000,000)	-
	Total SFOBB Bike/Pedestrian Eastern Access	4,000,000	(4,000,000)	-
8352	<i>Dumbarton Approach and Transit Strategies *</i>			
	SB1/LPP Grant	8,200,000	(8,200,000)	-
	BATA Match	8,800,000	(8,800,000)	-
	Total Dumbarton EL Approach and Transit Strategies	17,000,000	(17,000,000)	-
	SB1 Capital Project	\$ 21,000,000	\$ (21,000,000)	\$ -

*Funds are now included in the Toll Bridge Rehabilitation Program



BATA Resolution No. 124

Date: #VALUE!

W.I.: 1254

Referred by: BATA Oversight Committee

Attachment H Fund Reserve Designations (effective June 30, 2018)

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* \$ 150 million
- Rehabilitation Reserve \$ 120 million
 (2 years @ \$60 million)
- Emergency reserve (Co-op) \$ 50 million
- Variable Rate Risk Reserve \$ 400 million
- Project/Self Insurance Reserve (SIR) \$ 280 million

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

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



BATA Resolution No. 124
 Date: January 23, 2019
 W.I.: 1255
 Referred by: BATA Oversight Committee

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

Project Number	Project Title	Toll Funding (thousands)
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 C	\$ 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 Improven	\$ 210,000,000
20	Highway 101-Marin/Sonoma Narrows	\$ 120,000,000
21	Solano County Interstate 80/Interstate 680/State Route 12 Interch	\$ 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



BATA Resolution No. 124
 Date: January 23, 2019
 W.I.: 1255
 Referred by: BATA Oversight Committee

27	State Route 29	\$	20,000,000
28	Next-Generation Clipper Transit Fare Payment System	\$	50,000,000
29	Interstate 680/Interstate 880/Route 262 Freeway Connector	\$	15,000,000
30	Interstate 680/State Route 84 Interchange Reconstruction Project	\$	85,000,000
31	Interstate 80 Transit Improvements	\$	25,000,000
32	Byron Highway-Vasco Road Airport Connector	\$	10,000,000
33	Vasco Road Safety Improvements	\$	15,000,000
34	East Contra Costa County Transit Intermodal Center	\$	15,000,000
35	Interstate 680 Transit Improvements	\$	10,000,000
	TOTAL		\$4,450,000,000

Date: December 20, 2006
W.I.: 1251, 1252, 1253, 1254, 1255
Referred by: BATA Oversight
Revised: 09/28/11-BATA
12/18/13-BATA
06/24/15-BATA
01/23/19-BATA

ABSTRACT

BATA Resolution No. 72, Revised

This resolution adopts an updated Bay Area Toll Authority (BATA) Long-Range Plan for the Regional Measure 1, Regional Measure 2 and Toll Bridge Seismic Retrofit Programs. This resolution supersedes Resolution No. 12, which adopted the previous BATA Long-Range Plan for the Regional Measure 1 program on December 16, 1998.

Attachment A to this resolution was partly revised on September 28, 2011 to amend certain projects into the Toll Bridge Seismic Retrofit and Toll Bridge Rehabilitation Programs. In particular, the Antioch Bridge and Dumbarton Bridge Seismic Retrofits were added by statute to the Toll Bridge Seismic Retrofit Program and the Antioch Bridge Approach Improvement Project was added to the Toll Bridge Rehabilitation Program. BATA is required to prepare, adopt and from time to time revise a Long Range Plan for the completion of all projects within its jurisdiction funded from the toll revenues.

Attachment A to this resolution was revised on December 18, 2013 to amend the Toll Bridge Seismic Retrofit Program and to add the Regional Express Lanes Network and Transit Core Capacity Challenge Grant Programs.

Attachment A to this resolution was revised on June 24, 2015 to provide operating capital to the Regional Express Lanes Network Program.

This Resolution was revised on January 23, 2019 to add projects in the Bay Area Traffic Relief Plan, to be funded by Regional Measure 3 (RM3) toll revenues. Attachment A to this resolution was also revised on January 23, 2019 to add the RM3 Program and to make other project updates.

Further discussion of this action is contained in the Executive Director's Memoranda to the BATA Oversight Committee, dated December 6, 2006, September 7, 2011, December 4, 2013,

ABSTRACT

BATA Resolution No. 72, Revised

Page 2

and June 3, 2015, and in the Deputy Executive Director's Memorandum to the BATA Oversight Committee dated January 2, 2019.

Date: December 20, 2006
W.I.: 1251, 1252, 1253, 1254, 1255
Referred by: BATA Oversight
Revised: 01/23/19-BATA

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 72

WHEREAS, Streets and Highways Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”); and

WHEREAS, Streets and Highways Code §§ 30950 et seq. transfers to BATA certain duties and responsibilities of the California Transportation Commission (“CTC”) and California Department of Transportation (“Caltrans”) for the toll bridges owned and operated by Caltrans in the San Francisco Bay Area; and

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

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

WHEREAS, Streets and Highways Code § 30950.3 requires BATA to prepare, adopt and from time to time revise a Long Range Plan for the completion of all projects within its jurisdiction funded from the toll revenues, including those of the Regional Traffic Relief Plan; and

WHEREAS, Streets and Highways Code § 30914(g) requires BATA to update its Long Range Plan as required to maintain its viability as a strategic plan for funding projects funded from toll revenues and requires BATA to submit its updated Long Range Plan to the transportation policy committee of each house of the legislature for review by January 1, 2007; and

WHEREAS, Authority is responsible for the budgeting and disbursing toll funds for capital outlay and support costs of the Regional Measure 1 (RM1) Program and the Toll Bridge Seismic Retrofit Program (SRP) on the state-owned toll bridges, as listed in the Long Range Plan attached to this resolution; and

WHEREAS, pursuant to Streets and Highway Code § 30914, Authority is responsible for the budgeting and disbursing of Regional Measure 2 (RM2) toll revenues for capital and operating projects in the Regional Traffic Relief Program, as listed in the Long Range Plan attached to this resolution; and

WHEREAS, pursuant to Streets and Highway Code § 30914.7, Authority is responsible for the budgeting and disbursing of Regional Measure 3 (RM3) toll revenues for capital and operating projects in the Bay Area Traffic Relief Plan, as listed in the Long Range Plan attached to this resolution; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, constitutes the Long-Range Plan required pursuant to Streets and Highways Code §§ 30914(g) and 30950.3; now, therefore, be it

RESOLVED, that the Authority adopts the Long-Range Plan included herein as Attachment A to this resolution, and authorizes the Executive Director to submit it to the Legislature by January 1, 2007; and, be it further

RESOLVED, that the Long-Range Plan represents a commitment of the Authority to make toll revenue funding, at levels reflected therein, available to project sponsors for purposes of planning, design, construction, and operation of the RM1, RM2, RM3 and SRP projects; and, be it further

RESOLVED, that BATA Resolution No. 72 supersedes BATA Resolution No. 12; and, be
if further

RESOLVED, that the Authority grant for the purposes of publication authority to the
Executive Director, or his designee, the ability to make minor textual changes to the final plan
subject to approval of form by BATA General Counsel.

BAY AREA TOLL AUTHORITY

Jake Mackenzie, Chair

The above resolution, revising and superseding
the resolution approved on December 20, 2006,
was entered into by the Bay Area Toll Authority
at a regular meeting of the Authority held in
San Francisco, California, on January 23, 2019.



Bay Area Toll Authority Long-Range Plan

Amended January 2019



Bay Area Toll Authority Long-Range Plan

Amended January 2019

**Published by the
Bay Area Toll Authority**

Bay Area Metro Center

375 Beale Street | San Francisco, CA | 94105

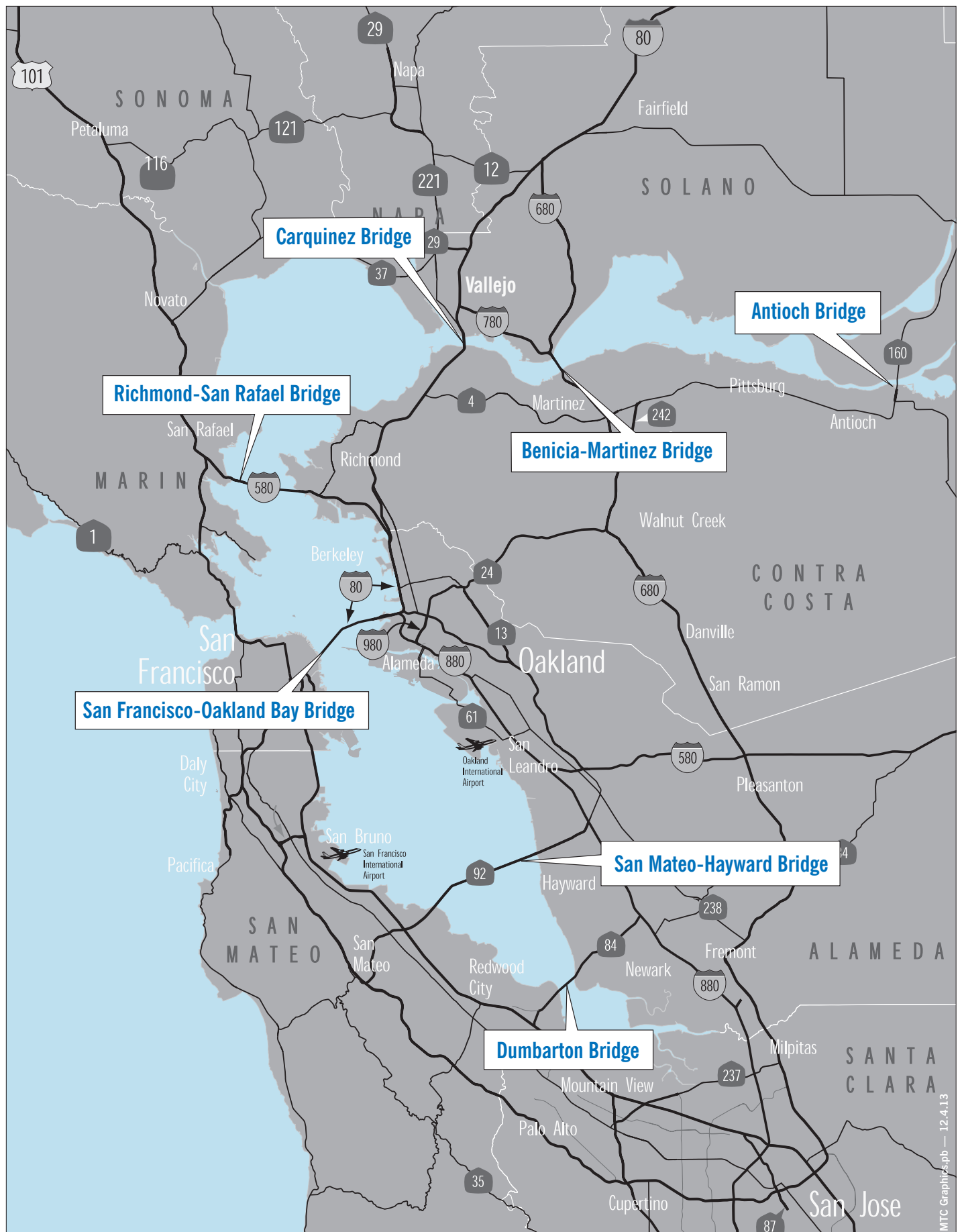
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Map of State-Owned Toll Bridges



Pursuant to California Streets and Highways Code § 30950.3 and § 30914 (9) BATA is required to prepare, adopt and from time to time revise a Long Range Plan for the completion of all projects within its jurisdiction funded from the toll revenues.

Introduction

When first adopted in 1998, BATA's Long-Range Plan focused on the completion of the 1988 voter-approved Regional Measure 1 (RM 1) Program that funded major rehabilitation and congestion-relief projects on the Bay Area's bridges. The Plan has since been amended to incorporate BATA responsibilities for the Toll Bridge Seismic Retrofit Program (SRP) and the toll-funded projects designated in the voter-approved Regional Measure 2 and recent Regional Measure 3 programs. Other toll funded programs include BATA commitments to the Regional Express Lanes Network (ELN) and Transit Core Capacity Program (CORE).

Toll Bridge Seismic Retrofit Program (SRP) At A Glance

The Toll Bridge Seismic Retrofit Program provides \$9.1 billion in funding for the seismic retrofit of five of the seven state-owned toll bridges in the Bay Area and for two former toll bridges in Southern California. To date, Caltrans has completed the retrofit of the San Mateo-Hayward, Carquinez, Benicia-Martinez, Richmond-San Rafael, Dumbarton and Antioch bridges in the Bay Area. The San Francisco-Oakland Bay Bridge achieved seismic safety with the opening of the new east span to traffic on September 2, 2013. The SRP program was concluded in December 2018.

Regional Measure 1 (RM 1) At A Glance

Regional Measure 1 provided \$2.3 billion in funding for a number of major toll bridge congestion relief projects around the Bay Area. These include the widening of the San Mateo-Hayward Bridge, which opened in 2002, construction of the new Alfred Zampa Memorial (southbound Carquinez) Bridge, which opened in 2003, and the new Congressman George Miller (northbound Benicia-Martinez) Bridge, which opened in 2006. The RM1 program was completed with the opening of a new Interstate 880/State Route 92 Interchange in 2011.

Regional Measure 2 (RM 2) At A Glance

Regional Measure 2 provides approximately \$1.5 billion in funding for 40 capital improvement projects in the bridge corridors, plus up to \$1.6 billion in operating funds for 14 transit routes and projects. The transit operating funding is capped at 38 percent of annual RM 2 revenue or roughly \$45 million annually.

Regional Measure 3 (RM 3) At A Glance

Similar in structure to RM 2, Regional Measure 3 provides approximately \$4.5 billion traffic relief and transit improvement program funded by progressively increased bridge tolls on the Bay Area's seven state-owned toll bridges. Major projects in the RM 3 expenditure plan include new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding S.F. Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in

(continued on next page)

Introduction

(continued from previous page)

Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; and extending the new SMART rail system to Windsor and Healdsburg.

Key Differences Between RM 1 and RM 2/RM 3

Whereas RM 1 made a commitment to the voters to fully fund and deliver a specific set of improvements in the bridge corridors, RM 2 and RM 3 provide a cap on the amount of funding to be provided to each project in the expenditure plan. This is similar to the model used by “self-help counties” in their sales tax expenditure plans. As a result, RM 2 and RM 3 monies provide only a down payment on a project in some instances, leaving it up to the project sponsors to secure the remaining funds necessary to fully fund the project. It is the project sponsors who ultimately are responsible for the full funding and delivery of a given project. BATA's charge is to ensure that every RM 2 and RM 3 allocation is spent on a project that will eventually deliver a tangible benefit to the traveling public.

Toll Bridge Rehabilitation (Rehab) Program At A Glance

Toll Bridge Rehabilitation provided approximately \$60 million a year to fund the up-keep and rehabilitation of the toll bridges, toll facilities, and tolling equipment. The funds are used to keep all structures and systems in a state of good repair.

Transit Core Capacity Challenge (CORE) Grant Program At A Glance

The Metropolitan Transportation Commission's (MTC) Core Capacity Challenge Grant program is focused on AC Transit, BART, and SFMTA – regional transbay systems that carry 80% of the region's overall transit riders as well as more than three-quarters of the low-income and minority passengers. BATA is contributing \$250 million towards this multi-billion program that will help the region achieve an optimal state of repair for the region's transportation network.

Regional Express Lane Network (ELN) At A Glance

BATA, MTC and its partner agencies are currently developing an express lane network offering toll-free travel for carpools, vanpools, motorcycles, buses and eligible hybrid vehicles, while also giving solo drivers the option to pay to use the lane to avoid congestion. BATA is providing \$362 million in funding for the ELN, including approaches to the BATA toll bridges. These funds are in addition to funding in Regional Measure 2 and Regional Measure 3. Regional Measure 3 includes \$300 million in funding that can be used to implement any express lanes authorized by the state, including those that may be authorized in the future.

How Does the BATA Long-Range Plan Fit Into Other MTC Planning Efforts?

As the Bay Area's regional transportation planning agency, MTC is required to adopt a 25-year financially constrained plan that details exactly how the region will spend its anticipated funding. The current plan, known as Plan Bay Area 2040, details a comprehensive investment program intended to promote safety, reliability, access, livable communities, clean air and efficient freight travel. The projects and funding reported in the BATA Long-Range Plan have been incorporated into the Plan Bay Area's financial assumptions, and are consistent with the Plan's transportation goals and air quality requirements. Many of these toll-funded projects, especially in the RM 1 and SRP programs, have been included in the Bay Area's previous long-range transportation plans, and the passage of RM 2 and RM 3 simply provided additional revenue to fund them.

Funding the Toll Bridge Programs

To fund the programs in the BATA Long Range Plan, BATA has adopted a multi-billion dollar plan of finance. The plan calls for a combination of carefully structured bond financings as well as pay-as-you-go toll funding to complete the programs. Since issuing its first series of bonds in 2001, BATA has been able to maintain high marks for credit-worthiness from the three major national bond-rating services, with ratings equivalent to the strongest transportation agencies in the country.



Seismic retrofit work on the Antioch Bridge, 2011

Toll Bridge Seismic Retrofit Program (Completed)

The fundamental purpose of the \$9.0 billion Toll Bridge Seismic Retrofit Program (SRP) is to protect public safety by strengthening or replacing seismically deficient toll bridge structures. Retrofit was required on all seven of the region's state-owned toll bridges. With the opening of the new east span of the San Francisco-Oakland Bay Bridge, all seven bridges have achieved seismic safety

As of December 2018, the SRP program is complete.



New East Span of the San Francisco-Oakland Bay Bridge

Toll Bridge Seismic Retrofit Program

Project Number	Bridge	Seismic Retrofit Strategy	Status	Seismic Safety Completion Date	Current Seismic Budget Dec. 2018 (\$ in millions)
1	San Francisco-Oakland Bay Bridge (East Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — replace entire structure	Completed	September 2013	\$6,519.8
2	San Francisco-Oakland Bay Bridge (West Approach)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Completed	April 2009	\$ 452.6
3	San Francisco-Oakland Bay Bridge (West Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Completed	June 2004	\$ 305.3
4	Richmond-San Rafael	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and damping features	Completed	October 2005	\$ 795.0
5	Benicia-Martinez (Existing Span)	Lifeline Structure, minor to moderate damage expected, reopening to traffic quickly — strengthen or replace structural elements, add isolation and damping features	Completed	August 2002	\$ 177.8
6	Carquinez (Existing Span)	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	January 2002	\$ 114.2
7	San Mateo-Hayward	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	June 2000	\$ 163.4
8	Antioch	Avoid catastrophic failure — strengthen or replace structural elements, add isolation and damping features	Completed	April 2012	\$ 71.1
9	Dumbarton	Moderate to major damage expected — strengthen or replace structural elements, add isolation and damping features	Completed	January 2013	\$ 112.4
Subtotal					\$8,711.6
	Southern California Toll Bridges				\$ 162.0
	Miscellaneous Program Costs				\$ 26.0
	Program Contingency				\$ 52.7
Total					\$ 8,952.0

Regional Measure 1 Toll Bridge Capital Improvement Program (Completed)

Approved by Bay Area voters in November 1988, the Regional Measure 1 Toll Bridge Capital Improvement Program (RM1) is a multi-billion dollar toll bridge expansion and enhancement program involving six of the Bay Area's seven state-owned toll bridges. The program is funded from toll revenues generated by raising the auto toll to a uniform \$1 in 1988 on all seven of the region's toll bridges.

RM 1 has delivered many projects used daily by Bay Area drivers. Since 1998, BATA and Caltrans have delivered the new Al Zampa Memorial (Carquinez) Bridge, a widened San Mateo-Hayward Bridge, and new Benicia-Martinez Bridge. The last and final RM1 project completed was the reconstructed Interstate 880/State Route 92 Interchange that opened to traffic in 2011.

As of December 2013, the RM1 program is complete.

Regional Measure 1 Toll Bridge Capital Improvement Program

Project Number	Project	Description	Status	Open to Traffic/ Completion Date	Current Approved Budget (\$ in millions)
1	New Benicia-Martinez Bridge	The project constructed a new bridge parallel and east of the existing bridge that will carry five northbound lanes with shoulders. The project also reconstructed the north and south interchanges and provide a new toll plaza. The existing bridge was reconstructed to carry four lanes of southbound traffic with a bi-directional pedestrian/bicycle lane.	Completed	December 2007	\$1,263.0
2	Interstate 880/ State Route 92 Interchange Reconstruction	The project reconstructed the existing cloverleaf interchange with direct freeway-to-freeway connectors.	Completed	June 2011	\$ 133.8
4	New Al Zampa Memorial (Carquinez) Bridge	The project constructed a new bridge parallel to and west of the existing bridges to replace the 1927 Carquinez Bridge. The new suspension bridge carries three mixed-flow lanes and one high-occupancy-vehicle lane, plus a bidirectional pedestrian/bicycle lane.	Completed	November 2003	\$ 528.2
5	San Mateo-Hayward Bridge Widening	The project widened the existing low-rise trestle portion of the bridge from four to six lanes to match the existing high-rise span. The project also widened the east approach to the bridge and expanded the existing toll plaza.	Completed	February 2003	\$ 217.8
6	Richmond Parkway Construction	The project constructed a new eastern approach expressway from Interstate 80 near Pinole to the Richmond-San Rafael Bridge.	Completed	May 2001	\$ 5.9
7	Bayfront Expressway (State Route 84) Widening	The project widened the existing west approach to the Dumbarton Bridge from four to six lanes and improved various intersections between the bridge and US 101.	Completed	January 2004	\$ 39.9
8	Richmond-San Rafael Bridge Trestle and Deck Joint Rehabilitation	The project replaced the western low-rise concrete trestle portion of the bridge and repaired numerous deck joints along the steel cantilevered truss portion of the bridge.	Completed	August 2005	\$ 102.1
9	Richmond-San Rafael Bridge Deck Resurfacing	The project resurfaced the existing concrete deck with a polyester concrete overlay.	Completed	November 2006	\$ 25.0
				Total	\$2,315.7

Regional Measure 2 (Ongoing)

In 2004, Bay Area Voters passed Regional Measure 2 (RM2), which raised tolls by \$1 for all vehicles crossing the region's state-owned toll bridges in order to raise some \$125 million annually for a program of roadway and transit projects approved by the California Legislature in Senate Bill 916 (Chapter 715, Statutes of 2004). SB 916 established the Regional Traffic Relief Plan, which is designed to reduce congestion and improve travel options in the bridge corridors and their approaches. The projects adopted in this long-range plan are consistent with Streets and Highways Code Section 30914. As the financial manager for the RM2 revenues, BATA is responsible for the preparation of financial plans, the issuance of debt financing and dispersal of funds to project sponsors. MTC is the program and project coordinator, with duties that include reviewing project application, programming and allocating funds to specific projects, and monitoring project delivery.

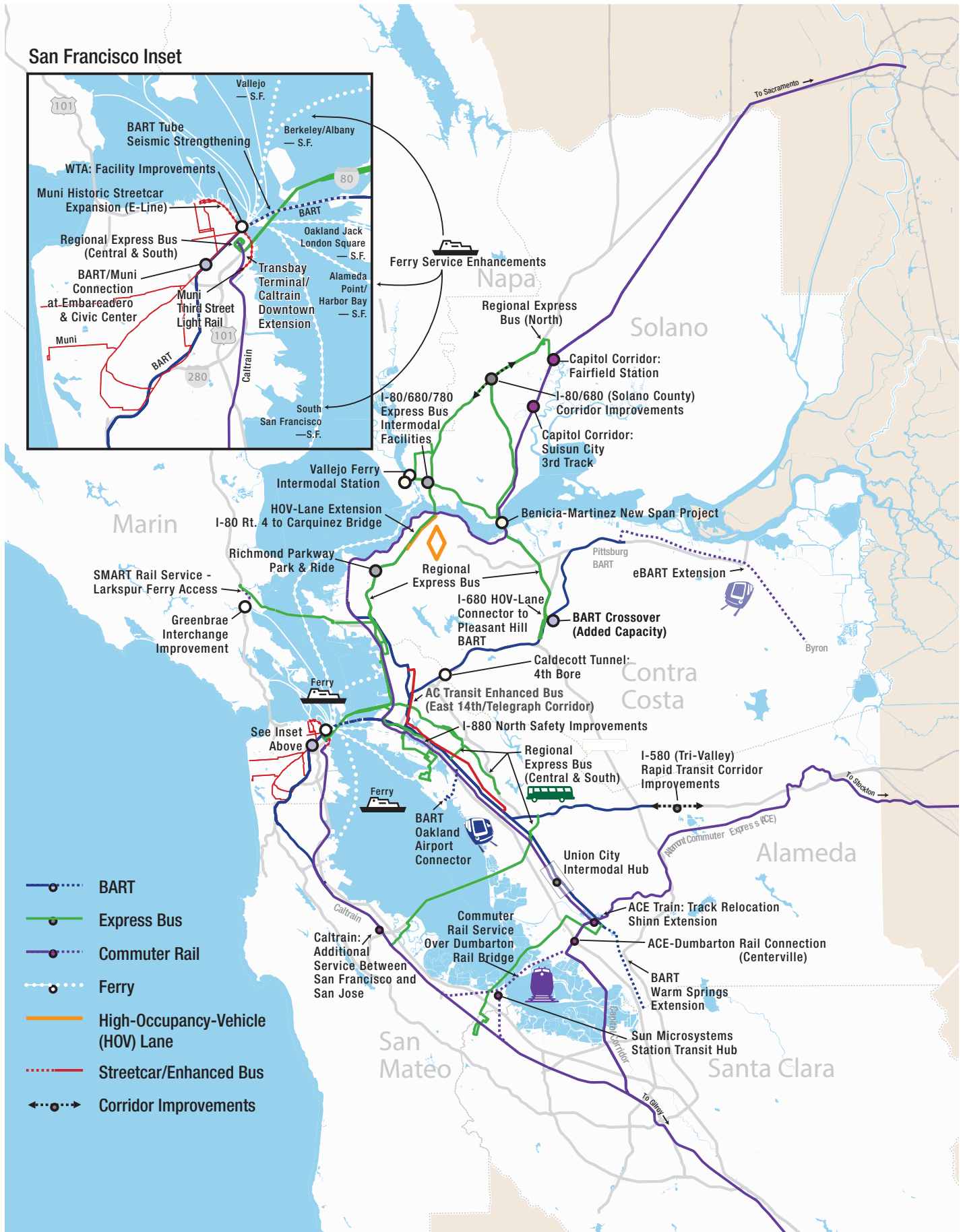
Capital Program

The Regional Traffic Relief Plan provides over \$1.5 billion to 40 capital projects. Many of these projects are complete. Others are in various stages of completion ranging from initiating the environmental clearance process to construction of facilities. MTC began allocating RM2 funds to projects in the capital program in July 2004.

Transit Operations

The Regional Traffic Relief Plan dedicates up to \$1.6 billion in operating funds to 13 projects. Annually up to 38 percent of the total annual RM2 revenues (approximately \$48 million per year) is provided for operations of commuter rail, express and enhanced bus, and ferry services. Beginning in fiscal year 2004–05, allocations of operating funds were made available on an annual basis.

Regional Measure 2 Projects



RM 2 Regional Traffic Relief Plan: List of Capital Projects

Project Number	Description	RM 2 Funding (Dec. 2018)
1	BART/MUNI Access on Market Street Corridor	\$3,000,000
2	MUNI Metro Third Street Light Rail Line	\$30,000,000
3	MUNI Waterfront Historic Streetcar Expansion	\$10,000,000
4	East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge	\$9,057,000
5	Vallejo Station	\$26,000,000
6	Solano County Express Bus Intermodal Facilities	\$12,251,422
7	Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange	\$100,000,000
8	Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge	\$37,174,545
9	Richmond Parkway Transit Center	\$3,850,000
10	Sonoma-Marin Area Rail Transit District (SMART)	\$56,500,000
11	Greenbrae Interchange/Larkspur Ferry Access Improvements	\$43,500,000
12	Interstate 680 HOV Lane Improvement	\$20,425,000
13	Rail Extension to East Contra Costa/E-BART	\$96,000,000
14	Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor	\$35,950,126
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	\$25,000,000
16	Benicia-Martinez Bridge: New Span	\$50,000,000
17	Regional Express Bus North	\$18,798,452
18	Clipper (formerly known as TransLink)	\$35,000,000
19	Real-Time Transit Information	\$20,000,000
20	Safe Routes to Transit	\$22,500,000

RM 2 Regional Traffic Relief Plan: List of Capital Projects (continued)

Project Number	Description	RM 2 Funding (Dec. 2018)
21	BART Tube Seismic Strengthening	\$33,801,000
22	Transbay Terminal/Caltrain Downtown Extension	\$150,000,000
23	Oakland Airport Connector	\$115,199,000
24	AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro)	\$77,760,172
25	Transbay Commute Ferry Service	\$12,000,000
26	Commute Ferry Service for Berkeley/Albany/Richmond	\$12,000,000
27	Commute Ferry Service for South San Francisco	\$12,000,000
28	Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs	\$48,000,000
29	Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors	\$54,932,828
30	I-880 North Safety Improvements	\$12,300,000
31	BART Warm Springs Extension	\$186,000,000
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	\$65,000,000
33	Regional Rail Master Plan	\$6,500,000
34	Integrated Fare Structure Program	\$1,500,000
35	Transit Commuter Benefits Promotion	\$5,000,000
36	Caldecott Tunnel Improvements	\$45,075,000
37	BART Transit Capital Rehabilitation	\$64,000,000
38	Regional Express Lane Network	\$4,825,455
39	Major Interchange Improvements in the Vicinity of I-80 and San Pablo Dam Road in Contra Costa County	\$8,000,000
40	Caltrain Electrification	\$20,000,000
TOTAL Capital Funds		\$1,589,000,000

RM 2 Regional Traffic Relief Plan: List of Operational Projects

Project Number	Description	Annual RM2 Funding
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	\$2,100,000
2	Napa Vine Service terminating at the Vallejo Intermodal Terminal	\$390,000
3	Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors	\$3,400,000
4	Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors	\$6,500,000
5	Dumbarton Bus	\$5,500,000
6	San Francisco Bay Area Water Emergency Transportation Authority transbay ferry service	\$15,300,000
7	Owl Bus Service on BART Corridor	\$1,800,000
8	MUNI Metro Third Street Rail Line	\$2,500,000
9	AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro	\$3,000,000
10	Clipper (\$20 million for start-up operations)	-
11	San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations	\$3,000,000
12	Clipper Operations (annual)	\$2,000,000
13	Transbay Transit Center Operations	\$3,000,000
Total Operating Funds		\$48,490,000

Note: Amounts listed for both capital and operating projects are per MTC Resolution No. 3801, Revised, which approves amendments to the Regional Measure 2 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914 et seq. Operating projects 1 through 7 are eligible for annual escalation factors not to exceed 1.5 per cent per year.



Oakland Airport Connector (photo by Noah Berger)

Regional Measure 3 (Ongoing)

In 2018, Bay Area Voters passed Regional Measure 3 (RM3), which will raise tolls for vehicles crossing the region's state-owned toll bridges by \$3 over the course of six years, with a \$1 toll increase effective January 1, 2019, a \$1 toll increase effective January 1, 2022, and a \$1 toll increase effective January 1, 2025. These toll increases will finance the Bay Area Traffic Relief Plan, a program of roadway and transit projects approved by the California Legislature in Senate Bill 595 (Chapter 650, Statutes of 2017). The Bay Area Traffic Relief Plan is designed to reduce auto and truck traffic; relieve crowding on BART; unclog freeway bottlenecks; improve bus, ferry, BART and commuter rail service; and enhance bicycle and pedestrian mobility in the bridge corridors. The projects adopted in this long-range plan are consistent with Streets and Highways Code Section 30914.7. As the financial manager for the RM3 revenues, BATA is responsible for the preparation of financial plans, the issuance of debt financing and dispersal of funds to project sponsors. MTC is the program and project coordinator, with duties that include reviewing project application, programming and allocating funds to specific projects, and monitoring project delivery.

Capital Program

The Bay Area Traffic Relief Plan provides \$4.5 billion to 35 capital projects. Most are in the planning, project development, or environmental review stage as of this Plan's adoption, while others are ready for construction. MTC will begin allocating RM3 funds to projects in the capital program if and when lawsuits challenging the measure are successfully resolved.

Transit Operations

The Bay Area Traffic Relief Plan dedicates up to 16% of RM3 annual revenues to 3 operating projects, not to exceed \$60 million annually. Revenues will be provided for operations of the San Francisco Transbay Terminal, expanded ferry service, and regional express bus. MTC will begin allocating RM3 funds to projects in the operating program on an annual basis if and when lawsuits challenging the measure are successfully resolved.

Legend:

- Bus Project
- Rail Project
- Light Rail Project
- Ferry Project
- Highway Project
- Existing Commuter Rail
- BART Project
- BART existing
- BART extension under construction
- Existing Light Rail

Projects Not Mapped

Regionwide Projects

- New BART Cars
- Next Generation Clipper Transit Fare Card

Competitive Programs

- Corridor Express Lanes
- Goods Movement and Mitigation
- Bay Trail/Safe Routes to Transit
- Regional Express Bus

Map is for illustration only, showing planned projects and does not depict a commitment of funds. Exact projects and project limits to be funded are subject to design and environmental review and approvals.

Regional Measure 3: List of Capital Projects

Project Number	Description	RM 3 Funding (Dec. 2018)
1	BART Expansion Cars	\$500,000,000
2	Bay Area Corridor Express Lanes	\$300,000,000
3	Goods Movement and Mitigation	\$160,000,000
4	San Francisco Bay Trail/Safe Routes to Transit	\$150,000,000
5	Ferry Enhancement Program	\$300,000,000
6	BART to San Jose Phase 2	\$375,000,000
7	Sonoma-Marín Area Rail Transit District (SMART)	\$40,000,000
8	Capitol Corridor	\$90,000,000
9	Caltrain Downtown Extension	\$325,000,000
10	MUNI Fleet Expansion and Facilities	\$140,000,000
11	Core Capacity Transit Improvements	\$140,000,000
12	Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements	\$100,000,000
13	Transbay Rail Crossing	\$50,000,000
14	Tri-Valley Transit Access Improvements	\$100,000,000
15	Eastridge to BART Regional Connector	\$130,000,000
16	San Jose Diridon Station	\$100,000,000
17	Dumbarton Corridor Improvements	\$130,000,000
18	Highway 101/State Route 92 Interchange	\$50,000,000
19	Contra Costa Interstate 680/State Route 4 Interchange Improvements	\$210,000,000
20	Highway 101-Marín/Sonoma Narrows	\$120,000,000

Regional Measure 3: List of Capital Projects (continued)

Project Number	Description	RM 3 Funding (Dec. 2018)
21	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	\$150,000,000
22	Interstate 80 Westbound Truck Scales	\$105,000,000
23	State Route 37 Improvements	\$100,000,000
24	San Rafael Transit Center	\$30,000,000
25	Richmond-San Rafael Bridge Access Improvements	\$210,000,000
26	North Bay Transit Access Improvements	\$100,000,000
27	State Route 29	\$20,000,000
28	Next-Generation Clipper Transit Fare Payment System	\$50,000,000
29	Interstate 680/Interstate 880/Route 262 Freeway Connector	\$15,000,000
30	Interstate 680/State Route 84 Interchange Reconstruction Project	\$85,000,000
31	Interstate 80 Transit Improvements	\$25,000,000
32	Byron Highway-Vasco Road Airport Connector	\$10,000,000
33	Vasco Road Safety Improvements	\$15,000,000
34	East Contra Costa County Transit Intermodal Center	\$15,000,000
35	Interstate 680 Transit Improvements	\$10,000,000
TOTAL Capital Funds		\$4,450,000,000

Regional Measure 3: List of Operational Projects

Project Number	Description	Annual RM3 Funding
1	San Francisco Transbay Terminal	8% of RM3 Operating Funds, not to exceed \$5,000,000 annually
2	Expanded Ferry Service	58% of RM3 Operating Funds, not to exceed \$35,000,000 annually*
3	Regional Express Bus	34% of RM3 Operating funds, not to exceed \$20,000,000 annually
Total Operating Funds		16% of RM3 Annual Revenues, not to exceed \$60,000,000 annually

*Senate Bill 595 specifies that this operating program will receive \$10,000,000 in the first year of allocation, \$15,000,000 in the second year of allocation, \$20,000,000 in the third year of allocation, \$25,000,000 in the fourth year of allocation, and 58% of RM3 Operating Funds thereafter. Due to the RM3 toll phase-in, the Expanded Ferry Service program will receive 58% of RM3 Operating Funds in the first four years of allocation if that amount is less than the amounts specified in the legislation.



SMART Train (photo by Jim Maurer)

Toll Bridge Rehabilitation Plan

(Ongoing)

BATA annually adopts a 10-Year Toll Bridge Rehabilitation Plan for the state-owned bridges. The Rehabilitation Program provides for on-going funds to maintain the structural integrity of the bridges and approaches, secure and update bridge facilities, and upgrade the revenue collection system for the bridges. BATA and Caltrans work closely to identify critical needs on the bridges and to prioritize funding and delivery.

The Rehabilitation Plan totals approximately \$600 million over a 10-year period and includes rehabilitation and operational improvements of toll bridges, approaches and facilities, and the maintenance and replacement of tolling equipment.

Transit Core Capacity Challenge (Ongoing)

MTC's Core Capacity Challenge Grant (CORE) program is focused on AC Transit, BART, and SFMTA – the Bay Area's three largest transit operators, responsible for transbay systems that carry over 80% of the region's overall transit riders as well as more than three-quarters of the low-income and minority passengers. The program complements other prior funding commitments by MTC in the region. By leveraging regional discretionary funds and local contributions, including BATA funds and proposed Cap and Trade Revenue, MTC can accelerate and solidify funding for fleet replacement projects and provide new funding for key enhancement projects.

Towards this multi-billion program, BATA is contributing \$250 million in available toll funds that will help the region achieve an optimal state of repair for the region's transportation network.

Project Sponsor

Metropolitan Transportation Commission

Current Approved Budget

\$250.0 million



Regional Express Lane Network (Ongoing)

Express lanes offer toll-free travel for carpools and buses, while also giving solo drivers the option to pay to use the lane to avoid congestion. The region has 70 miles of express lanes in operation today. The regional network authorized by the state in 2018 totals 600 directional miles, including approaches to the BATA toll bridges, to be constructed by 2040.

BATA and Metropolitan Transportation Commission (MTC) have formed a joint exercise of powers authority, called the Bay Area Infrastructure Financing Authority (BAIFA) which is responsible for planning, developing and funding a Regional Express Lane Network along with its partners. BATA is providing \$342 million in funding toward BAIFA projects in Alameda, Contra Costa and Solano counties, as shown below.

BAIFA and BATA may also contribute funding to other authorized express lane projects, as described in Senate Bill 595 (Regional Measure 3).

Project Sponsor

Bay Area Infrastructure Financing Authority

Current Approved Budget

\$342 million

Regional Express Lane Network Projects

