



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 Libby Schaaf, Vice Chair

*Jeannie Bruins, Carol Dutra-Vernaci, Federal D. Glover,
Nick Josefowitz, Gina Papan, Hillary Ronen,
Non-Voting Member: Tony Tavares*

Wednesday, June 12, 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. [19-0525](#) Minutes of the May 8, 2019 meeting

Action: Committee Approval

Attachments: [4a_05-08-2019_BATA_O_Draft_Minutes.pdf](#)

- 4b. [19-0340](#) BATA Financial Statements for March 2019

Action: Information

Presenter: Raymond Woo

Attachments: [4b_BATA_Financial_Statements_March2019.pdf](#)

- 4c. [19-0526](#) Yerba Buena Island Southgate Road Realignment Project - Funding Agreement Amendment: San Francisco County Transportation Authority (\$1,683,200) and Contract Amendment - On-Call Design Services: HDR Engineering Inc. (\$1,600,000)
- Action: Committee Approval
- Presenter: Peter Lee
- Attachments: [4c_Contract & Funding Amendments Southgate HDR & SFCTA.pdf](#)
- 4d. [19-0528](#) Funding Agreement - San Francisco-Oakland Bay Bridge (SFOBB) Yerba Buena Island Bridge Landing and Public Pier Operations and Maintenance: Treasure Island Development Authority (\$250,000 annually for a two-year period)
- Action: Committee Approval
- Presenter: Peter Lee
- Attachments: [4d_Funding Agreement TIDA.pdf](#)
- 4e. [19-0531](#) BATA Resolution No. 72, Revised - Amendment to the BATA Long Range Plan
- Action: Authority Approval
- Presenter: Peter Lee
- Attachments: [4e_Reso-0072 BATA Long Range Plan Amendment.pdf](#)
- 4f. [19-0565](#) Contract Amendment - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - On-Call Construction Management Services: WSP, USA (\$1,520,000)
- Action: Committee Approval
- Presenter: Chris Lillie
- Attachments: [4f_ContractAmend_RSRbridge-WSP_USA.pdf](#)
- 4g. [19-0567](#) Contract Amendment - FasTrak® Customer Information Services: Convey, Inc. (\$100,000)
- Action: Committee Approval
- Presenter: Lysa Hale
- Attachments: [4g_Contract Amendment Convey.pdf](#)

- 4h. [19-0586](#) Purchase Orders - ATCAS Hardware Maintenance & Telecommunication Services: Hewlett Packard Enterprise Company, AT&T (\$760,000 combined)

Action: Committee Approval

Presenter: Mark Dinh

Attachments: [4h_PurchaseOrder_HPE_AT&T.pdf](#)

- 4i. [19-0620](#) Contract - International Cable Supported Bridge Operators Association Conference - San Francisco 2020: Hyatt Regency San Francisco (\$262,600)

Action: Committee Approval

Presenter: Peter Lee

Attachments: [4i Hyatt Regency SF Contract.pdf](#)

5. Approval

- 5a. [19-0532](#) Senate Bill 1 Project Funding Commitments: Funding Agreement I-80/I-680/SR-12 Interchange Package 2A: Solano Transportation Authority (\$7,200,000); and Funding for the San Mateo 101 Express Lanes

A request to enter into a funding agreement with the Solano Transportation Authority for activities associated with the I-80/I-680/SR-12 Interchange Package 2A project; funding for the San Mateo 101 Express Lanes will be directed through the BAIFA Express Lanes Program; both are pursuant to the approval of the FY 2019-20 Toll Bridge Operating and Capital Budget (Agenda Item 5b).

Action: Committee Approval

Presenter: Lisa Klein

Attachments: [5a_SB1_Projects_SOL80-680-12_FundingAgreement.pdf](#)

- 5b. [19-0530](#) BATA Resolution No. 130 - FY 2019-20 Toll Bridge Program Operating and Capital Budgets

A request for the Committee to refer to the Authority for approval, BATA Resolution No. 130, the FY 2019-20 Toll Bridge Operating and Capital Budgets.

Action: Authority Approval

Presenter: Brian Mayhew

Attachments: [5b Reso-130 FY2019-20 BATA Budget rev.pdf](#)

- 5c. [19-0529](#) BATA Resolution No. 131 - Establishment of the Regional Measure 3 Independent Oversight Committee.

A request for the Committee to refer to the Authority for approval, BATA Resolution No. 131, which establishes the Regional Measure 3 Independent Oversight Committee, as required by the California Streets and Highways Code Section 30923. Separately, each Bay Area county board of supervisors will appoint two representatives to the committee.

Action: Authority Approval

Presenter: Craig Bosman

Attachments: [5c_Reso-0131_RM3_Oversight_Committee.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on Wednesday, July 10, 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 Authority meetings by completing a request-to-speak card (available from staff) and passing it to the Authority secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0525 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/3/2019 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/12/2019 **Final action:**

Title: Minutes of the May 8, 2019 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a_05-08-2019_BATA_O_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Minutes of the May 8, 2019 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 Libby Schaaf, Vice Chair

*Jeannie Bruins, Carol Dutra-Vernaci, Federal D. Glover,
Nick Josefowitz, Gina Papan, Hillary Ronen,
Non-Voting Member: Tony Tavares*

Wednesday, May 8, 2019

9:30 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Bruins, Commissioner Glover, Commissioner Josefowitz,
Commissioner Papan, Commissioner Ronen, and Chair Worth

Absent: 2 - Commissioner Dutra-Vernaci, and Commissioner Schaaf

Non-Voting Member Absent: Commissioner Tavares

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

Ad Hoc Non-Voting Members Present: Commissioner Giacomini, Commissioner Halsted,
Commissioner Mackenzie, and Commissioner Sperling

2. Consent Calendar

Upon the motion by Commissioner Bruins and the second by Commissioner Glover, the Consent Calendar was unanimously approved by the following vote:

Aye: 6 - Commissioner Bruins, Commissioner Glover, Commissioner Josefowitz,
Commissioner Papan, Commissioner Ronen and Chair Worth

Absent: 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

2a. [19-0339](#) Minutes of the April 10, 2019 meeting

Action: Committee Approval

2b. [19-0272](#) Funding Agreement - Bridge Yard Building Premises Capital
Improvements: East Bay Regional Park District (\$500,000)

Action: Committee Approval

Presenter: Peter Lee

3. Committee Approval

- 3a. [19-0168](#) Purchase Order for Internal 6C FasTrak® Toll Tags: TransCore LP (\$9,803,000)

A request to issue a purchase order in an amount not to exceed \$9,803,000 to TransCore LP to purchase 1,236,000 internal FasTrak® 6C toll tags for FY2019-20, subject to the approval of the FY2019-20 BATA budget.

Action: Committee Approval

Presenter: Beth Zelinski

Upon the motion by Commissioner Bruins and the second by Commissioner Glover, the Committee unanimously approved the purchase order with TransCore LP. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen and Chair Worth

Absent: 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

- 3b. [19-0383](#) Contract Contingency Increase - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project -Construction Package "A" Eastbound Third Lane and Point Molate Bicycle/Pedestrian Path: O.C. Jones and Sons, Inc. (\$1,500,000)

A request to increase the contract contingency for the O.C. Jones and Sons, Inc. (O. C. Jones) contract in an amount not to exceed \$1,500,000 to complete the remaining construction and close out the I-580 Richmond-San Rafael Bridge Access Improvement Project (the Project) - Construction Package A.

Action: Committee Approval

Presenter: Chris Lillie

At the request of Chair Worth, Andrew Fremier, Deputy Executive Director, Operations addressed the status of the Richmond San-Rafael Bridge project.

Upon the motion by Commissioner Glover and the second by Commissioner Bruins, the Committee unanimously approved the contract contingency increase with O.C. Jones and Sons, Inc. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen and Chair Worth

Absent: 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on Wednesday, June 12, 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 #: 19-0340 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 3/29/2019 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/12/2019 **Final action:**

Title: BATA Financial Statements for March 2019

Sponsors:

Indexes:

Code sections:

Attachments: [4b_BATA_Financial_Statements_March2019.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
BATA Financial Statements for March 2019

Presenter:
Raymond Woo

Recommended Action:
Information

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 4b

BATA Financial Statements for March 2019

- Subject:** Attached are the BATA financial statements for the nine-month period ending March 2019. Major financial highlights include:
- (1) **Revenues:** Total operating revenue is slightly ahead of the budget projections. Year-to-date (YTD) toll revenues is 1.8% below the projected budget at the end of the third quarter. Total interest revenue earned of \$38.5 million is 154% of the total budget as the result of a higher interest rate market. YTD toll violation revenue of \$18.6 million is slightly below the budget. YTD subsidy payments from the U.S. Government to offset the interest expense of the Build America Bonds is at \$54.6 million.
 - (2) **Expense:** Total operating expense of \$260 million is 29% of the approved budget. Operations and facility maintenance costs are running at 73% of the budget projections and are expected to be very close to budget by year-end. Fastrak® operations and maintenance costs have a bit more room at 50% YTD but year-end still looks close projecting to 97% of the \$51 million adopted budget. Debt service payments appear low, however, the major debt service payment will be made in April and bring costs much closer to budget.
 - (3) **Transfers to MTC and Association of Bay Area Governments (ABAG):** The budgeted annual 1% administration fee for MTC and operating contribution to the ABAG Estuary Partnership were transferred at the beginning of the fiscal year. The balance of the transfers are generally made on a drawdown basis.
 - (4) **Actions under Executive Director Contract signature authority:** please see Attachment A pages 2 and 3.

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

Recommendation: None. This item provided as information only.

Attachments: Attachment A – BATA Financial Statements for period ending March 31, 2019



Therese W. McMillan

Agenda Item 4b Attachment A

BATA Operating Budget

As of March 2019

	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	442,132,209	(161,577,338)	73.2%	75.0%	-	442,132,209
2 RM 2 Toll Revenues	130,989,803	95,883,987	(35,105,816)	73.2%	75.0%	-	95,883,987
3 Toll Violation Revenues	25,000,000	18,622,484	(6,377,516)	74.5%	75.0%	-	18,622,484
4 Other Revenue	-	301,546	301,546	N/A	75.0%	-	301,546
5 Interest Income	25,000,000	38,470,986	13,470,986	153.9%	75.0%	-	38,470,986
6 BAIFA Reimbursement	670,000	395,172	(274,828)	59.0%	75.0%	-	395,172
7 GGB&HTD Fastrak Reimbursement	6,900,000	3,749,097	(3,150,903)	54.3%	75.0%	-	3,749,097
8 SFO Fastrak Reimbursement	463,000	188,756	(274,244)	40.8%	75.0%	-	188,756
9 Alameda CMA Reimbursement	1,700,000	1,155,721	(544,279)	68.0%	75.0%	-	1,155,721
10 VTA 237 Express Lane Reimb.	135,000	83,483	(51,517)	61.8%	75.0%	-	83,483
11 Rebate for Build America Bonds	71,508,476	54,648,441	(16,860,035)	76.4%	75.0%	-	54,648,441
12 Caltrans Reimbursement	9,000,000	9,343,752	343,752	103.8%	75.0%	-	9,343,752
13 BAHA Reimbursement	15,300,000	15,300,000	-	100.0%	75.0%	-	15,300,000
14 Transbay Terminal Review Reimbursement	510,000	-	(510,000)	N/A	75.0%	-	-
Total Revenue	890,885,826	680,275,634	(210,610,192)	76.4%	75.0%	-	680,275,634
EXPENSE:							
Caltrans Operations and Maintenance:							
1 Toll Collection & Operations Services	23,600,000	17,407,126	(6,192,874)	73.8%	75.0%	-	17,407,126
2 Toll & Bridge Facility Maint	5,700,000	3,998,959	(1,701,041)	70.2%	75.0%	-	3,998,959
Caltrans O & M Subtotal	29,300,000	21,406,085	(7,893,915)	73.1%	75.0%	-	21,406,085
Fastrak Operations and Maintenance:							
3 RCSC Operations	25,500,000	13,732,013	(11,767,987)	53.9%	75.0%	10,405,887	24,137,900
4 ATCAS Maintenance, IT equip	5,575,000	1,154,946	(4,420,054)	20.7%	75.0%	3,764,687	4,919,633
5 Banking Costs	15,900,000	8,540,107	(7,359,893)	53.7%	75.0%	8,869,535	17,409,642
6 Collection Exp./DMV Exp.	4,000,000	2,164,029	(1,835,971)	54.1%	75.0%	1,140,825	3,304,854
BATA O & M Subtotal	50,975,000	25,591,095	(25,383,905)	50.2%	75.0%	24,180,934	49,772,029
BATA Toll Bridge Administration:							
7 Staff Costs - Salaries,Benefits & Temps	10,592,473	7,254,186	(3,338,287)	68.5%	75.0%	-	7,254,186
8 Travel, Printing, Memberships & Other	587,480	290,599	(296,881)	49.5%	75.0%	8,142	298,741
9 Audit/Accounting	3,120,828	643,392	(2,477,436)	20.6%	75.0%	331,531	974,923
10 Misc. Toll Admin Operating Expenses	2,650,000	668,209	(1,981,791)	25.2%	75.0%	1,550,000	2,218,209
11 Professional Fees	3,095,000	1,338,501	(1,756,499)	43.2%	75.0%	941,357	2,279,858
12 RM3 Related Expense	3,300,000	3,217,452	(82,548)	97.5%	75.0%	-	3,217,452
27 Transbay Terminal Review Pannel	1,010,000	309,208	(700,792)	30.6%	75.0%	397,792	707,000
13 Other	250,000	-	(250,000)	0.0%	75.0%	200,000	200,000
Toll Bridge Admin Subtotal	24,605,781	13,721,547	(10,884,234)	55.8%	75.0%	3,428,822	17,150,369
Other/Transfers:							
14 Transfers to MTC 1% Admin	7,846,994	7,846,994	-	100.0%	75.0%	-	7,846,994
15 Transfers to MTC - Other	752,372	273,498	(478,874)	36.4%	75.0%	115,295	388,793
16 Transfer from Legal Reserve	4,360,740	436,247	(3,924,493)	10.0%	75.0%	2,149,493	2,585,740
17 Transbay Transit Terminal Maint	5,026,046	5,003,708	(22,338)	99.6%	75.0%	22,338	5,026,046
18 Beale St Assessment	2,200,000	1,433,995	(766,005)	65.2%	75.0%	477,998	1,911,993
19 Depreciation and Amortization	6,110,000	6,277,160	167,160	102.7%	75.0%	-	6,277,160
20 RM2/Clipper Marketing	6,500,000	1,730,691	(4,769,309)	26.6%	75.0%	1,233,134	2,963,825
21 RM2 Operating	49,776,125	29,192,181	(20,583,944)	58.6%	75.0%	19,126,156	48,318,337
22 ABAG SFEP	999,969	999,969	-	100.0%	75.0%	-	999,969
Transfers	83,572,246	53,194,443	(30,377,803)	63.7%	75.0%	23,124,414	76,318,857
Debt Service:							
23 Interest and principal payments	557,086,153	136,401,883	(420,684,270)	24.5%	75.0%	-	136,401,883
24 Financing Costs	14,020,400	9,881,839	(4,138,561)	70.5%	75.0%	1,552,315	11,434,154
Total Debt Service	571,106,553	146,283,722	(424,822,831)	25.6%	75.0%	1,552,315	147,836,037
Transfer to Capital Fund In (Out):							
25 Transfer to Capital Fund	(131,276,246)	-	(131,276,246)	0.0%	75.0%	-	-
26 Furniture/Equip./Vehicle	(50,000)	-	(50,000)	0.0%	75.0%	-	-
Total Capital Reserve In (Out)	(131,326,246)	-	(131,326,246)	0.0%	75.0%	-	-
Total Expense & Transfers	890,885,826	260,196,892	(630,688,934)	29.2%	75.0%	52,286,485	312,483,377
Net	-	420,078,742					367,792,257

**CONTRACTS EXECUTED BY EXECUTIVE DIRECTOR
\$2,500-200,000**

		March'19
John W. Fisher	<i>Transbay Terminal Review Service</i>	\$60,000
Michael D. Engelhardt	<i>Transbay Terminal Review Service</i>	\$60,000

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

		February'19
CDW Government Inc		\$23,226
	<i>Computer Supplies</i>	
KIS Computer Center		\$4,309
	<i>Computer Maintenance</i>	
Agenda Managers Inc		\$50,000
	<i>Conference Organizer</i>	

**Regional Measure 2 Operating Budget
As of March 2019 (\$000)**

**Agenda Item 4b
Attachment A**

	Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
1	Richmond Bridge Express Bus	2,474	2,474	1,237	1,237	-
2	Napa Vine Service	426	426	338	88	-
3	Express Bus North - serving SFOBB, Dumbarton, San Mateo bridges	3,751	3,751	1,387	2,364	-
4	Express Bus South - serving Carquinez and Benicia Bridges	7,074	7,024	5,132	1,892	50
5	Dumbarton Bus	2,967	2,817	2,264	553	150
6	WETA Ferry Operations	16,500	16,500	11,542	4,958	-
7	Owl Service - BART Corridor	2,054	1,827	778	1,049	227
8	MUNI Metro 3rd St	2,500	2,500	-	2,500	-
9	AC Enhanced Bus Service	3,000	3,000	2,250	750	-
11	Water Emergency Transportation Authority Regional Planning	3,000	3,000	1,694	1,306	-
12	Clipper Operations	2,000	2,000	-	2,000	-
13	Transbay Transit Center	3,000	3,000	2,570	430	-
	Subtotal for Operating Assistance Program	48,746	48,319	29,192	19,127	427
N/A	Clipper Marketing	2,600	-	1,104	-	1,496
N/A	Seamless Transit Map	710	-	130	580	-
N/A	Regional Resource Center	178	-	114	64	-
N/A	AC Transit Services	500	-	382	118	-
N/A	Transbay Service	102	-	-	102	-
N/A	Richmond Service Outreach	200	-	-	200	-
N/A	Solano Express	50	-	-	50	-
N/A	Route 29	20	-	-	20	-
N/A	Bike to Work, Trails and Transit Week	100	-	-	100	-
	Total for Clipper and RM2 Marketing	4,460	-	1,730	1,234	1,496
	Total	\$53,206	\$48,319	\$30,922	\$20,361	\$1,923

Agenda Item 4b Attachment A

Regional Measure 2 Project Budget As of March 2019 (\$000) - Life to Date

Program	Project Title	Total Budget	Actual	Encumbrance	Balance Remaining
1	BART/MUNI Direct Connection at Embarcadero & Civic Center Stations	\$3,000	-	1,500	\$1,500
2	SF MUNI Metro 3rd Street LRT Extension	30,000	30,000	-	-
3	MUNI Historic Streetcar Expansion (E-Line)	10,000	10,000	-	-
4	Dumbarton Commuter Rail Service ^{i,iv,xii}	9,157	8,932	33	192
5	Vallejo Ferry Intermodal Station ^v	26,000	24,101	1,598	301
6	Solano County Express Bus Intermodal Facilities ^{vi}	12,251	12,222	30	-
7	Solano County Corridor Improvements near I-80 / I-680 Interchange	100,000	97,558	2,442	-
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	37,175	37,175	-	-
9	Richmond Parkway Park & Ride ^{vii}	3,850	887	686	2,277
10	SMART Extension to Larkspur ^{ii,viii}	56,500	53,214	3,286	-
11	Greenbrae Interchange Improvement ^{ii,viii}	43,500	28,677	14,823	-
12	Direct HOV lane connector from I-680 to the Pleasant Hill BART ^{ix}	20,425	16,348	3,759	318
13	Rail Extension to East Contra Costa/E-BART	96,000	94,267	1,733.00	-
14	Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor ^{vi,x}	35,950	35,950	-	-
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	25,000	25,000	-	-
16	Benicia-Martinez Bridge: New Span	50,000	50,000	-	-
17	Remaining Regional Express Bus North - Competitive Program Projects ^{v,x}	18,799	18,771	28	-
18	Clipper	35,000	20,817	1,163	13,020
19	Real-time transit information	20,000	19,488	512	-
20	Safe Routes to Transit	22,500	19,607	2,893	-
21	BART Tube Seismic Retrofit	33,801	33,801	-	-
22	Transbay Terminal/Downtown Extension	150,000	149,561	439	-
23	Oakland Airport Connector	115,199	115,199	-	-
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor) ^{vii}	77,760	59,479	18,281	-
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	12,000	12,000	-	-
26	Commute Ferry Service for Berkeley/Albany	12,000	6,383	5,617	-
27	Commute Ferry Service for South San Francisco	12,000	11,998	2	-
28	Water Transit Facility Imps., Spare Vessels and Environmental Review	48,000	47,269	731	-
29	Regional Express Bus South - Remaining Projects ^{iv,vii,xi}	54,933	32,561	8,208	14,164
30	I-880 North Safety Improvements ^{xi}	12,300	12,087	213	-
31	BART Warm Springs Extension ⁱ	186,000	178,204	7,796	-
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	65,000	50,886	2,119	11,995
33	Regional Rail Master Plan	6,500	6,062	394	44
34	Integrated Fare Structure Program	1,500	900	600	-
35	Transit Commute Benefits Promotion	5,000	3,366	1,634	-
36	Caldecott Tunnel Improvements ^{ix}	45,075	45,074	1	-
37	BART's Fixed Guideway Rehab	64,000	24,000	-	40,000
38	Regional Express Lane Network ⁱⁱⁱ	4,825	-	4,825	-
39	Modifications in I-80 and San Pablo ⁱⁱⁱ	8,000	7,675	325	-
40	Caltrain Electrification ^{viii,xii}	20,000	19,991	9	-
Total		\$1,589,000	\$1,419,510	\$85,680	\$83,811

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, 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 March 2019 (\$000) - Life to Date

Program #	Program	Total Budget	Total Expenses	Encumbrance	Balance Remaining
6812	Benicia-Martinez Bridge Rehab	6,388	2,597	-	3,791
6813	Carquinez Bridge Rehab	34,782	34,467	-	315
6814	Richmond-San Rafael Bridge Rehab	88,712	55,151	-	33,561
6825	San Francisco-Oakland Bay Bridge Rehab	225,376	182,060	-	43,316
6826	San Mateo-Hayward Bridge Rehab	121,946	108,006	1	13,940
6827	Dumbarton Bridge Rehab	4,792	4,792	-	-
6828	All Bridges Rehab	91,557	90,901	-	656
6829	Caltrans Reserve	28	4	-	24
8030	Completed/Defunded/Transferred Projects	117,303	116,626	-	677
8033	Minor Toll Plaza Rehab Projects	4,580	2,677	-	1,903
8210	New Benicia Bridge *	1,715	502	-	1,213
8315	Site Mitigation & Landscaping	154	83	-	71
8615	I-880/SR-92 Landscaping**	6,640	5,530	-	1,110
8629	Minor Bridge Rehab Projects	159	45	-	114
8637	Bay Trail Improvements	115	-	-	115
	TOTAL CALTRANS REHAB BUDGET	704,247	603,441	1	100,806
8012	All Electronic Tolling Study	1,263	699	2	562
8528	Bay Lights Maintenance	640	252	68	320
8530	Drainage Studies for the Bridge	500	301	99	100
8531	Benicia New Toll Plaza ORT	4,153	4,153	-	-
8539	SFOBB Eyebar Repair Review	2,914	2,660	254	-
8540	Regional Transportation Sea Level Rise Asset	2,000	247	-	1,753
8594	SFOBB West Span Pathway PSR	12,300	11,322	706	272
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	89,000	80,346	4,049	4,605
8902	2012 CSC Procurement	20,750	18,900	1,279	571
8903	ATCAS Lane Host Upgrades	33,545	31,930	1,253	362
8904	Fastrak Sign & Sign Structure Improvements	29,510	29,343	72	95
8905	Misc. Bridge Improvements	33,464	8,015	757	24,692
8907	Toll Plaza Capital Improvements	26,448	18,964	3,293	4,191
8908	Enterprise Computing HW/SW	4,035	3,229	6	800
8909	Gateway Park Planning	27,975	16,479	988	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	425	202	123
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	9,680	1,758	2,337	5,585
8923	Bridge Records Recordation and Storage	500	55	-	445
8924	Antioch Bridge Approach	50,000	49,070	840	90
8926	Bridge Modeling & Investigations	5,801	893	57	4,851
8928	BATA Program Contingency	16,565	300	-	16,265
8930	Richmond-San Rafael Bridge Rehab	81,928	61,088	16,444	4,396
8933	Plan Bay Area TMS	9,000	5,420	3,019	561
8936	Backhaul Connection Infrastructure	1,000	765	91	144
8937	Future CSC Procurement	4,000	833	860	2,307
8938	Misc. East Span Project Improvements	12,084	-	-	12,084
8939	Asset Management	3,500	18	782	2,700
8940	HOV Lane Enforcement	1,300	192	1,108	-
8941	CHP - COZEER/MAZEER	200	-	-	200
8942	Bridge Yard Capital Improvements	500	-	-	500
8943	Bike/Ped Access to East Span of SFOBB	200	-	-	200
8944	Dumbarton Approach and Transit Strategies	3,000	-	-	3,000
8945	Next Gen Clipper (C2) System	9,600	-	9,600	-
8000-05	Capital Program Audit	8,300	6,913	340	1,047
8000-16	SRA/RM1 Program Monitoring	46,445	44,977	364	1,104
	Total BATA REHAB BUDGET	617,733	460,041	48,977	108,714
	TOTAL REHAB BUDGET	1,321,980	1,063,482	48,978	209,520

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.

Agenda Item 4b Attachment A

Seismic Capital Project Budget As of March 2019 (\$000) - Life to Date

	Program	Base Budget	Current Budget***	Total Expenses*	Encumbrance	Remaining Balance
8103	San Francisco-Oakland Bay Bridge East Span Repl	\$ 5,486,600	\$ 6,519,801	\$ 6,481,472	\$ 38,329	\$ -
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	112,354	46	-
8112	Richmond-San Rafael Bridge Retrofit	808,100	794,950	794,870	80	-
8115	Benicia-Martinez Bridge Retrofit	177,800	177,830	177,817	13	-
8118	Carquinez Bridge Retrofit	114,200	114,206	114,206	-	-
8121	San Mateo-Hayward Bridge Retrofit	163,500	163,412	163,412	-	-
	Subtotal for Bay Area Bridges	7,487,100	8,711,565	8,670,926	40,639	-
8128	Misc Program Costs	30,000	26,030	26,024	6	-
8729	Program Contingency**	989,000	-	-	-	-
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	\$ 8,899,255	\$ 8,858,596	\$ 40,659	\$ -

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

3,709,068
5,149,528
8,858,596

** 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
Unallocate SFOBB East Span 1/23/19	11,050
Unallocate Richmond Bridge 1/23/19	16,900
Transferre Program Contingency to toll Bridge Rehab	
Program 1/23/19	(52,745)
Remaining Balance	-

Shaded projects are completed

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

**AB 1171 Project Budget
As of March 2019 (\$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	149,306	694	-
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	98,698	1,302	-
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	\$482,017	\$14,785	\$73,198

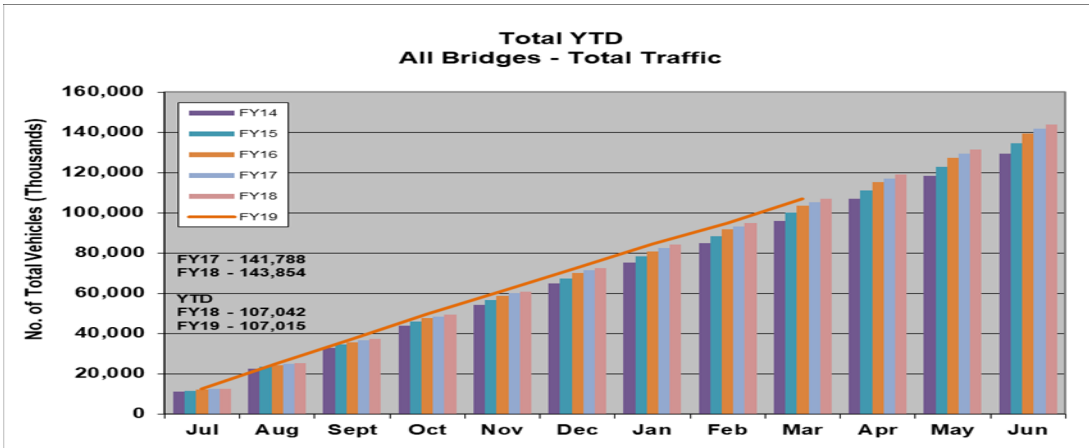
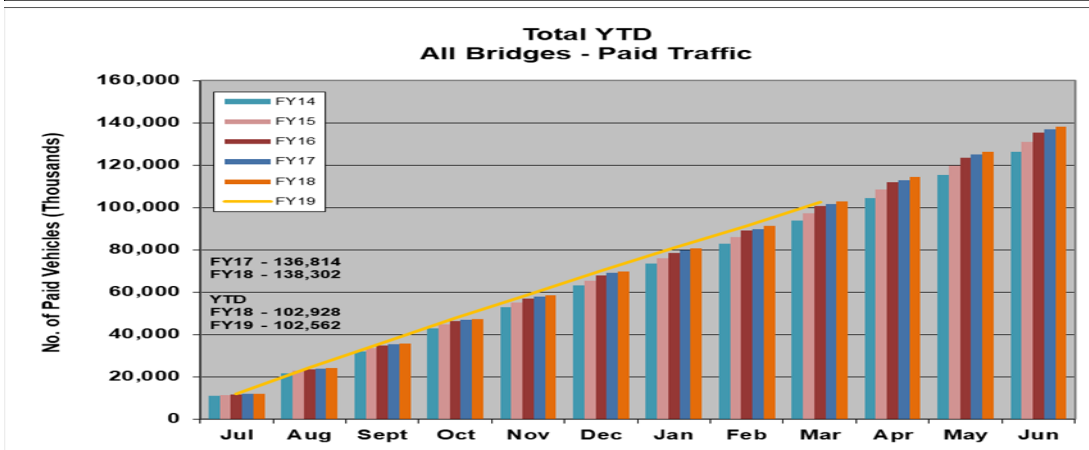
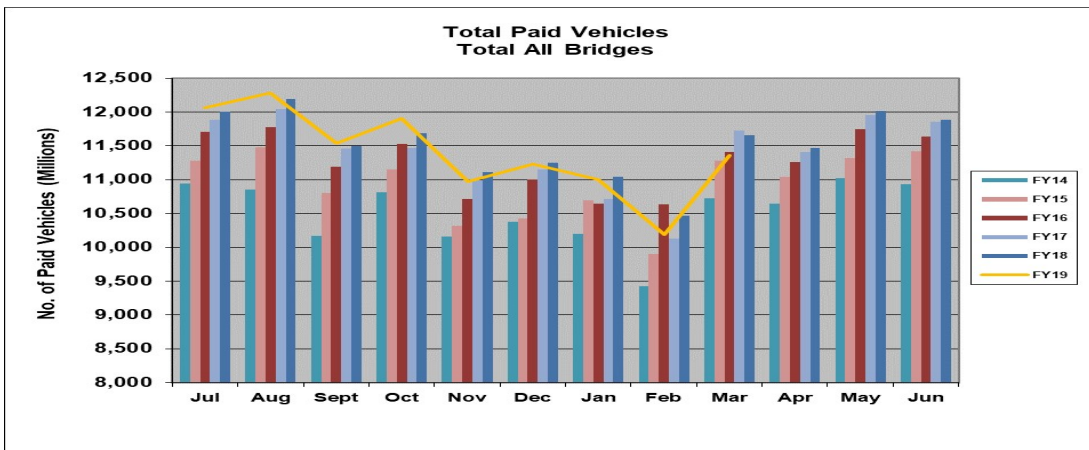
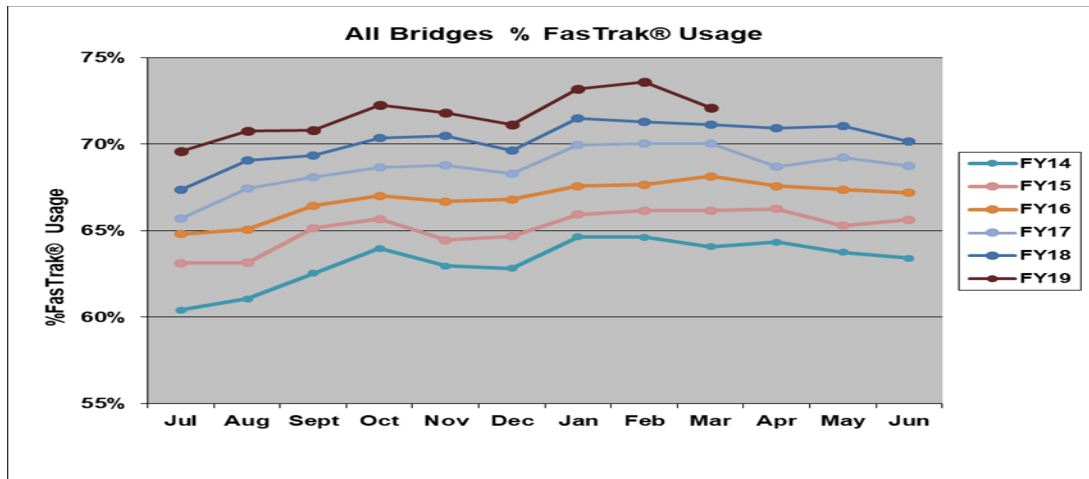
AB 1171 Program Budget:	\$570,000
Approved Projects:	\$496,802
AB 1171 Program Balance:	<u>\$73,198</u>

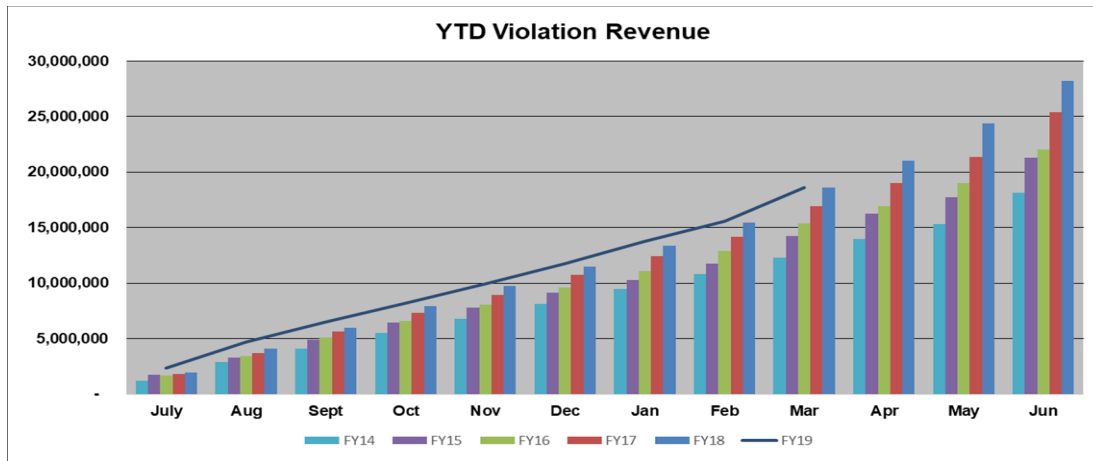
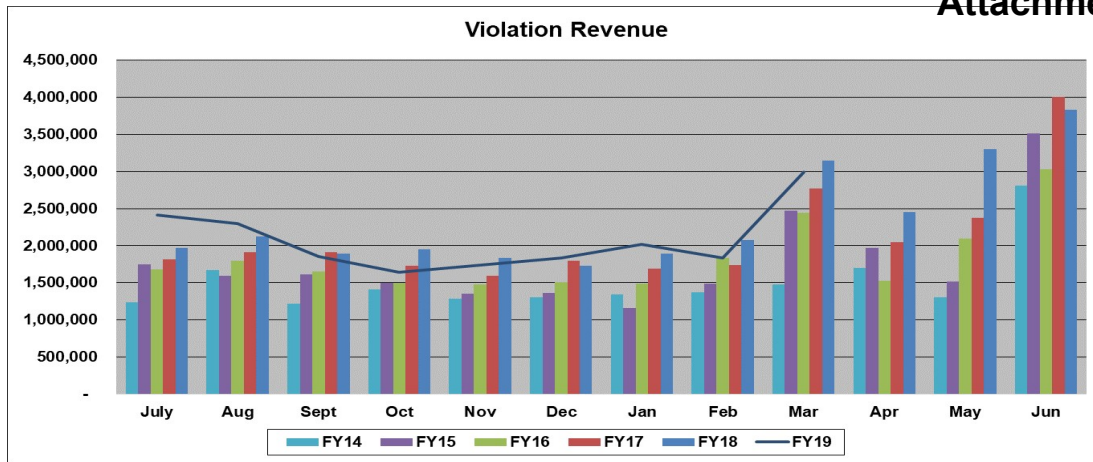
Shaded projects are completed

Other Capital Projects

As of March 2019 (\$000) - Life to Date

					Balance
	Project Title	Total Budget	Actual	Encumbrance	Remaining
849	Express Lanes Capital				
6840	Program Costs: Planning, Coordination & Management	28,437	19,810	2,259	6,368
6841	Centralized Toll System	32,367	20,413	7,958	3,996
6842	CC-680 Southern Segment Conversion	54,043	52,348	1,671	24
6843	Capitalized Start-up O&M	16,000	4,790	1,598	9,612
6844	ALA-880 Conversion	139,098	96,277	27,069	15,752
6845	CC-680 Northern Segment - Southbound Conversion	53,623	7,145	46,478	-
6846	SOL-80 West Conversion	1,964	640	1,033	291
6847	Program Contingency	2,848	-	-	2,848
6849	SOL-80 East Express Lane Conversion	16,114	10,534	3,121	2,459
6851	84/Dumbarton Bridge	323	323	-	-
6852	92/San Mateo Bridge	369	369	-	-
	Express Lanes Total	\$345,186	\$212,649	\$91,187	\$41,350
847	BATA Project Savings				
6953	CCC - AC Transit	83,000	18,434	28,299	36,267
6954	CCC - Muni	106,000	-	105,994	6
6955	CCC - BART	15,000	-	-	15,000
6956	BART Rail Car Replacement	46,000	-	-	46,000
	BATA Project Savings Total	\$250,000	\$18,434	\$134,293	\$97,273
	Grand Total	\$595,186	\$231,083	\$225,480	\$138,623







Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0526 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 5/3/2019 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/12/2019 **Final action:**
Title: Yerba Buena Island Southgate Road Realignment Project - Funding Agreement Amendment: San Francisco County Transportation Authority (\$1,683,200) and Contract Amendment - On-Call Design Services: HDR Engineering Inc. (\$1,600,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4c_Contract & Funding Amendments_Southgate_HDR & SFCTA.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Yerba Buena Island Southgate Road Realignment Project - Funding Agreement Amendment: San Francisco County Transportation Authority (\$1,683,200) and Contract Amendment - On-Call Design Services: HDR Engineering Inc. (\$1,600,000)

Presenter:

Peter Lee

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 4c

Yerba Buena Island Southgate Road Realignment Project – Funding Agreement Amendment: San Francisco County Transportation Authority (\$1,683,200) and Contract Amendment - On- Call Design Services: HDR Engineering Inc. (\$1,600,000)

Subject: This item would authorize a funding agreement amendment with the San Francisco County Transportation Authority (SFCTA) in an amount of \$1,683,200 and a contract amendment with HDR Engineering Inc. (HDR) for on-call design consultant services in an amount not to exceed \$1,600,000 for the Yerba Buena Island Southgate Road Realignment Project (the Project), subject to the approval of the FY 2019-20 BATA budget.

Background: The Project proposes to realign the I-80 eastbound off-ramp from the new east span of the San Francisco-Oakland Bay Bridge (SFOBB) and Southgate Road on Yerba Buena Island (YBI) to improve mobility for pedestrians, bicyclists, and vehicles. The SFCTA evaluated the planned I-80 eastbound off-ramp configuration to be constructed as part of the SFOBB East Span Seismic Replacement Project and identified an alternative that better accommodates the new development on the island.

The base project funding for preliminary engineering, right-of-way and construction for the Project is primarily Federal Highway Bridge Program (HBP) funds and matched by Prop 1B and BATA Toll Bridge Seismic Retrofit Program funds. BATA is directly funding the design of the contract via our on-call design services contract with HDR. SFCTA will advertise, award and administer the construction of the project. BATA Bridge Toll Funds will be used only on toll eligible items on the Bay Bridge approach.

Project costs for the SFCTA and HDR scopes of work have increased by \$1,683,200 and \$1,600,000 respectively since inception of the current concept design in 2016 due to scope added to finish out the seismic program and increasing base costs due to: 1) additional right-of-way acquisition costs and additional retaining wall costs to fit the project within the confines of the island; and 2) increasing unit prices based on discussions with Caltrans and the recent bidding climate.

The current project cost estimate is \$52 million with funding from various sources. SFCTA has been successful in securing additional HBP capital funding and Treasure Island Development Authority (TIDA) funding for the project. The project is currently scheduled to be advertised in 2019. Staff is requesting BATA toll bridge rehabilitation funds for additional design support funds to cover the refined design and design services during construction and additional capital funds for the refined design.

1. Staff is requesting Committee approval to amend the existing 2017 funding agreement with the SFCTA to add \$1,683,000 in new scope related to close out of the new east span of the SFOBB seismic project, including fencing and

local roadway improvements. This scope is BATA Toll Bridge Seismic Retrofit Program and Toll Bridge Rehabilitation Program eligible and budgeted funds have been set aside for the work. The revised funding agreement would be revised to an amount not to exceed \$6,983,000.

2. Staff is also requesting Committee approval for a contract amendment with HDR to complete design of the project. In May 2017, the Committee authorized a contract with HDR based on a competitive procurement from the 2014 BATA On-Call Design Services Consultant Bench to provide design services for the project. Additional contract funds are needed to incorporate the additional seismic program scope, site investigations, and due to additional design work for updated retaining wall design and other changes necessary to satisfy right-of-way constraints and US Coast Guard requirements. Staff is requesting a contract amendment with HDR for on-call design consultant services in an amount not to exceed \$1,600,000. This increase can be funded from Toll Bridge Rehabilitation program funds. The total design contract effort, including design support during construction, is now estimated at \$7,551,182. Attachment A includes a summary of HDR and its project team's small business and disadvantaged business enterprise status.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a funding agreement amendment with SFCTA in an amount of \$1,683,200, subject to the approval of the FY 2019-20 BATA budget. Furthermore, staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with HDR to perform on-call design consultant services for the Project in an amount not to exceed \$1,600,000 for a period ending June 30, 2020, subject to the approval of the FY 2019-20 BATA budget.

Attachments:

- Southgate Project Estimate and Funding Table
- Illustration of Proposed Southgate Road Project
- Attachment A – Small Business and Disadvantaged Business Enterprise Status
- Request for Committee Approval Sheets – Summary of Proposed Funding Agreement and Contract Amendment


Therese W. McMillan

Southgate Project Estimate and Funding

	HBP Funding (Current)	Prop 1B Funding (Current)	TIDA Funding (Current)	BATA Toll Seismic and Rehab Funding (Current)	BATA Toll Seismic and Rehab Funding (Requested)	BATA Toll Seismic and Rehab Funding (Revised)	Total
Design Support							
Design Services (BATA/HDR)				5,951,182	1,600,000	7,551,000	7,551,000
Design Oversight (SFCTA/CT)				1,042,282	950,000	1,992,282	1,992,282
Construction Support (SFCTA/CT)	3,934,288	75,702	350,000	613,026	61,155	674,181	5,034,171
Right-of-Way Capital	3,629,730	114,700	500,000	1,000,000	355,570	1,355,570	5,600,000
Construction Capital	24,956,131	1,958,043	2,050,000	2,644,692	316,474	2,961,166	31,925,340
Totals	32,520,149	2,148,445	2,900,000	11,251,182	3,283,017	14,464,199	52,102,793

Illustration of Proposed Southgate Road Project



Attachment A
Small Business and Disadvantaged Business Enterprise Status

Firm Name	Role on Project	DBE* Firm			SBE** Firm		
		Yes	DBE #	No	Yes	SBE #	No
HDR Engineering, Inc. (Prime Contractor)	Design Services			X			X
Towill, Inc.	Ground Survey, Controls and Mapping, Right of Way Engineering			X			X
Parikh Consultants, Inc.	Geotechnical Testing, Analysis and Report	X	20259		X	9631	
Fehr & Peers	Traffic Forecasting and Traffic Operations Analysis			X			X
WRECO	Preliminary Drainage, SWDR, Hydrology and Hydraulics Report, Water Quality Studies	X	30066		X	60800	
Haygood & Associates	Structures Aesthetics Design, Landscape Concept and Arborist Evaluation, Visual Resources, Highway Planting and Irrigation	X	3171				X
Illingworth & Rodkin, Inc.	Noise and Air Quality Consultants			X	X	15604	
Geocon Consultants	Hazardous Materials Reports			X			X
JRP Historical Consulting, LLC	Cultural Resources/Section 106			X	X	1509783	
WHM Corporation	Preliminary Investigations			X	X	53957	

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract Amendment

Work Item No.: 1251, 1256

Vendor: HDR Engineering Inc. (HDR), Walnut Creek, California.

Work Project Title: On-Call Project Design Services: Yerba Buena Island Southgate Road Realignment Project (the Project)

Purpose of Project: To provide staffing to perform design services for the Project.

Brief Scope of Work: Consultant shall perform design services in accordance with Caltrans Construction Manual and Caltrans Standard Specifications and Plans for the Project over a period ending June 30, 2020.

Project Cost Not to Exceed: This amendment: \$1,600,000
Current contract amount before this amendment: \$5,951,182
Maximum contract amount after this amendment: \$7,551,182

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: Funds for this amendment in the amount of \$1,600,000 are included in the Toll Bridge Rehabilitation Program Budget for FY 2019-20, subject to approval.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with HDR to perform design services for the Project, as described above and in the BATA Oversight Committee Summary Sheet dated June 12, 2019; and that the Chief Financial Officer is directed to set aside funds in the amount of \$1,600,000 for such contract amendment, subject to the approval of the FY 2019-20 BATA budget.

BATA Oversight Committee:

Amy R. Worth, Chair

Approved: Date: June 12, 2019

REQUEST FOR COMMITTEE APPROVAL
Summary of Funding Agreement Amendment

Work Item No.:	1256
Agency:	San Francisco County Transportation Authority (SFCTA)
Work Project Title:	Yerba Buena Island Southgate Road Realignment Project (the Project)
Purpose of Project:	Realign the I-80 eastbound off-ramp from the new east span of the San Francisco-Oakland Bay Bridge (SFOBB) and Southgate Road on Yerba Buena Island (YBI).
Brief Scope of Work:	SFCTA shall advertise, award and administer the Project
Funding Amount Not to Exceed:	This amendment: \$1,683,200 Current contract amount before this amendment: \$5,300,000 Maximum contract amount after this amendment: \$6,983,200
Funding Source:	Toll Bridge Rehabilitation Program Funds
Fiscal Impact:	Funds in the amount of \$1,683,200 are included in the Toll Bridge Rehabilitation Program Budget for FY 2019-20, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a funding agreement amendment with SFCTA for SFOBB Corridor construction finishing work to be added to the Project, as described above and in the BATA Oversight Committee Summary Sheet dated June 12, 2019; and the Chief Financial Officer is directed to set aside funds in the amount of \$1,683,200 for such funding agreement amendment, subject to the approval of the FY 2019-20 BATA budget.
BATA Oversight Committee:	

Amy R. Worth, Chair

Approved: Date: June 12, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0528 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 5/3/2019 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/12/2019 **Final action:**
Title: Funding Agreement - San Francisco-Oakland Bay Bridge (SFOBB) Yerba Buena Island Bridge Landing and Public Pier Operations and Maintenance: Treasure Island Development Authority (\$250,000 annually for a two-year period)

Sponsors:

Indexes:

Code sections:

Attachments: [4d_Funding_Agreement_TIDA.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Funding Agreement - San Francisco-Oakland Bay Bridge (SFOBB) Yerba Buena Island Bridge Landing and Public Pier Operations and Maintenance: Treasure Island Development Authority (\$250,000 annually for a two-year period)

Presenter:

Peter Lee

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 4d

Funding Agreement – San Francisco-Oakland Bay Bridge (SFOBB) Yerba Buena Island Bridge Landing and Public Pier Operations and Maintenance: Treasure Island Development Authority (\$250,000 annually for a two-year period)

Subject: A request to enter into a funding agreement with the Treasure Island Development Authority (TIDA) for the operations and maintenance of the San Francisco-Oakland Bay Bridge (SFOBB) Yerba Buena Island Bridge Landing and Public Pier premises, in an amount not to exceed \$250,000 annually for a two-year period, subject to the approval of the FY 2019-20 and FY 2020-21 BATA budgets.

Background: As part of the SFOBB East Span Seismic Safety Replacement Project and in lieu of additional implosions of remaining old bridge foundations, Caltrans is required to save the Pier E2 of the old bridge marine foundation near Yerba Buena Island for public access and provide basic maintenance of those facilities. Caltrans is currently constructing the pier to be opened later in 2019.

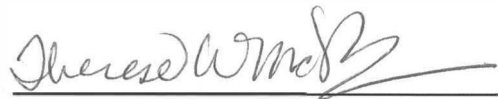
BATA and Caltrans have sought other stakeholders and partners for the successful long term operations and maintenance of the public access. Based on discussions with TIDA, TIDA has future long-range plans to develop the area beneath the new bridge with trails and possibly the redevelopment of the Torpedo building consistent with the Treasure Island /Yerba Buena Island development project approved by the City's Board of Supervisors in June 2011. The proposed public access and pier would be generally consistent with TIDA's plans.

Negotiations between TIDA and Caltrans are underway to execute a lease agreement in 2019. In conjunction with their lease negotiations, TIDA has reviewed the estimated costs for operations and maintenance of activating public use of the pier. BATA staff would like to execute a funding agreement to assist TIDA with funding for Yerba Buena Island Bridge Landing and Public Pier premises operations and maintenance in accordance with environmental permit requirements from the SFOBB East Span Seismic Safety Replacement Project. This includes maintenance of public furnishings, landscaping a restroom or portable toilet, trash and litter removal, graffiti removal and compliance with Caltrans' SFOBB East Span Seismic Safety Replacement Project environmental permit requirements. These items are important to achieve the public use vision intended by Caltrans, BATA and TIDA. TIDA is also exploring the extension of shuttle services and maintenance of the vista point landing area and may request additional funding once further evaluation is completed.

BATA staff recommends contributing an amount not to exceed \$250,000 annually for a two-year period towards operations and maintenance of the SFOBB Yerba Buena Island Bridge Landing and Public Pier premises.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a funding agreement in an amount not to exceed \$250,000 annually with the TIDA for operations and maintenance of the SFOBB Yerba Buena Island Bridge Landing and Public Pier premises, subject to the approval of future BATA budgets.

Attachments: Request for Committee Approval Sheet – Summary of Proposed Funding Agreement

A handwritten signature in dark ink, appearing to read "Therese W. McMillan", is written over a horizontal line.

Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Funding Agreement

Work Item No.: 1251

Agency: Treasure Island Development Authority
San Francisco, CA

Work Project Title: San Francisco-Oakland Bay Bridge (SFOBB) Yerba Buena Island Bridge Landing and Public Pier Operations and Maintenance

Purpose of Project: Operations and maintenance of SFOBB landing and pier on Yerba Buena Island for public use and access, in compliance with the SFOBB East Span Seismic Safety Replacement Project environmental permit requirements.

Project Cost Not to Exceed: \$500,000^[KW1] (\$250,000 annually for two years)

Funding Source: Toll Bridge Program Operating Budget

Fiscal Impact: Funds in the amount of \$250,000 are included in the FY 2019-20 Toll Bridge Program Operating Budget, subject to approval. The following years funding is subject to the approval of the FY 2020-21 Toll Bridge Program Operating Budget.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a funding agreement in an amount not to exceed \$250,000 annually for a two-year period with the Treasure Island Development Authority, as described above and in the BATA Oversight Committee Summary Sheet dated June 5, 2019; and the Chief Financial Officer is directed to set aside funds in the amount of \$250,000 annually for such funding agreement, subject to the approval of future BATA budgets.

BATA Oversight Committee:

Amy R. Worth, Chair

Approved: Date: June 12, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0531 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/3/2019 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/26/2019 **Final action:**

Title: BATA Resolution No. 72, Revised - Amendment to the BATA Long Range Plan

Sponsors:

Indexes:

Code sections:

Attachments: [4e Reso-0072 BATA Long Range Plan Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

BATA Resolution No. 72, Revised - Amendment to the BATA Long Range Plan

Presenter:

Peter Lee

Recommended Action:

Authority Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 4e

BATA Resolution No. 72, Revised – Amendment to the BATA Long Range Plan

Subject: BATA Long Range Plan Revision

Background: Streets and Highway Code Section 30950.03 requires BATA to prepare, adopt, and from time to time revise, a BATA Long Range Plan (LRP) for the completion of all projects within its jurisdiction, including the Toll Bridge Seismic Retrofit Program, Toll Bridge Rehabilitation Program, Regional Measure 2 Regional Traffic Relief Plan, and the Regional Measure 3 Bay Area Traffic Relief Plan. The LRP was last revised in January 2019 to add the projects described in the Regional Measure 3 expenditure plan.

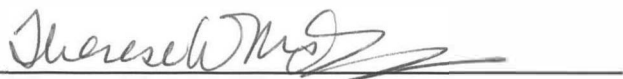
Staff is recommending updating the LRP to update the budget and scope of the Regional Express Lane Program and Toll Bridge Rehabilitation Program.

- The Regional Express Lane Program will be amended to add the San Mateo US 101 Express Lane Project as an eligible project to receive BATA toll funds via the Bay Area Infrastructure Financing Authority.
- The Toll Bridge Rehabilitation Program will be updated to reflect current funding at approximately \$100 million per year to maintain toll bridges, approaches, toll facilities and collection systems, and other eligible assets.

Issues: None

Recommendation: Staff recommends that the Committee refer BATA Resolution No. 72, Revised to the Authority for approval.

Attachments: BATA Resolution No. 72, Revised


Therese W. McMillan

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
06/26/19-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.

Attachment A to this resolution was revised on June 26, 2019 to update the Regional Express Lanes Network Program and Toll Bridge Rehabilitation Program

ABSTRACT

BATA Resolution No. 72, Revised

Page 2

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, and June 3, 2015, in the Deputy Executive Director's Memorandum to the BATA Oversight Committee dated January 2, 2019, and in the BATA Oversight Committee Summary Sheet dated June 12, 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 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



Jon Rubin, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California, on December 20, 2006.

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
06/26/19-BATA

Attachment A
BATA Resolution No. 72

BATA Long-Range Plan



Bay Area Toll Authority Long-Range Plan

Amended June 2019



Bay Area Toll Authority Long-Range Plan

Amended June 2019

**Published by the
Bay Area Toll Authority**

Bay Area Metro Center

375 Beale Street | San Francisco, CA | 94105

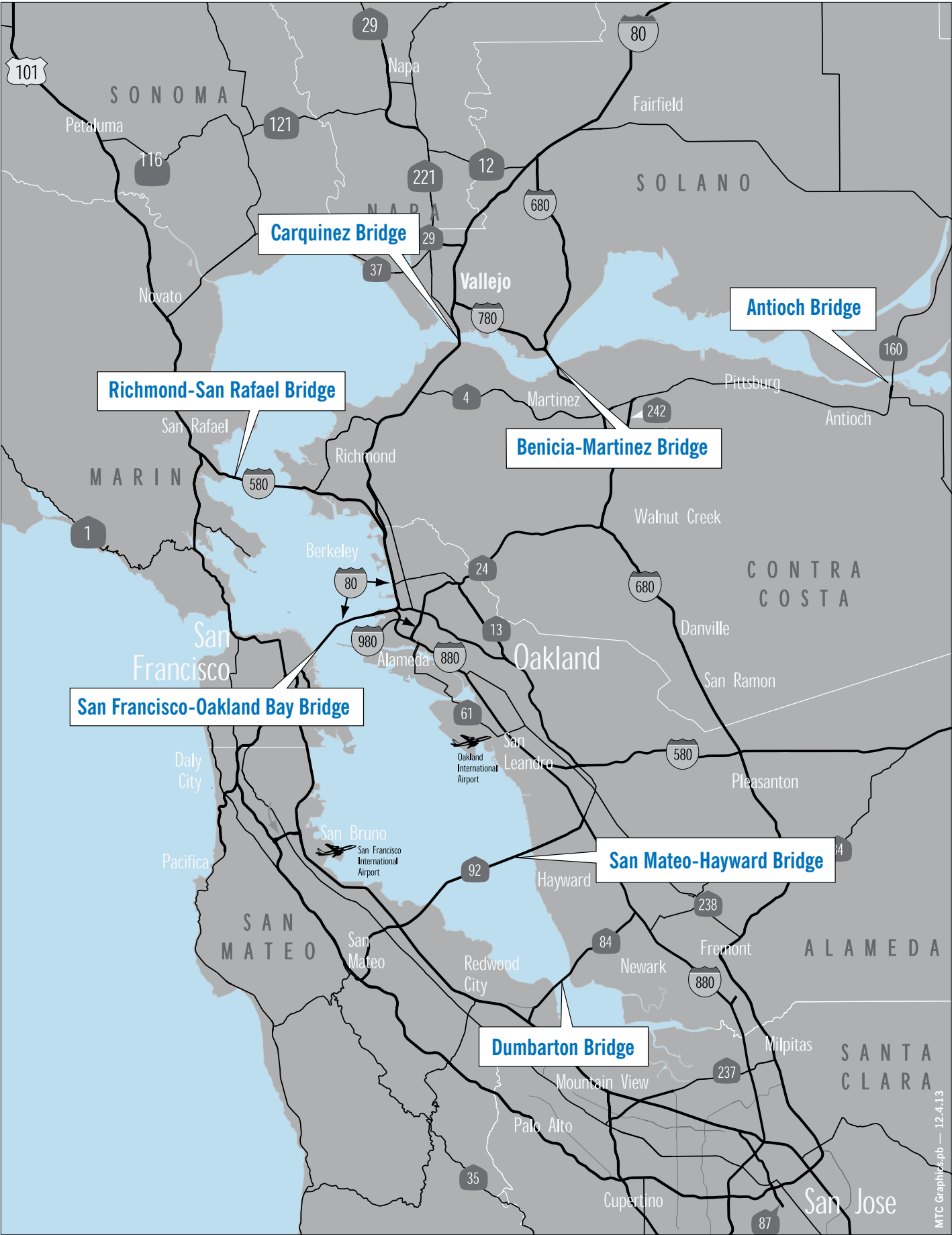
TEL 415.778.6700 | FAX 415.536.9800

E-MAIL info@bayareametro.gov | WEB www.mtc.ca.gov

Table of Contents

Introduction	1
Toll Bridge Seismic Retrofit Program	4
Regional Measure 1 Program	6
Regional Measure 2 Program	8
Regional Measure 3 Program	14
Toll Bridge Rehabilitation Program	20
Transit Core-Capacity Challenge Grant Program	21
Regional Express Lanes Program	22

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 provides 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 provides approximately \$100 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 Program (ELN) At A Glance

BATA, MTC and its partner agencies are currently developing an express lane network offering toll-free travel for eligible carpools, vanpools, motorcycles and buses, while also giving solo drivers the option to pay to use the lane to avoid congestion. BATA is providing \$440 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.

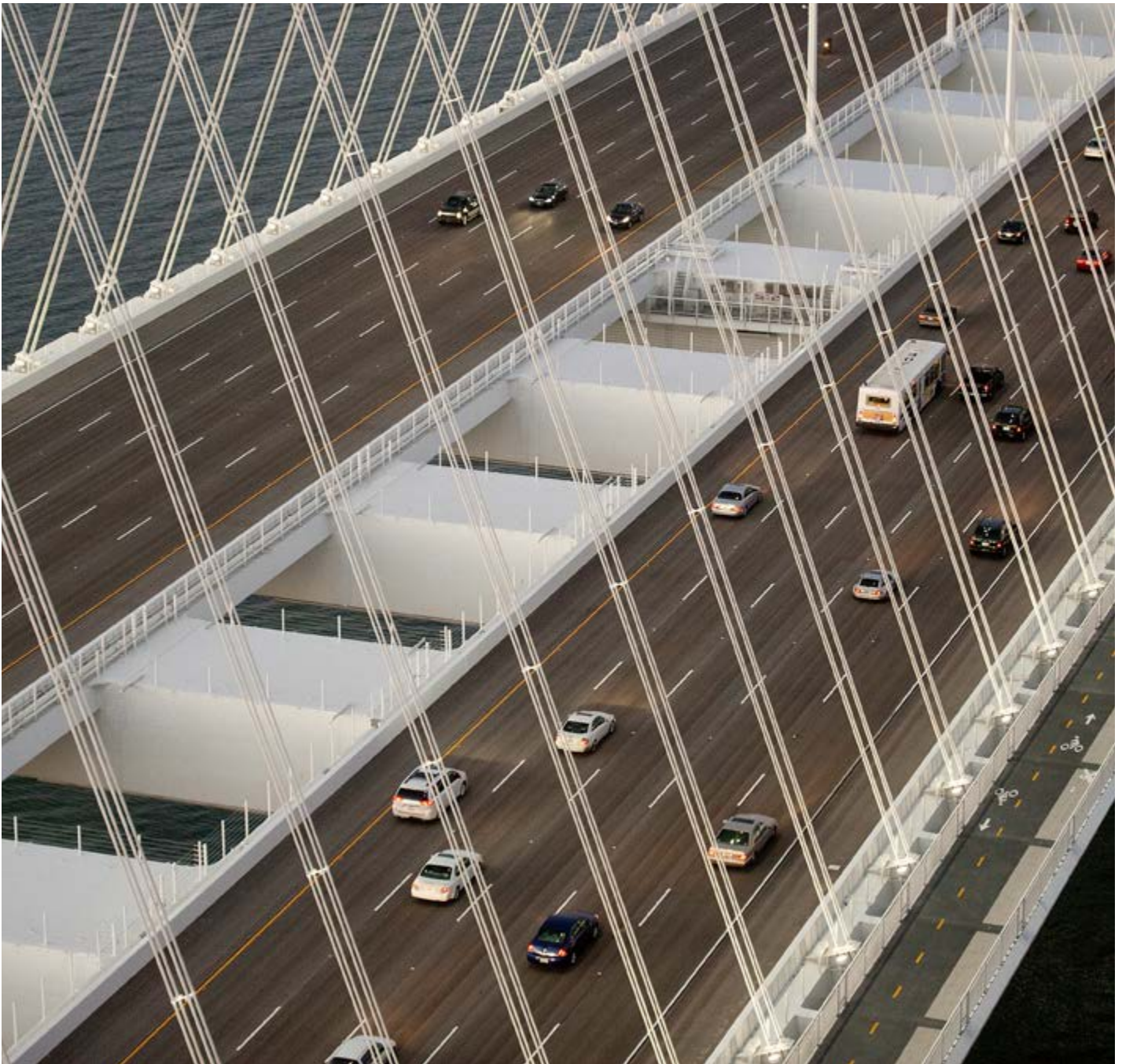


Seismic retrofit work on the Antioch Bridge, 2011

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 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 Program (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.

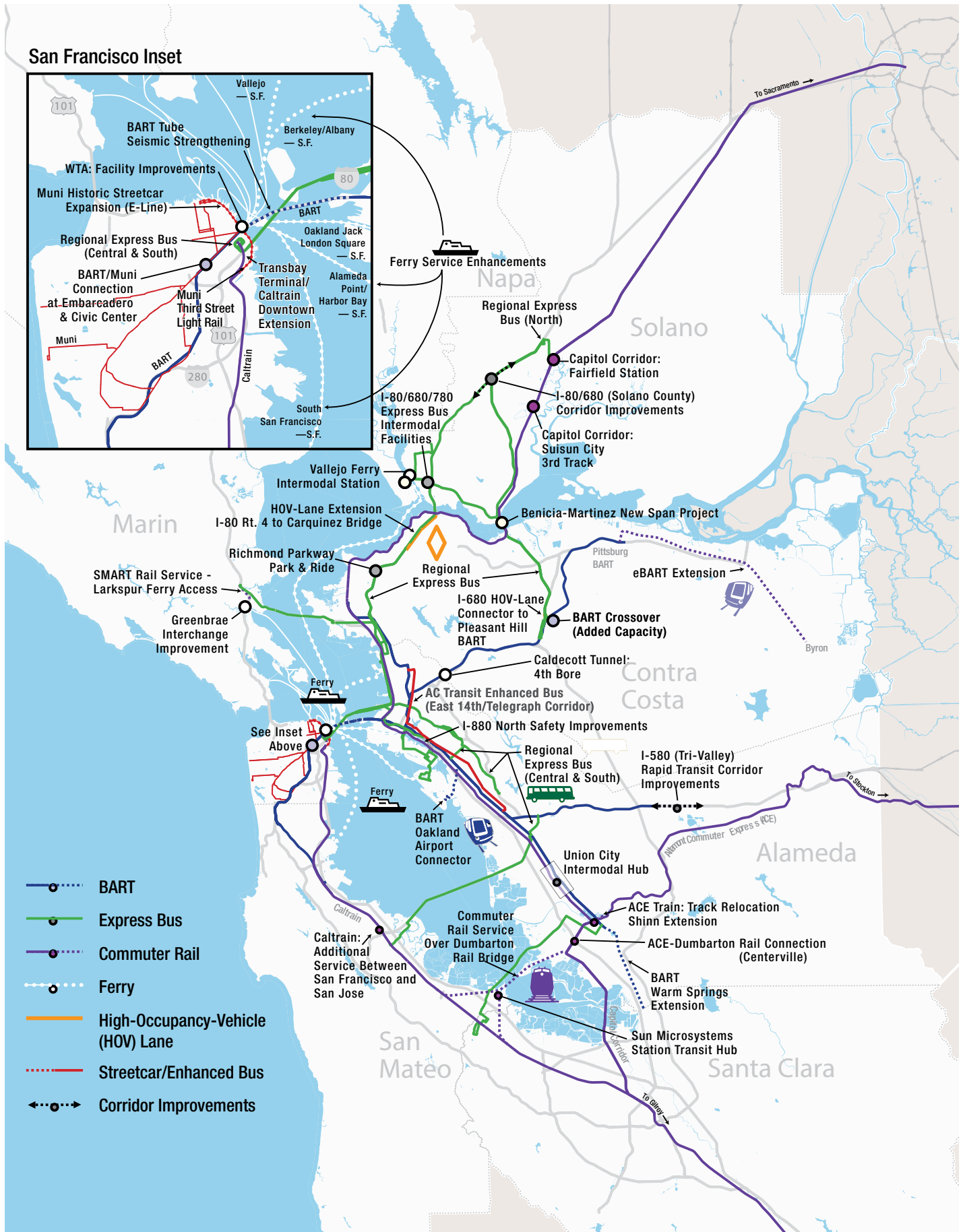
Capital Program

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 Program

(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.

Regional Measure 3 Projects



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 Program (*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 \$1 billion over a 10-year period and includes rehabilitation and operational improvements of toll bridges, approaches, facilities and other eligible assets, and the maintenance and replacement of tolling equipment.

Transit Core Capacity Challenge Program (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 Program (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 \$440 million in funding toward BAIFA involved projects in Alameda, Contra Costa, San Mateo and Solano counties, as shown on the map in the following page.

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

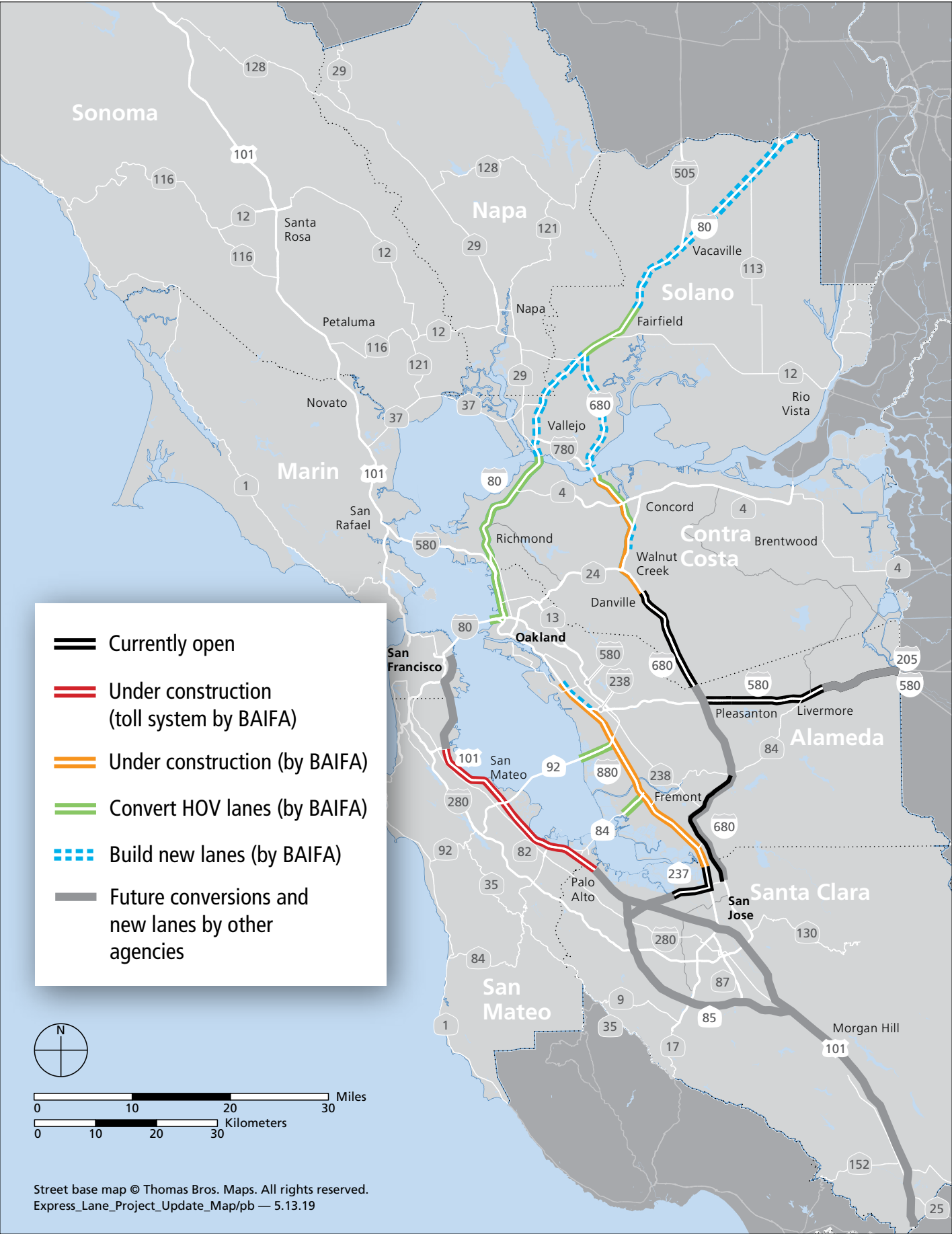
Project Sponsor

Bay Area Infrastructure Financing Authority

Current Approved Budget

\$440 million

Regional Express Lane Network Projects





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0565 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/7/2019 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/12/2019 **Final action:**

Title: Contract Amendment - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - On-Call Construction Management Services: WSP, USA (\$1,520,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4f_ContractAmend_RSRbridge-WSP_USA.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Contract Amendment - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - On-Call Construction Management Services: WSP, USA (\$1,520,000)

Presenter:

Chris Lillie

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 4f

Contract Amendment – I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project – On-Call Construction Management Services: WSP, USA (\$1,520,000)

Subject: This item would authorize a contract amendment with WSP USA, Inc. (WSP), formerly known as Parsons Brinkerhoff, Inc. (PB) in an amount not to exceed \$1,520,000 for on-call construction management services to complete the remaining construction management services for the I-580 Richmond-San Rafael Bridge Access Improvement Project – Package B1 and the Lindsay Transportation Solutions, LLC movable barrier contracts, subject to the approval of the FY 2019-20 BATA budget.

Background: The construction of a bicycle-pedestrian path and the completion of additional improvements associated with the new peak period use lane (PPUL) in the eastbound direction of the Richmond-San Rafael Bridge is continuing. This project reduced traffic congestion in the eastbound direction of I-580 across the bridge by converting the shoulder to a PPUL. The PPUL opened in April of last year. The project will also convert the shoulder in the westbound direction into a bi-directional bicycle-pedestrian path that is separated from motor vehicles by a moveable concrete barrier system. The Project's objective is to reduce congestion and travel time on eastbound I-580, including the Richmond-San Rafael (RSR) Bridge by providing a third eastbound peak period use lane (PPUL) during the afternoon peak travel period. The Project will also improve pedestrian and bicycle travel adjacent to the I-580 corridor by constructing a barrier-separated path connection from the Tewksberry/Standard Avenue Intersection near Point Richmond to Stenmark Drive near Point Molate.

Caltrans has also undertaken an Emergency Bridge Joint Replacement Project that Caltrans and BATA have been working on to replace the expansion joints on the RSR Bridge upper deck.

Contractor Selection Process: In January 2014, after a competitive procurement, the BATA Oversight Committee authorized a pool of eight firms to provide on-call construction management services for a two-year term through January 31, 2016, with an option to extend for an additional two-year period. The Request for Qualifications (RFQ) that governed the selection specified that BATA could directly assign work to a particular firm based on the nature of the work, expertise and availability of the firm(s) and staff of those firm(s) or could conduct informal proposal solicitations among qualified firms to assist in assigning work.

On March 22, 2016, BATA issued a Request for Qualifications (RFQ) to all eight pre-qualified firms to provide construction management services for the I-580 Richmond-San Rafael Bridge Access Improvement Project. On April 25, 2016, staff received Statements of Qualifications (SOQs) from five of the eight firms in response to the RFQ. AECOM, CH2M Hill, Ghirardelli Associates, Mott McDonald and PB submitted SOQs.

After reviewing the SOQs, staff short-listed the top three ranked firms: AECOM, CH2M Hill and PB. On June 7, 2016, all three firms were invited for interviews for the services requested. As a result of the interviews, staff unanimously ranked PB as the top ranked team based on the evaluation criteria. This Committee approved the contract with PB at its July 2016 meeting. In 2017, PB changed its name to WSP.

Summary: This amendment allows for the completion of the work that started under the March 22, 2016 competitive procurement. Specifically the amendment allows for the completion of both construction packages (Package A -Peak Period Use Lane and Package B - Bicycle-pedestrian path). This amendment also provides additional funds to complete construction scheduling, contract coordination and construction inspection services that have been required to support the Emergency Bridge Joint Replacement Contract that Caltrans began in March of this of this year.

Attachment A includes a summary of WSP and its project team's small business and disadvantaged business enterprise status.

Recommendation: Staff recommends that this Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with WSP in an amount not to exceed \$1,520,000 to provide construction management services for the I-580 Richmond-San Rafael Bridge Access Improvement Project, subject to the approval of the FY 2019-20 BATA budget.

Attachments: Attachment A – Small Business and Disadvantaged Business Enterprise Status; and Request for Committee Approval Sheet



Therese W. McMillan

Attachment A

Small Business and Disadvantaged Business Enterprise Status

Firm Name	Role on Project	DBE* Firm			SBE** Firm		
		Yes	If Yes, List #	No	Yes	If Yes, List #	No
WSP USA, Inc.	Construction Management			X			X
Applied Materials & Engineering	Material Testing	X	38639		X	1195	
CirclePoint	Public Outreach			X	X	40528	
Ganda and Associates	Biological Monitoring			X			X
Kleinfelder, Inc.	Material Source Inspection			X			X
Towill, Inc.	Surveying and Staking			X			X
Zoon Engineering	Inspection and Claims			X	X	58549	

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	1251
Vendor:	WSP USA, Inc. Antioch, CA
Work Project Title:	On-Call Construction Management Services: Richmond-San Rafael Bridge Access Improvement Project
Purpose of Project:	To provide construction management services for the Richmond-San Rafael Bridge Access Improvement Project.
Brief Scope of Work:	Consultant shall perform construction management and construction administration services in accordance with Caltrans Construction Manual and Caltrans Standard Specifications and Plans for the construction of the Richmond-San Rafael Bridge Access Improvement Project.
Project Cost Not to Exceed:	This amendment: \$1,520,000 Current contract amount before this amendment: \$7,988,000 Maximum contract amount after this amendment: \$9,512,000
Funding Source:	Toll Bridge Rehabilitation Funds
Fiscal Impact:	Funds will be included in the FY 2019-20 Toll Bridge Rehabilitation Program Budget, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with WSP USA, Inc. to perform construction management services for the Richmond-San Rafael Bridge Access Improvement Project, as described above and in the BATA Oversight Committee Summary Sheet dated June 12, 2019, and the Chief Financial Officer is directed to set aside funds in the amount of \$1,520,000 for such contract amendment, subject to approval of the FY 2019-20 BATA budget.
BATA Oversight Committee:	
	<hr/> Amy Rein Worth, Chair
Approval Date:	Date: June 12, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0567 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/7/2019 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/12/2019 **Final action:**

Title: Contract Amendment - FasTrak® Customer Information Services: Convey, Inc. (\$100,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4g_Contract Amendment_Convey.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Contract Amendment - FasTrak® Customer Information Services: Convey, Inc. (\$100,000)

Presenter:
Lysa Hale

Recommended Action:
Committee Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 4g

Contract Amendment – FasTrak® Customer Information Services: Convey, Inc. (\$100,000)

Subject: This item would authorize a contract amendment with Convey, Inc. in an amount not to exceed \$100,000 for ad-hoc customer information services for the FasTrak® electronic toll collection program, subject to the approval of the FY 2019-20 BATA budget.

Background: In June 2017, the Metropolitan Transportation Commission (MTC) Administration Committee approved an on-call bench of prequalified consultants to provide technical assistance for five design categories: a) Print; b) Digital; c) Website; d) Mapping; and e) Wayfinding to support various agency projects. The RFQ that governed the selection specified that MTC could directly assign work to a particular firm based on the nature of the work, expertise and availability of the firm(s) and staff of those firm(s) or could conduct informal solicitations among qualified firms to assist in assigning work. This bench may be utilized for a three-year period ending June 30, 2020, with an option to extend for an additional three years. The RFQ authorized other public agencies, such as BATA, to obtain services from the bench contractors at the same terms and conditioning provided to MTC.

In October 2018, BATA staff solicited proposals for FasTrak® consultant assistance from all eleven firms available to assist with website design under the on-call bench. BATA received five proposals on October 23, 2018 from Convey, Inc., The Glue, LLC., lowercase productions, LLC., MIG, Inc., and Sidecar, a Division of Swirl, Inc. in response to the RFP. The proposals were evaluated by a panel composed of BATA and MTC staff based on the following criteria: 1) Qualifications and availability of key personnel; 2) Qualifications of firm's ability to complete work; 3) Quality and creativity of sample/previous projects; 4) Cost effectiveness; and 5) Written and oral presentation. Out of a possible 100 points, Convey, Inc. received an overall score of 80; The Glue, LLC received an overall score of 76 points; MIG, Inc. received an overall score of 72 points; lowercase productions, LLC. received an overall score of 69 points, and Sidecar, a Division of Swirl, Inc. received an overall score of 69 points.

In December 2018, under the Executive Director's delegated contracting authority, BATA entered into an agreement in the amount of \$200,000 with Convey, Inc. to provide website development/support and customer engagement services, primarily for FasTrak®, through June 30, 2019. This item seeks approval to enter into a contract amendment in the amount of

\$100,000 for continued website development/support and customer engagement services through FY 2019-20.

Work contemplated under this Amendment includes:

- 1) Website development and deployment on an as-needed, ad-hoc basis;
- 2) Incorporating a style guide into framework for future pages;
- 3) Analysis and deployment of improvements in website navigation to improve customer engagement;
- 4) Continuing coordination with the Fastrak® customer service center website development team; and
- 5) Ongoing website maintenance and updates.

Attachment A includes a summary of Convey, Inc. and its projects team's small business and disadvantaged business enterprise status.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment in an amount not to exceed \$100,000 with Convey, Inc. to provide website development and maintenance services for the FasTrak® program through June 30, 2020, subject to the approval of the FY 2019-20 BATA budget.

Attachments: Attachment A: Disadvantaged Business Enterprise Status; and Summary of Proposed Contract Amendment



Therese W. McMillan

Attachment A

		DBE* Firm			SBE** Firm			
	Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Convey, Inc.	Consultant services	X	38411				X
Subcontractor	Interethnica	Support for consultant services			X			X
Subcontractor	Kalamuna	Support for consultant services			X			X

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	1252
Consultant:	Convey, Inc. Emeryville, CA
Work Project Title:	FasTrak® Website Development and Maintenance
Purpose of Project:	To provide website develop and ad-hoc website maintenance services for the FasTrak® electronic payments program
Brief Scope of Work:	Consultant will provide website design and maintenance work including incorporating style guides for credentialed pages, as well as ad-hoc tasks such as creating new pages, writing copy for pages and other tasks.
Project Cost Not to Exceed:	This amendment: \$100,000 Current contract amount: \$200,000 Maximum contract amount with this amendment: \$300,000
Funding Source:	Toll Bridge Program Operating Funds
Fiscal Impact:	Funds will be included in the FY 2019-20 Toll Bridge Program Operating Budget, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Convey, Inc. for website design and maintenance services for FasTrak® as described above and in the BATA Oversight Committee Summary Sheet dated June 12, 2019 and the Chief Financial Officer is authorized to set aside \$100,000 for such amendment, subject to approval of the FY 2019-20 BATA budget.
BATA Operations Committee:	

Amy Rein Worth, Chair

Approved: Date: June 12, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0586 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/10/2019 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/12/2019 **Final action:**

Title: Purchase Orders - ATCAS Hardware Maintenance & Telecommunication Services: Hewlett Packard Enterprise Company, AT&T (\$760,000 combined)

Sponsors:

Indexes:

Code sections:

Attachments: [4h_PurchaseOrder_HPE_AT&T.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Purchase Orders - ATCAS Hardware Maintenance & Telecommunication Services: Hewlett Packard Enterprise Company, AT&T (\$760,000 combined)

Presenter:

Mark Dinh

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 4h

Purchase Orders – ATCAS Hardware Maintenance & Telecommunication Services: Hewlett Packard Enterprise Company, AT&T (\$760,000 combined)

Subject: This item would authorize purchase orders for annual hardware maintenance and telecommunication services for the Advanced Toll Collection and Accounting System (ATCAS) on the seven state-owned toll bridges. Each vendor will be procured using a collaborative intergovernmental procurement agreement (IPA), which satisfies BATA's procurement requirements, subject to the approval of the FY 2019-20 BATA budget.

Background: **Hardware Maintenance – Hewlett Packard Enterprise Company (\$360,000):** The ATCAS computing environment consists primarily of Hewlett Packard hardware located at each toll plaza and BATA headquarters. A hardware maintenance agreement covering support for servers and peripheral devices provides timely access to replacement hardware, related software and firmware updates, and product licensing. The estimated cost of the hardware maintenance services is \$360,000, an increase of \$110,000 from the previous year's agreement primarily due to additional server infrastructure added to the Beale datacenter in support of toll operations and accounting staff access. The agreement will be procured through a purchase order using the Western States Contracting Alliance - National Association of State Procurement Officials (WSCA-NASPO) IPA.

Telecommunication Services – AT&T (\$400,000): The ATCAS network utilizes AT&T leased-line services for wide-area transport of data from each of the toll plazas to the ATCAS datacenters. The estimated annual cost of network services from AT&T is \$400,000 and will be procured through a purchase order using the state of California's CalNet 3 IPA.

BATA staff has procured similar services each fiscal year utilizing similar IPAs. A summary table of the prior year purchase orders is included below for reference:

	<u>FY2017-18</u>	<u>FY2018-19</u>	<u>FY2019-20 request</u>
Hardware Maintenance (Hewlett Packard Enterprise Company, WSCA-NASPO)	\$250,000	\$250,000	\$360,000
Telecommunication Services (AT&T, CalNet 3)	\$450,000	\$400,000	\$400,000

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

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to issue two purchase orders for services related to the maintenance of the ATCAS toll collection system in amounts not to exceed \$360,000 to Hewlett Packard Enterprise Company for hardware maintenance and \$400,000 to AT&T for telecommunication services, subject to the approval of the FY 2019-20 Toll Bridge Program Operating Budget.

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



Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Work Item No.: 1252

Consultant: Hewlett Packard Enterprise Company
Roseville, CA

Work Project Title: Advanced Toll Collection and Accounting System

Purpose of Project: Hardware Maintenance Agreement

Brief Scope of Work: Provide hardware maintenance support for Hewlett Packard Enterprise Company systems.

Project Cost Not to Exceed: \$360,000

Funding Source: Toll Bridge Program Operating Budget

Fiscal Impact: Funds to be included in the FY 2019-20 Toll Bridge Program Operating Budget, subject to approval.

Motion by Committee: That the Executive Director or designee is authorized to issue a purchase order to Hewlett Packard Enterprise Company for the services described above and in the BATA Oversight Committee Summary Sheet dated June 12, 2019, and the Chief Financial Officer is authorized to set aside funds in the amount of \$360,000 for such purchase order, subject to the approval of the FY 2019-20 Toll Bridge Program Operating Budget.

BATA Oversight Committee:

Amy R. Worth, Chair

Approved: June 12, 2019

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Work Item No.: 1252

Consultant: AT&T
Aurora, IL

Work Project Title: Advanced Toll Collection and Accounting System

Purpose of Project: Monthly service cost for network telecommunications

Brief Scope of Work: Provide leased-line telecommunication services in support of the Advance Toll Collection and Accounting System network.

Project Cost Not to Exceed: \$400,000

Funding Source: Toll Bridge Program Operating Budget

Fiscal Impact: Funds to be included in the FY 2019-20 Toll Bridge Program Operating Budget, subject to approval.

Motion by Committee: That the Executive Director or his designee is authorized to issue a purchase order to AT&T for the services described above and in the BATA Oversight Committee Summary Sheet dated June 12, 2019, and the Chief Financial Officer is authorized to set aside funds in the amount of \$400,000 for such purchase order, subject to the approval of the FY 2019-20 Toll Bridge Program Operating Budget.

BATA Oversight Committee:

Amy R. Worth, Chair

Approved: June 12, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0620 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/15/2019 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/12/2019 **Final action:**

Title: Contract - International Cable Supported Bridge Operators Association Conference - San Francisco 2020: Hyatt Regency San Francisco (\$262,600)

Sponsors:

Indexes:

Code sections:

Attachments: [4i Hyatt Regency SF Contract.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Contract - International Cable Supported Bridge Operators Association Conference - San Francisco
2020: Hyatt Regency San Francisco (\$262,600)

Presenter:

Peter Lee

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 4i

Contract – International Cable Supported Bridge Operators Association Conference – San Francisco 2020: Hyatt Regency San Francisco (\$262,600)

Subject: A request to enter into a contract with the Hyatt Regency San Francisco to guarantee conference space, service and hoteling for the 2020 International Cable Supported Bridge Operators Association Conference, subject to the approval of the FY 2019-20 BATA budget.

Background: International Cable Supported Bridge Operators Association (ICSBOA) is comprised of operators and owners of cable supported bridges worldwide, including the Golden Gate, Verrazzano-Narrows, Halifax Harbour, Storebælt, Akashi Kaikyō, and Sutong Bridges. The aim of ICSBOA is to advance efficient operation and maintenance of cable supported bridges worldwide. As a member, BATA was able to call upon other ICSBOA members in 2015 to assist BATA with a peer review of the east span of the San Francisco Oakland Bay Bridge.

BATA, along with the Golden Gate Bridge, Highway, and Transportation District (Golden Gate) and Caltrans, have been selected to co-host the 2020 International Cable Supported Bridge Operators Association Conference in San Francisco. At the conference, agencies share their hands-on experiences and applications for maintaining and operating bridges, including asset management, health monitoring, and innovations in bridge management. Unlike other larger associations, ICSBOA does not have permanent staff nor does it charge dues or fees for membership; instead it relies on member staff to assist in planning and organizing activities. For the conference, Golden Gate and Caltrans will be assisting with staff support, technical tours and evaluation of papers.

As part of BATA's co-hosting assignments, BATA has identified a venue for the conference at the Hyatt Regency San Francisco (Embarcadero) from June 7-9, 2020. Staff inquired with a number of facilities on availability. The Hyatt Regency is the only space that meets space and schedule needs of the conference and provides an ideal connection and access to the bridges for technical tours. Based upon historical conference attendance and sponsorship from the last ICSBOA conference in North America in Halifax, Nova Scotia, Canada in 2016 with 200 attendees, BATA staff projects that the cost of the 2020 conference in San Francisco to be revenue neutral, with sponsorship, registration and exhibitor revenue fully covering costs.

The Hyatt Regency requires a contract security commitment of \$135,000 for conference space and service and \$127,600 for hoteling. BATA staff

is requesting the Authority provide the contract commitment as host of the conference. The commitment can be funded from available BATA operating funds. Once the venue is contracted, the conference can be fully marketed. BATA costs would be reimbursed by sponsorship, exhibitors, and as delegates register and reserve hotel space.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract in an amount \$262,600 with the Hyatt Regency San Francisco for conference space, service, and hoteling to host the 2020 International Cable Supported Bridge Operators Association Conference, subject to the approval of the FY 2019-20 BATA budget.

Attachments: Request for Committee Approval Sheet – Summary of Contract Approval



Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL
Summary of Contract Approval

Work Item No.:	1251
Agency	Hyatt Regency San Francisco San Francisco, CA
Work Project Title:	2020 International Cable Supported Bridge Operators Association Conference
Purpose of Project:	Provide conference space, service and hoteling for 2020 International Cable Supported Bridge Operators Association Conference.
Project Cost Not to Exceed:	\$262,600
Funding Source:	Toll Bridge Program Operating Funds
Fiscal Impact:	Funds in the amount of \$262,600 will be included in the FY 2019-20 Toll Bridge Program Operating Budget, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract in an amount not to exceed \$262,600 with the Hyatt Regency San Francisco, as described above and in the BATA Oversight Committee Summary Sheet dated June 12, 2019; and the Chief Financial Officer is directed to set aside funds in the amount of \$262,600 for such contract, subject to approval of the FY 2019-20 BATA budget.
BATA Oversight Committee:	

Amy R. Worth, Chair

Approved:	Date: June 12, 2019
-----------	---------------------



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0532 **Version:** 1 **Name:**
Type: Contract **Status:** Committee Approval
File created: 5/3/2019 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/26/2019 **Final action:**
Title: Senate Bill 1 Project Funding Commitments: Funding Agreement I-80/I-680/SR-12 Interchange Package 2A: Solano Transportation Authority (\$7,200,000); and Funding for the San Mateo 101 Express Lanes

A request to enter into a funding agreement with the Solano Transportation Authority for activities associated with the I-80/I-680/SR-12 Interchange Package 2A project; funding for the San Mateo 101 Express Lanes will be directed through the BAIFA Express Lanes Program; both are pursuant to the approval of the FY 2019-20 Toll Bridge Operating and Capital Budget (Agenda Item 5b).

Sponsors:

Indexes:

Code sections:

Attachments: [5a SB1 Projects SOL80-680-12 FundingAgreement.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

Senate Bill 1 Project Funding Commitments: Funding Agreement I-80/I-680/SR-12 Interchange Package 2A: Solano Transportation Authority (\$7,200,000); and Funding for the San Mateo 101 Express Lanes

A request to enter into a funding agreement with the Solano Transportation Authority for activities associated with the I-80/I-680/SR-12 Interchange Package 2A project; funding for the San Mateo 101 Express Lanes will be directed through the BAIFA Express Lanes Program; both are pursuant to the approval of the FY 2019-20 Toll Bridge Operating and Capital Budget (Agenda Item 5b).

Presenter:

Lisa Klein

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 5a

Senate Bill 1 Project Funding Commitments: Funding Agreement I-80/I-680/SR-12 Interchange Package 2A: Solano Transportation Authority (\$7,200,000); and Funding for the San Mateo 101 Express Lanes

Subject: A request to enter into a funding agreement with the Solano Transportation Authority for activities associated with the I-80/I-680/SR-12 Interchange Package 2A project in an amount not to exceed \$7,200,000. Funding for the San Mateo 101 Express Lanes will be directed through the BAIFA Express Lanes Program subject to approval by BAIFA of its FY 2019-20 Capital Budget. Both actions are subject to approval of the FY 2019-20 Toll Bridge Operating and Capital Budgets (Agenda Item 5b).

Background: In spring 2018, the California Transportation Commission (CTC) approved the first round of funding for competitive Senate Bill 1 programs. The I-80/I-680/SR-12 Interchange Package 2A (Interchange) project received \$53,200,000 in funding from the Trade Corridor Enhancement Program; the San Mateo 101 Express Lanes (San Mateo 101) project received \$200,000,000 in funding from the Solutions for Congested Corridors Program. MTC was a signatory to both applications, committing bridge toll funding in the amounts of \$13,800,000 to the Interchange project (plus an additional \$500,000 for oversight, for a total of \$14,300,000) and \$95,000,000 to the San Mateo 101 project. Both projects are embarking on activities to meet the schedules in the CTC applications and for which they require bridge toll funds this summer.

I-80/I-680/SR-12 Interchange Package 2A (Interchange) Project

The FY 2019-20 Toll Bridge Program Capital and Operating Budgets includes \$7,200,000 in initial funding within the Toll Bridge Rehabilitation Program for the Interchange project, subject to approval by BATA. Staff recommends BATA enter into a funding agreement with the Solano Transportation Authority to fund design, oversight, right-of-way and environmental mitigation activities starting this summer so that the project may receive allocation of funds by June 2020, in accordance with Trade Corridor Enhancement Program requirements.

San Mateo 101 Express Lanes (San Mateo 101) Project

The FY 2019-20 Toll Bridge Program Operating Budgets includes a \$95,000,000 transfer to Bay Area Infrastructure Financing Authority (BAIFA) for the San Mateo 101 project, subject to approval by BATA. Funding for this project is reflected in the BAIFA FY 2019-20 Capital Budget recommended for approval at the June 26 BAIFA meeting.

Pursuant to approvals earlier this year by BAIFA, the San Mateo County Transportation Authority (SMCTA) and the San Mateo City/County Association of Governments (C/CAG), BAIFA will deliver the toll system


and operate the San Mateo 101 Express Lanes under contract to a new joint powers authority between SMCTA and C/CAG. A portion of the San Mateo 101 bridge toll funding will fund BAIFA's delivery of the toll system (approximately \$30,000,000 has been allotted with the project budget). The remainder will fund toll system-related work in the civil construction contract managed by Caltrans and the two San Mateo agencies. BAIFA will enter into agreements with the new San Mateo joint powers authority and the San Mateo County Transportation Authority to meet these commitments, in accordance with requirements for the Solutions for Congested Corridors Program.

Issues: Regional Measure 3 (RM3) includes a total of \$100,000,000 for the overall, multi-phase I-80/I-680/SR-12 Interchange project, including Package 2A. If RM3 is upheld by the court, RM3 funds would fund the remaining bridge toll commitment for the Interchange Package 2A project. The scope of work in this funding agreement is intended to be eligible for reimbursement with RM3 funds, subject to further Commission approval. Toll Bridge Rehabilitation Program funds would then be returned by the project to BATA. Staff's intent is to stay within the \$100 million RM3 commitment to this project.

Regional Measure 3 (RM3) includes \$300,000,000 for Bay Area Corridor Express Lanes, for which the San Mateo 101 Express Lanes is eligible. If RM3 is upheld by the court, MTC will make RM3 Express Lane Program funds available in accordance with the statute. If MTC programs RM3 funds to the San Mateo 101 Express Lanes, subject to further Commission approval, the scope of work is intended to be eligible for reimbursement with RM3 funds. Toll Bridge Capital Program funds up to the programmed RM3 amount would then be returned to BATA. Staff's intent is to stay within the \$95,000,000 total toll fund commitment.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a funding agreement with the Solano Transportation Authority in an amount not to exceed \$7,200,000 for the I-80/I-680/SR-12 Interchange Package 2A project, subject to the approval of the FY 2019-20 Toll Bridge Program Operating and Capital Budgets.

Attachments: Request for Committee Approval – Summary of Proposed Funding Agreement


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Funding Agreement

Work Item No.:	1251
Consultant:	Solano Transportation Authority Suisun City, CA
Work Project Title:	I-80/I-680/SR-12 Interchange Package 2A
Purpose of Project:	Construct widening of the eastbound SR-12 to eastbound I-80 connector in Solano County to improve and modernize the I-80/I-680/SR-12 interchange and improve traffic flow and safety.
Brief Scope of Work:	Undertake activities necessary for construction of the project, including oversight, design, and right-of-way activities for construction and environmental mitigation.
Project Cost Not to Exceed:	\$7,200,000
Funding Source:	Toll Bridge Rehabilitation Program Budget
Fiscal Impact:	Funds to be included in the FY 2019-20 Toll Bridge Rehabilitation Program, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a funding agreement with the Solano Transportation Authority in an amount not to exceed \$7,200,000 for the I-80/I-680/SR-12 Interchange Package 2A project, as described above and in the BATA Oversight Committee Summary Sheet dated June 12, 2019; and the Chief Financial Officer is authorized to set aside \$7,200,000 for such funding agreement, subject to the approval of the FY 2019-20 Toll Bridge Program Operating and Capital Budgets.

BATA Oversight Committee:

Amy R. Worth, Chair

Approved: June 12, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0530 **Version:** 1 **Name:**
Type: Resolution **Status:** Authority Approval
File created: 5/3/2019 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/26/2019 **Final action:**
Title: BATA Resolution No. 130 - FY 2019-20 Toll Bridge Program Operating and Capital Budgets

A request for the Committee to refer to the Authority for approval, BATA Resolution No. 130, the FY 2019-20 Toll Bridge Operating and Capital Budgets.

Sponsors:

Indexes:

Code sections:

Attachments: [5b_Reso-130_FY2019-20_BATA_Budget_rev.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

BATA Resolution No. 130 - FY 2019-20 Toll Bridge Program Operating and Capital Budgets

A request for the Committee to refer to the Authority for approval, BATA Resolution No. 130, the FY 2019-20 Toll Bridge Operating and Capital Budgets.

Presenter:

Brian Mayhew

Recommended Action:

Authority Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 5b

BATA Resolution No. 130 – FY 2019-20 Toll Bridge Program Operating and Capital Budgets

Background: Staff requests that BATA Resolution No. 130 authorizing the FY 2019-20 operating and capital budgets be referred to the full Authority for approval.

The total operating budget proposed for FY 2019-20 is approximately \$816 million with an additional \$175 million in capital projects for a total budget of \$991 million. Operating revenue is projected to be \$896 million, up 0.6% from FY 2018-19. The proposed budget for operating expenses is \$816 million, an increase of 7.4% (\$56.5 million) over the final FY 2018-19 operating budget. The operating surplus is approximately \$80 million for the proposed FY 2019-20 budget.

The proposed Toll Bridge Rehabilitation Program Budget for FY 2019-20 is just over \$175 million, an increase of \$40 million over the FY 2018-19 approved program. The recommended Toll Bridge Rehabilitation Budget will utilize all of the \$80 million operating surplus projected for the FY 2019-20 budget as well as approximately \$95 million from BATA project reserves.

FY 2018-19 Operating Update

Overall BATA is still in excellent financial shape despite seeing a slight year-to-date decrease in paid toll traffic compared to FY 2017-18. Total paid traffic count is down slightly 0.36% (Table 1) with a corresponding drop in toll revenue of \$3.3 million or 0.61% (Table 2).

Table 1

Toll Traffic – Comparison of 9 Months of FY 2017-18 and FY 2018-19

	FY 2017-18	FY 2018-19	Percent Change
Full Fare Toll Paying Vehicles	96,575,245	95,949,939	-0.65%
Reduced Fare Carpool Vehicles	6,352,813	6,612,058	4.08%
Total Paid Vehicles	102,928,058	102,561,997	-0.36%

Table 2

Toll Revenues – Comparison of 9 Months of FY 2017-18 and FY 2018-19

	FY 2017-18	FY 2018-19	Percent Change
Full Fare Toll Paying Vehicles	\$525,456,553	\$521,486,051	-0.76%
Reduced Fare Carpool Vehicles	\$15,882,033	\$16,530,145	4.08%
Total Toll Revenue	\$541,338,585	\$538,016,196	-0.61%

The slight decrease in traffic count could be a sign of traffic reaching capacity on certain bridges. Six of the seven bridges are still up over the prior year, however this is offset by the San Francisco-Oakland Bay Bridge being down for the year. Despite lower toll revenue, total operating revenue for the year is projected to be \$17 million over the adopted budget or \$907 million due to strong interest earnings. Overall, BATA will end FY 2018-19 with an estimated operating surplus of \$184 million which will be transferred to meet BATA capital program funding needs.

There are some areas of concern looking into BATA's financial future. These areas include:

- Slowing traffic levels
- Rehabilitation project costs once scheduled for \$60 million annually are financially constrained at \$100 million per year but have exceeded that level for the past two years.
- Maintenance "A" costs, which are Caltrans costs to maintain the seven bridges, will transfer to BATA funding with the completion of the East Span Demolition project and the end of the Seismic Retrofit Program. Maintenance A costs can add anywhere from \$15 million to \$25 million to annual bridge maintenance costs.

These issues as well as the need to look at long-term repair or replacement strategies for the Richmond and Carquinez East Span bridges as they reach their 75 year useful life will demand the attention of BATA over the next few years.

FY 2019-20 Operating Budget

The FY 2019-20 proposed operating budget reflects the continued strong regional economy although we see a slower rate of growth in toll traffic. Toll and violation revenues are budgeted at the same level as the prior fiscal year. Staff is taking a cautious approach to these revenues given recent traffic indicators. Overall operating revenue is budgeted to increase by 0.6% while expense is projected to increase 7.4%. An operating surplus projected to be approximately \$80 million will be used to contribute to capital programs.

In addition, BATA will contribute \$95 million to the San Mateo 101 Express Lanes Project in the Bay Area Infrastructure Financing Authority Express Lanes Capital Project. The FY 2019-20 operating budget is shown in Attachment A.

The following are the highlights of the operating revenue and expenses.

Operating Revenue

Overall operating revenue is expected to increase 0.6% or \$5.3 million in FY 2019-20.

General Toll Revenue - \$735 million

Staff is estimating paid toll traffic and revenue will remain at the same level as FY 2018-19. No provision is made for RM3 revenue at this time until on-going litigation is resolved.

Other Revenues - \$161 million

Violation revenue is budgeted at the same level as FY 2018-19. Staff evaluated the actual FY 2018-19 revenue and violation trends to develop the FY 2019-20 estimate. The Budget for interest revenue will increase about \$25 million with the higher overall interest rates.

Rebate for Build America Bonds (BABs) - We continue to expect the Treasury Department to make its required BABs payment. The total interest subsidy payment from the federal government will be \$72 million.

Operating Expense

Total cost for Toll Bridge operations is proposed to be \$816 million for FY 2019-20, an increase of 7.4% from FY 2018-19. Highlights of the FY 2019-20 budget include:

Toll bridge operations and maintenance expense - \$83.5 million

- Caltrans Toll Operations and Maintenance Services - \$29.7 million: Costs for the toll operations and maintenance are projected to have a slight increase of \$0.4 million in FY 2019-20.
- Electronic Toll Collection - \$54 million: \$27 million for the operation of the FasTrak[®] Regional Customer Service Center (RCSC), a 5.9% or \$1.5 million increase from FY 2018-19. The FasTrak[®] customer base continues to grow.
- \$16.9 million in banking/credit card fees, a 6.3% or \$1 million increase from prior year due to greater processing of FasTrak[®] transactions.

- \$4.2 million for collection contract/DMV expenses.

Toll Bridge Administration - \$32.6 million

Overall bridge administration costs will decrease 10% or \$3.6 million. The savings is mainly due to the one-time RM3 related expenses incurred in FY 2018-19.

Transfers to MTC - \$28.8 million

This portion of the budget contains BATA's support for existing programs, transfers and reserves throughout the agency.

- MTC - \$8.1 million, 1% of gross revenue for general administrative support.
- Transbay Terminal- \$5.2 million for maintenance including a 3.5% annual increase required by State statute
- RM 2 marketing - \$6.9 million
- Transfer to ABAG - \$2.1 million
- Other - \$2.6 million for Liability Reserve purposes and \$1.3 million to MTC for various projects

The MTC, Transbay Terminal and RM2 transfers are statutory while the others reflect BATA contributions to various administrative and programmatic areas.

Debt Service - \$612 million

Debt service will increase by \$55 million or approximately 10% due to projected higher variable rate debt interest rates and \$25 million principal retirement payment.

FY 2019-20 Capital Budget

Express Lanes

BATA has been financing the Express Lanes Capital Program since its establishment in FY 2012-13. In October of 2017, the first BAIFA Express Lanes began operation in Contra Costa County on Interstate 680. As more express lanes are entering their operating phase in the near future, it is appropriate to transfer the capital project to BAIFA. Staff is transferring the remaining budget balance and fixed assets to BAIFA in FY 2019-20.

Toll Bridge Rehabilitation Program

The BATA Toll Bridge Rehabilitation Program focuses on bridge related projects with the goal of maintaining the safe and efficient operation of the bridges. Through FY 2018-19 BATA has committed over \$1.3 billion to Bridge Rehabilitation project expenditures. Project management is split between Caltrans and BATA.

Table 3

Toll Bridge Rehabilitation Program Allocation Summary for FY 2019-20

	Capital Outlay Construction Allocations	Capital Outlay Support Allocations	FY 2019-20 Total
Caltrans Rehabilitation Projects	\$60.5	\$25.2	\$85.7
BATA Rehabilitation Projects	\$87.4	\$1.9	\$89.3
Total	\$147.9	\$27.1	\$175

The recommended program budget for FY 2019-20 is \$175 million and includes projects for electrical and mechanical replacement including navigational systems that have reached end of life on various bridges; the second phase of structural steel painting on the Richmond-San Rafael Bridge; structural concrete repairs on Richmond-San Rafael and San Mateo-Hayward toll bridges; and the procurement of a new FasTrak[®] Customer Service Center.

Total planned project expenditures over the next 10 years are estimated to be \$925 million or an average annual budget of \$93 million. The program is accelerating funding over the next 5 years to address bridge maintenance and rehabilitation work deferred while the Toll Bridge Seismic Retrofit Program was underway.

State of good repair is an important and key financial investment. BATA and Caltrans are conducting additional analysis to determine asset replacement needs, and will be getting more detailed information on asset inventory and state of good repair going forward. The Toll Bridge Rehabilitation Program average budget could change depending on findings from that work. Staff plans to update the Authority next year on toll bridge asset management, based on findings from the Richmond San-Rafael Asset Management study that is currently underway and targeted for completion in Spring, 2020.

The FY 2019-20 Toll Bridge Rehabilitation Program also includes \$7.2 million for the I-80/I-680/SR-12 interchange. A request for approval of a funding agreement for the project is in Agenda Item 5a.

Reserve Designations

The Authority's approval of the FY 2013-14 Plan of Finance (BATA Resolution No. 110) approved November 20, 2013, designated BATA's reserves status to help BATA maintain operations through various emergency scenarios without the need for toll increases. The reserve designations are as follows:

	<u>Funding (\$million)</u>
Project/self-insurance reserve (SIR)	\$ 280
Two years rehabilitation funding	210
Two years operations & maintenance	175
Emergency reserve (Co-op)	50
Variable rate contingency	<u>285</u>
Total	\$1,000

The reserve allows BATA to respond to emergency repairs, maintain bridge operations and absorb maximum rates on our variable rate and short term debt portfolios for over a year in the event of a regional or economic emergency. BATA continues to maintain full funding of all designated reserves.

Recommendation: Staff recommends that this Committee refer BATA Resolution No. 130, the BATA Toll Bridge and Operating Budgets for FY 2019-20, to the Authority for approval.

Attachments: BATA Resolution No. 130, the BATA Toll Bridge and Operating Budgets for FY 2019-20.



Therese W. McMillan

Date: June 26, 2019
W.I.: 1251, 1252, 1253, 1254, 1255
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 130

This resolution approves the FY 2019-20 Toll Bridge Program Operating and Capital Budgets.

Further discussion of this action is contained in the BATA Oversight Committee's Summary Sheet dated June 12, 2019. A budget is attached as Attachments A through H.

Date: June 26, 2019
W.I.: 1251, 1252, 1253, 1254, 1255
Referred by: BATA Oversight

BAY AREA TOLL AUTHORITY
RESOLUTION No. 130

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

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

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

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

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

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

WHEREAS, Streets & Highway Code § 30959 authorizes BATA to make direct contributions to MTC not to exceed 1% of annual bridge toll revenue and further authorizes BATA to make additional contributions in the form of loans to MTC provided such loans do not exceed

1% of bridge toll revenue and are fully repaid with interest at the rate that would apply to toll bridge revenue bonds of the same duration; and

WHEREAS, BATA staff has prepared a proposed budget for FY 2019-20 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, BATA is required to maintain certain reserves and

contingencies including a reserve for operations and maintenance at twice the adopted operating budget and a Self Insurance Reserve of at least \$50 million which are detailed in Attachment H of this resolution; and

WHEREAS, the final draft BATA budget for FY 2019-20 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2019-20 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 2019-20, provided that there shall be no increase in the overall BATA operating budget without prior approval of BATA; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures for operating and as capital costs in BATA's budget for FY 2019-20, 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 other expenditures authorized in the BATA budget for FY 2019-20; and, be it further

RESOLVED, that the Authority adopt budgets for the FY 2019-20 RM 2, Rehab, SRP, AB 1171, Express Lanes Capital, and RM 3 Programs for the state-owned toll bridges, as listed in Attachments B through G; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to close projects and reallocate remaining 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, projects, and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2019-20, 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 BATA approves transferring the remaining budget balance, fixed assets and contracts for the Express Lanes Capital Program to BAIFA in FY 2019-20; and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2019, 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 Chief Financial Officer are authorized to utilize the resources authorized under Streets and Highway Code Section 30959 to make direct contributions to MTC to assist MTC with the retirement of current and future unfunded pension liabilities; 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

Scott Haggerty, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Board held in San Francisco, California on June 26, 2019.

Date: June 26, 2019
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight

Attachments
BATA Resolution No. 130

FY2019-20 Toll Bridge Program
Operating and Capital Budgets

Attachment A: FY 2019-20 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 2019-29 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 2019-20 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

Attachment F: AB 1171 Capital Program.

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

Attachment H: Fund Reserve Designations, effective June 30, 2019.



ATTACHMENT A **BAY AREA TOLL AUTHORITY** **OPERATING BUDGET FY 2019-20**

	Amended Budget FY 2018-19	Draft Budget FY 2019-20	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	50,000,000	100.0%	25,000,000
Reimbursement Revenue	34,678,000	14,764,459	-57.4%	(19,913,541)
Rebate for Build America Bonds	71,508,476	71,713,641	0.3%	205,165
Total Operating Revenue	\$890,885,826	\$896,177,450	0.6%	5,291,624
Total Operating Expense	\$759,609,580	\$816,148,141	7.4%	56,538,561
Operating Surplus	\$131,276,246	\$80,029,309	-39.0%	(51,246,937)
Transfer to Toll Bridge Rehabilitation Program	\$72,000,000	\$80,029,309		
Transfer to BAIFA Express Lane	\$0	\$95,000,000		
Transfer to (from) Reserves	\$59,276,246	(\$95,000,000)		
Total Operating Surplus (Shortfall)	\$0	\$0		

REVENUE DETAIL **BUDGET FY 2019-20**

	Amended Budget FY 2018-19	Draft Budget FY 2019-20	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
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	\$50,000,000	100.0%	\$25,000,000
RM1 Interest Earnings	\$20,000,000	\$40,000,000	100.0%	\$20,000,000
RM2 Interest Earnings	5,000,000	10,000,000	100.0%	5,000,000
Reimbursement Revenue (subtotal)	\$34,678,000	\$14,764,459	-57.4%	(\$19,913,541)
BAIFA Reimbursement	\$670,000	\$780,000	16.4%	\$110,000
GGBHTD Fastrak Reimbursement	6,900,000	7,200,000	4.3%	300,000
ACTC Reimbursement	1,700,000	1,700,000	0.0%	0
VTA 237 Express Lane Reimbursement	135,000	660,000	388.9%	525,000
SFO Airport Reimbursement	463,000	463,000	0.0%	0
EBRPD Reimbursement	0	1,361,459	N/A	1,361,459
Caltrans Reimbursement	9,000,000	0	N/A	(9,000,000)
TJPA Reimbursement	510,000	600,000	N/A	90,000
BAHA Reimbursement	15,300,000	2,000,000	N/A	(13,300,000)
Rebate for Build America Bonds (subtotal)	\$71,508,476	\$71,713,641	0.3%	\$205,165
Rebate for Build America Bonds	\$71,508,476	\$71,713,641	0.3%	\$205,165
Total Current Year Revenue	\$890,885,826	\$896,177,450	0.6%	\$5,291,624



ATTACHMENT A **BAY AREA TOLL AUTHORITY** **OPERATING BUDGET FY 2019-20**

EXPENSE DETAIL

BUDGET FY 2019-20

	Amended Budget FY 2018-19	Draft Budget FY 2019-20	Change % Inc./Dec	Change \$ Inc./Dec
Operating Expense				
Caltrans Operations and Maintenance (Subtotal)	\$29,300,000	\$29,700,000	1.4%	\$400,000
Toll Collection & Operations Services	\$23,600,000	\$24,000,000	1.7%	\$400,000
Toll Bridge & Facility Maintenance (Category A&B)	5,700,000	5,700,000	0.0%	0
Fastrak Operations and Maintenance (Subtotal)	\$50,975,000	\$53,750,000	5.4%	\$2,775,000
RCSC Operations	\$25,500,000	\$27,000,000	5.9%	\$1,500,000
Banking/Credit Card Fees	15,900,000	16,900,000	6.3%	1,000,000
ATCAS Facility and In-lane Maintenance	3,900,000	3,900,000	0.0%	0
ATCAS Hardware/Software Maintenance	1,675,000	1,750,000	4.5%	75,000
Collections Contract	1,400,000	1,600,000	14.3%	200,000
DMV Expenses	2,600,000	2,600,000	0.0%	0
Toll Bridge Operations and Maintenance Total	\$80,275,000	\$83,450,000	4.0%	\$3,175,000
Toll Bridge Administration (Subtotal)	\$36,200,354	\$32,585,109	-10.0%	(\$3,615,245)
Salaries and Benefits	\$10,504,444	\$11,414,844	8.7%	\$910,400
Temporary Assistance	88,030	493,900	461.1%	405,870
Travel&Training/Printing/Memberships	397,980	432,765	8.7%	34,785
Other	189,500	195,200	3.0%	5,700
Financing Costs	14,020,400	14,073,400	0.4%	53,000
Audit/Accounting/Other	2,750,000	2,350,000	-14.5%	(400,000)
Beale St Assessment	2,200,000	1,800,000	-18.2%	(400,000)
Business Insurance	600,000	600,000	0.0%	0
Misc. Toll Administration Operating Expenses	2,050,000	1,175,000	-42.7%	(875,000)
CTC TBPOC Oversight Committee Reimbursement	100,000	50,000	-50.0%	(50,000)
RM3 Related Expense	3,300,000	0	N/A	(3,300,000)
Consultant Contract/Other (Subtotal)	\$4,215,000	\$4,450,000	5.6%	\$235,000
ETC Marketing	\$2,540,000	\$2,435,000	-4.1%	(\$105,000)
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	510,000	0	-100.0%	(510,000)
Wetland Restoration and Flood Management Project	0	100,000	N/A	100,000
Bridge Owners Conference	0	500,000	N/A	500,000
BATA Contract Contingency	250,000	500,000	100.0%	250,000
RM2 Contract Contingency	500,000	500,000	0.0%	0
Transfers to MTC (Subtotal)	\$24,421,309	\$28,804,927	17.9%	\$4,383,618
1% Administration	\$7,846,994	\$8,096,994	3.2%	\$250,000
Additional Transfer	0	2,500,000	N/A	2,500,000
Transfer to MTC	608,300	1,320,500	117.1%	712,200
RM2 Marketing	6,500,000	6,940,000	6.8%	440,000
Transfer to Legal Reserve	3,400,000	2,600,000	-23.5%	(800,000)
Disaster Preparedness	40,000	40,000	0.0%	0
Transbay Transit Terminal Maintenance	5,026,046	5,201,958	3.5%	175,912
Transfer to ABAG SFEP	999,969	1,105,475	10.6%	105,506
Transfer to ABAG for IG Contract	0	1,000,000	N/A	1,000,000
Debt Service	\$557,086,153	\$611,981,980	9.9%	\$54,895,827
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	\$5,050,000	-17.3%	(\$1,060,000)
Contractual Services - Prior Year	\$1,475,640	\$0		
Total Operating Expense	\$759,609,580	\$816,148,141	7.4%	\$56,538,561



BATA Resolution No. 130
 Date: June 26, 2019
 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 2018-19	FY 2019-20 Budget	Life to Date Project Budget
6840	Express Lanes Projects - Total ^(i,ii,iii)	\$ 345,186,120	\$ (132,536,007)	\$ 212,650,113
6953	Core Capacity Challenge - Grant	\$ 250,000,000	-	\$ 250,000,000

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

ⁱⁱ Includes \$3,000,000 transfer in from MTC-SAFE in FY 2018-19

ⁱⁱⁱ The budget balance for the Express Lanes Capital Project as of 6/30/19 will be transferred to Bay Area Infrastructure Financing Authority.



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

BATA Resolution No. 130
 Date: June 26, 2019
 W.I.: 1251
 Referred by: BATA Oversight Committee

		Thru 2019	2020	Adjustments	Thru 2020
Toll Bridge Rehabilitation Program	Support	\$260,043,155	\$27,108,107	\$0	\$287,151,262
Summary	Capital	\$1,061,936,422	\$147,948,236	\$0	\$1,209,884,658
	Total	\$1,321,979,577	\$175,056,344	\$0	\$1,497,035,920

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2019	2020	Adjustments	Thru 2020
1	Completed		Var.	Completed/Closed Rehab Projects	Support	\$38,665,694			\$38,665,694
		REHAB			Capital	\$78,636,635			\$78,636,635
		8030			Total	\$117,302,329	\$0		\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,625,800	-\$63,025		\$7,562,775
		REHAB			Capital	\$0			\$0
		6825			Total	\$7,625,800	-\$63,025		\$7,562,775
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,733,571			\$5,733,571
		REHAB			Capital	\$4,480,035			\$4,480,035
		6814			Total	\$10,213,606	\$0		\$10,213,606
4	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	\$6,180,409			\$6,180,409
		REHAB			Capital	\$5,597,591			\$5,597,591
		6828			Total	\$11,778,001	\$0		\$11,778,001
5	CTR 0009	01407	SFO	Toll Plaza Median Landscaping***	Support	\$722,112			\$722,112
		REHAB			Capital	\$202,181			\$202,181
		6825			Total	\$924,293	\$0		\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement,	Support	\$4,335,000			\$4,335,000
		REHAB	BASE		Capital	\$12,985,000			\$12,985,000
		6825			Total	\$17,320,000	\$0		\$17,320,000
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644			\$957,644
		REHAB			Capital	\$869,782			\$869,782
		6825			Total	\$1,827,425	\$0		\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,959,000	-\$120,922		\$7,838,078
		REHAB		Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	\$28,018,000	-\$137,186		\$27,880,814
		6826			Total	\$35,977,000	-\$258,108		\$35,718,892
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662			\$72,662
		REHAB			Capital	\$0			\$0
		6828			Total	\$72,662	\$0		\$72,662
10	CTR 0015	04224	SMH	Replace Elec Cable Hangers & Upgrade 12kv System***	Support	\$2,869,539			\$2,869,539
		REHAB			Capital	\$2,777,316			\$2,777,316
		6826			Total	\$5,646,855	\$0		\$5,646,855
11	CTR 0016	04225	DUM	Expansion Joint Rehabilitation***	Support	\$2,091,531			\$2,091,531
		REHAB			Capital	\$2,700,672			\$2,700,672
		6827			Total	\$4,792,203	\$0		\$4,792,203
12	CTR 0145	0120S	SFO	SFOBB East Span YBITS 1	Support	\$1,640,000			\$1,640,000
		REHAB		YBI Resurfacing/BASE	Capital	\$22,150,000			\$22,150,000
		6825		Replace Lighting w/ HPS Lighting System	Total	\$23,790,000	\$0		\$23,790,000
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400			\$4,811,400
		REHAB		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449			\$17,652,449
		6813			Total	\$22,463,849	\$0		\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010			\$714,010
		REHAB			Capital	\$0			\$0
		6825			Total	\$714,010	\$0		\$714,010
15	CTR 0028	1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$554,232			\$554,232
		REHAB			Capital	\$0			\$0
		6825			Total	\$554,232	\$0		\$554,232
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,301,000			\$1,301,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$1,301,000	\$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		\$3,639,194
18	CTR 0147	2F000	SMH	Replace Damaged Transformer and Substation***	Support	\$53,276			\$53,276
		REHAB			Capital	\$204,900			\$204,900
		6826			Total	\$258,176	\$0		\$258,176
19	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$202,495			\$202,495
		REHAB			Capital	\$0			\$0
		6828			Total	\$202,495	\$0		\$202,495

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2019	2020	Adjustments	Thru 2020
20	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$2,756,322	\$0		\$2,756,322
		REHAB			Capital	\$4,034,364	-\$1,178		\$4,033,186
		6826			Total	\$6,790,687	-\$1,178		\$6,789,509
21	CTR 0043	3G300	Var.	Replace Foghorns/Radar Beacons PID***	Support	\$67,738			\$67,738
		REHAB			Capital	\$0			\$0
		6828			Total	\$67,738	\$0		\$67,738
22	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	\$6,141,000	\$1,300,000		\$7,441,000
		REHAB			Capital	\$23,000,000			\$23,000,000
		6825			Total	\$29,141,000	\$1,300,000		\$30,441,000
23	CTR 0048	3G487	SFO	Structural Steel Painting, Towers	Support	\$164,669	\$1,500,000		\$1,664,669
		REHAB			Capital	\$0	\$0		\$0
		6825			Total	\$164,669	\$1,500,000		\$1,664,669
24	CTR 0049	3G470	Var.	Replace travelers and Rails PIDS***	Support	\$159,815			\$159,815
		REHAB			Capital	\$0			\$0
		6828			Total	\$159,815	\$0		\$159,815
25	CTR 0051	3G480	Var.	Caltrans PSR Planning	Support	\$64,164			\$64,164
		REHAB		Paint Bridge Structures PID ***	Capital	\$0			\$0
		6828			Total	\$64,164	\$0		\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint	Support	\$8,275,000	-\$496,753		\$7,778,247
		REHAB		(Lower Deck Only)	Capital	\$29,299,836			\$29,299,836
		6814		Part 1***	Total	\$37,574,836	-\$496,753		\$37,078,084
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		\$62,623,000
28	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$5,372,000			\$5,372,000
		REHAB			Capital	\$17,500,000	\$9,115,000		\$26,615,000
		6814			Total	\$22,872,000	\$9,115,000		\$31,987,000
29	CTR 0056	4A860	SFO	Repair Timber Fender at W5***	Support	\$335,109			\$335,109
		REHAB			Capital	\$1,429,316			\$1,429,316
		6825			Total	\$1,764,424	\$0		\$1,764,424
30	CTR 0057	4G280	SFO	Toll Plaza Renovation Oversight***	Support	\$352,488			\$352,488
		REHAB			Capital	\$0			\$0
		6825			Total	\$352,488	\$0		\$352,488
31	CTR 0058	4G290	SFO	Toll Plaza Crash Cushion and Pump Station	Support	\$396,591			\$396,591
		REHAB		Oversight ***	Capital	\$0			\$0
		6825			Total	\$396,591	\$0		\$396,591
32	CTR 0059	91206	ALL	OSM Rehab Planning***	Support	\$158,660			\$158,660
		REHAB			Capital	\$0			\$0
		8629			Total	\$158,660	\$0		\$158,660
33	CTR 0064	97037	ANT	Toll Plaza Rehab Projects***	Support	\$0			\$0
		REHAB			Capital	\$179,979			\$179,979
		8033			Total	\$179,979	\$0		\$179,979
34	CTR 0065	97047	SFO	Toll Plaza Rehab Projects***	Support	\$0			\$0
		REHAB			Capital	\$3,386			\$3,386
		8033			Total	\$3,386	\$0		\$3,386
35	CTR 0078	3G462	BM	Floor Beam Mitigation Phase 1	Support	\$1,922,000			\$1,922,000
		REHAB		(Modification of stringer floor beams due to fatigue cracking)	Capital	\$1,182,000			\$1,182,000
		6812		and Bearing Shear Bolts	Total	\$3,104,000	\$0		\$3,104,000
36	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements,	Support	\$3,822,000	-\$126,035		\$3,695,965
		REHAB		Polyester Concrete Overlay (1958) and Ped	Capital	\$8,165,909			\$8,165,909
		6813		Replace Joint Seals (1958)***	Total	\$11,987,909	-\$126,035		\$11,861,874
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,724,000			\$2,724,000
		REHAB		Related Electrical Systems on Southern Bridges	Capital	\$4,500,000			\$4,500,000
		6828			Total	\$7,224,000	\$0		\$7,224,000
38	CTR 0107	3G364	RSR	Substations Upgrade (4 locations)	Support	\$2,087,726	\$1,100,000		\$3,187,726
		REHAB		upgrade from 4,160V to 15kV	Capital	\$0	\$12,500,000		\$12,500,000
		6814		replace power cable 12KV	Total	\$2,087,726	\$13,600,000		\$15,687,726
39	CTR 0119	3G307	SFO	Fog Horns (West Spans)***	Support	\$339,821			\$339,821
		REHAB			Capital	\$0			\$0
		6825			Total	\$339,821	\$0		\$339,821
40	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	\$1,523,000			\$1,523,000
		REHAB			Capital	\$8,000,000			\$8,000,000
		6825			Total	\$9,523,000	\$0		\$9,523,000
41	CTR 0121	3G477	SFO	Traveler Replacements and Rail Upgrades	Support	\$380,000			\$380,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$380,000	\$0		\$380,000
42	CTR 0126	3G448	SFO	W1 to W7 Concrete Column Repair and Seal	Support	\$0	\$300,000		\$300,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$0	\$300,000		\$300,000

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2019	2020	Adjustments	Thru 2020
43	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,505,000	-\$99,496		\$3,405,504
		REHAB		RSR - Replace Joint Seals (Upper Deck)	Capital	\$5,368,882			\$5,368,882
		6825		and Resurfacing***	Total	\$8,873,882	-\$99,496		\$8,774,386
44	CTR 0134	4H970	SFO	Gateway Park Oversight	Support	\$1,910,000			\$1,910,000
		REHAB		and Link (4H971) PAED	Capital	\$0			\$0
		6825			Total	\$1,910,000	\$0		\$1,910,000
45	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Support	\$2,864,000	\$51,337		\$2,915,337
		REHAB		Maintenance Complex***	Capital	\$41,674,000	-\$86,662		\$41,587,338
		6825			Total	\$44,538,000	-\$35,325		\$44,502,675
46	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Support	\$0			\$0
		REHAB		Maintenance Warehouse	Capital	\$17,900,000			\$17,900,000
		6825		Phase 2	Total	\$17,900,000	\$0		\$17,900,000
47	CTR 0151	3G443	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,715,469			\$1,715,469
		REHAB			Capital	\$1,473,044			\$1,473,044
		6825			Total	\$3,188,512	\$0		\$3,188,512
48	CTR 0152	0120M	SFO	Toll Plaza Repaving	Support	\$825,782			\$825,782
		REHAB			Capital	\$7,462,218			\$7,462,218
		6825			Total	\$8,288,000	\$0		\$8,288,000
49	CTR 0153	1G310	SFO	Toll Plaza Repaving***	Support	\$0			\$0
		REHAB			Capital	\$1,602,286			\$1,602,286
		6825			Total	\$1,602,286	\$0		\$1,602,286
50	CTR 0154	3G440	SFO	Various Structural PIDS***	Support	\$159,900			\$159,900
		REHAB			Capital	\$0			\$0
		6825			Total	\$159,900	\$0		\$159,900
51	CTR 0155	3G450	VAR	Bridge Joint Seals***	Support	\$57,611			\$57,611
		REHAB			Capital	\$0			\$0
		6828			Total	\$57,611	\$0		\$57,611
52	CTR 0156	3G390	VAR	Bridge Lighting***	Support	\$99,415			\$99,415
		REHAB			Capital	\$0			\$0
		6828			Total	\$99,415	\$0		\$99,415
53	CTR 0157	3G400	VAR	Bridge Overlays***	Support	\$134,556			\$134,556
		REHAB			Capital	\$0			\$0
		6828			Total	\$134,556	\$0		\$134,556
54	CTR 0158	0120F	SFO	East Span Base	Support	\$0			\$0
		REHAB			Capital	\$1,965,000			\$1,965,000
		6825			Total	\$1,965,000	\$0		\$1,965,000
55	CTR 0159	2J870	SFO	West Span BASE	Support	\$588,000			\$588,000
		REHAB			Capital	\$9,500,000			\$9,500,000
		6825			Total	\$10,088,000	\$0		\$10,088,000
56	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052			\$22,052
		REHAB			Capital	\$252,546			\$252,546
		6825			Total	\$274,597	\$0		\$274,597
57	CTR 0163	3G447	SFO	Rebuild Damaged Fender System ***	Support	\$238,798			\$238,798
		REHAB		W6	Capital	\$772,842			\$772,842
		6825			Total	\$1,011,640	\$0		\$1,011,640
58	CTR 0182	3G478	Var	PID - Water Line System	Support	\$193,307			\$193,307
		REHAB		Air Compressor, Airlines	Capital	\$0			\$0
		6828			Total	\$193,307	\$0		\$193,307
59	CTR 0201	0J120	RSR	Replace Expansion Joint at Pier 44E***	Support	\$68,600			\$68,600
		REHAB			Capital	\$270,000			\$270,000
		6814			Total	\$338,600	\$0		\$338,600
60	CTR 0202	0J870	SFO	Install Air Gap Monitoring System***	Support	\$95,994			\$95,994
		REHAB			Capital	\$128,755			\$128,755
		6825			Total	\$224,749	\$0		\$224,749
61	CTR 0203	3G360	Var.	Replace Various Navigational and Utility Equipment	Support	\$127,649			\$127,649
		REHAB		Supplemental PID***	Capital	\$0			\$0
		6828			Total	\$127,649	\$0		\$127,649
62	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and	Support	\$1,556,394	\$700,000		\$2,256,394
		REHAB		Related Electrical Systems on Northern Bridges	Capital	\$0	\$6,000,000		\$6,000,000
		6828			Total	\$1,556,394	\$6,700,000		\$8,256,394
63	CTR 0206	2J680	RSR	RSR Access - PPUL Oversight	Support	\$3,418,000			\$3,418,000
		REHAB			Capital	\$0			\$0
		6814			Total	\$3,418,000	\$0		\$3,418,000
64	CTR 0212	3G368	Var	Substation and Power Cable	Support	\$250,000			\$250,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$250,000	\$0		\$250,000
65	CTR 0213	01412	SFO	CT Oversight of Bridge Yard	Support	\$276,198			\$276,198
		REHAB		(IERBYS Building Slab) ***	Capital	\$0			\$0
		6825			Total	\$276,198	\$0		\$276,198

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2019	2020	Adjustments	Thru 2020
66	CTR 0214	01413	SFO	CT Oversight of Bridge Yard	Support	\$476,178			\$476,178
		REHAB		(IERBYS Building Retrofit)***	Capital	\$0			\$0
		6825			Total	\$476,178	\$0		\$476,178
67	CTR 0215	2J190	SFO	Replace transverse expansion joints ***	Support	\$1,309,010			\$1,309,010
		REHAB		West Span	Capital	\$1,944,698			\$1,944,698
		6825			Total	\$3,253,708	\$0		\$3,253,708
68	CTR 0216	2J410	CARQ	Al Zampa (CARQ) Joint Repair ***	Support	\$146,672			\$146,672
		REHAB			Capital	\$183,592			\$183,592
		6813			Total	\$330,265	\$0		\$330,265
69	CTR 0217	2J400	SFO	I-880 Overhead Signage and Delineation Upgrade	Support	\$46,649			\$46,649
		REHAB		Oversight***	Capital	\$0			\$0
		6825			Total	\$46,649	\$0		\$46,649
70	CTR 0219	0K220	SFO	Metering Lights Upgrade Oversight	Support	\$366,000	\$134,000		\$500,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$366,000	\$134,000		\$500,000
71	CTR 0222	TBD	SFO	SFOBB Maintenance Administration	Support	\$0			\$0
		REHAB			Capital	\$1,000,000			\$1,000,000
		6825			Total	\$1,000,000	\$0		\$1,000,000
72	CTR 0225	4J710	RSR	RSR Access - Bike Ped Oversight	Support	\$937,000			\$937,000
		REHAB			Capital	\$0			\$0
		6814			Total	\$937,000	\$0		\$937,000
73	CTR 0226	1K450	SFO	Roof Repairs at Sterling Substation	Support	\$72,000			\$72,000
		REHAB		Minor Rehab***	Capital	\$119,999			\$119,999
		8033			Total	\$191,999	\$0		\$191,999
74	CTR 0227	1K470	SMH	Roof Repairs at toll admin building (Toll Plaza)	Support	\$60,000			\$60,000
		REHAB		Minor Rehab***	Capital	\$99,550			\$99,550
		8033			Total	\$159,550	\$0		\$159,550
75	CTR 0228	1K460	BM	Bird abatement at Benicia Toll Plaza	Support	\$150,000			\$150,000
		REHAB		Minor Rehab***	Capital	\$249,950			\$249,950
		8033			Total	\$399,950	\$0		\$399,950
76	CTR 0229	0K691	SFO	Install Grease Caps and Repair Pre-stress Tendons	Support	\$1,200,000			\$1,200,000
		REHAB		East Span- Director's Order	Capital	\$3,460,000			\$3,460,000
		6825			Total	\$4,660,000	\$0		\$4,660,000
77	CTR 0230	3G482	BM	Repair Seismic Joint - Pier 3	Support	\$148,912			\$148,912
		REHAB		Director's Order***	Capital	\$250,846			\$250,846
		6812			Total	\$399,758	\$0		\$399,758
78	CTR 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
79	CTR 0232	2K960	SFO	YBI Tunnel Concrete Repair	Support	\$695,000			\$695,000
		REHAB			Capital	\$1,580,000			\$1,580,000
		6825			Total	\$2,275,000	\$0		\$2,275,000
80	CTR 0233	3G445	SFO	Fender Repair	Support	\$1,280,000			\$1,280,000
		REHAB		Director's Order	Capital	\$4,700,000			\$4,700,000
		6825			Total	\$5,980,000	\$0		\$5,980,000
81	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712			\$185,712
		REHAB		Director's Order***	Capital	\$291,000	-\$11,737		\$279,263
		6825			Total	\$476,712	-\$11,737		\$464,976
82	CTR 0240	TBD	CARQ	Replace Radar Beacons and Related Electrical Systems	Support	\$0			\$0
		REHAB		and connect with SCADA	Capital	\$0			\$0
		6813			Total	\$0	\$0		\$0
83	CTR 0243	TBD	SFO	Replace Fender System and Skirt Modifications	Support	\$0	\$2,000,000		\$2,000,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$0	\$2,000,000		\$2,000,000
84	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$0			\$0
		REHAB			Capital	\$0	\$11,200,000		\$11,200,000
		6814			Total	\$0	\$11,200,000		\$11,200,000
85	CTR 0245	0P560	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		\$1,050,000
86	CTR 0246	0Q470	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		\$290,000
87	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		\$400,000
88	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		\$434,000

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2019	2020	Adjustments	Thru 2020
89	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		\$760,000
90	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		\$565,000
91	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion to LED	Support	\$100,000			\$100,000
		REHAB			Capital	\$1,925,000			\$1,925,000
		8033			Total	\$2,025,000	\$0		\$2,025,000
92	CTR 0252	0P680	CAR	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$0			\$0
		REHAB			Capital	\$908,118	\$0		\$908,118
		8033			Total	\$908,118	\$0		\$908,118
93	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage tank (UST)	Support	\$12,500			\$12,500
		REHAB			Capital	\$250,000			\$250,000
		8033			Total	\$262,500	\$0		\$262,500
94	CTR 0254	2Q920	SMH	Toll Paint Facility and Plaza – Replace Metals Doors And Other Upg	Support	\$0			\$0
		REHAB			Capital	\$450,000			\$450,000
		8033			Total	\$450,000	\$0		\$450,000
95	CTR 0256	TBD	ANT	Replace and upgrade Radar Beacons, Navigational Lights	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6811			Total	\$0	\$0		\$0
96	CTR 0258	TBD	ANT	Replace Fender System	Support	\$0	\$70,000		\$70,000
		REHAB			Capital	\$0			\$0
		6811			Total	\$0	\$70,000		\$70,000
97	CTR 0259	TBD	CAR	Seismic Transmission Unit (STU) Replacement	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6813			Total	\$0	\$0		\$0
98	CTR 0260	TBD	DUM	Steel Crack Mitigation	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6827			Total	\$0	\$0		\$0
99	CTR 0261	TBD	SMH	Structural Steel Painting (Towers)	Support	\$0			\$0
		REHAB			Capital	\$8,950,000			\$8,950,000
		6826			Total	\$8,950,000	\$0		\$8,950,000
100	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	\$500,000			\$500,000
		REHAB			Capital	\$1,950,000			\$1,950,000
		6812			Total	\$2,450,000	\$0		\$2,450,000
101	CTR 0263	3G454	Var.	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	\$700,000	\$1,764,000		\$2,464,000
		REHAB			Capital	\$0	\$11,325,000		\$11,325,000
		6828			Total	\$700,000	\$13,089,000		\$13,789,000
102	CTR 0264	01358	SFO	SFOBB East Span Pier Retention-CMGC	Support	\$0			\$0
		REHAB			Capital	\$3,050,000			\$3,050,000
		6825			Total	\$3,050,000	\$0		\$3,050,000
103	CTR 0265	2Q360	SFO	SFOBB WS Remove Truss Web Scaffolds	Support	\$220,000			\$220,000
		REHAB			Capital	\$550,000			\$550,000
		6825			Total	\$770,000	\$0		\$770,000
104	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot	Support	\$0			\$0
		REHAB		(MC3-Training Center)	Capital	\$9,300,000			\$9,300,000
		6825			Total	\$9,300,000	\$0		\$9,300,000
105	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints	Support	\$2,600,000			\$2,600,000
		REHAB		upper deck - 31 joints	Capital	\$8,370,000			\$8,370,000
		6814			Total	\$10,970,000	\$0		\$10,970,000
106	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	\$300,000			\$300,000
		REHAB		Repair vehicle collision damage Director's Order	Capital	\$900,000			\$900,000
		6814			Total	\$1,200,000	\$0		\$1,200,000
107	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and South,	Support	\$0			\$0
		REHAB		spans 1-6	Capital	\$0			\$0
		6825			Total	\$0	\$0		\$0
108	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers	Support	\$0	\$400,000		\$400,000
		REHAB		(and utility panels (Old Bridge)	Capital	\$0			\$0
		6812			Total	\$0	\$400,000		\$400,000
109	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA	Support	\$0	\$200,000		\$200,000
		REHAB		for remote control and monitoring	Capital	\$0			\$0
		6812			Total	\$0	\$200,000		\$200,000
110	CTR 0274	TBD	SFO	Replace Generators	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6825			Total	\$0	\$0		\$0
111	CTR 0275	TBD	SFO	Replace Comm. Cable (SCADA 50 Pair Cable) West Span	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6825			Total	\$0	\$0		\$0

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2019	2020	Adjustments	Thru 2020
112	CTR 0276	TBD REHAB 6825	SFO	Replace Utility Stations and Armored Cable on West Span	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
113	CTR 0277	TBD REHAB 6827	DUM	Air Compressor, Pier 44- Replace	Support Capital Total	\$0 \$0 \$0	\$100,000 \$240,000 \$340,000		\$100,000 \$240,000 \$340,000
114	CTR 0278	TBD REHAB 6826	SMH	Replace Generators	Support Capital Total	\$0 \$0 \$0	\$300,000 \$0 \$300,000		\$300,000 \$0 \$300,000
115	CTR 0279	TBD REHAB 8629	VAR	Replace Generators for Dum and RSR	Support Capital Total	\$0 \$0 \$0	\$300,000 \$700,000 \$1,000,000		\$300,000 \$700,000 \$1,000,000
116	CTR 0280	TBD REHAB 6827	DUM	Substations Upgrade	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
117	CTR 0281	TBD REHAB 6826	SMH	Replace Power Cable (480V)	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
118	CTR 0282	TBD REHAB 6828	VAR	Existing Water Line System, Air compressor and Air lines North Bridges	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
119	CTR 0283	TBD REHAB 6828	VAR	Existing Water Line System, Air compressor and Airlines South Bridges	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
120	CTR 0284	TBD REHAB 6828	VAR	Replace Existing Conduit and Cable with Armored Cables (ANT, BM, CARQ, DUM, RSR & SMH)	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
121	CTR 0285	TBD REHAB 6813	CARQ	Overlay (Al Zampa)	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
122	CTR 0286	TBD REHAB 6825	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck)	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
123	CTR 0287	TBD REHAB 6814	RSR	Replace Joint Seals	Support Capital Total	\$0 \$0 \$0			\$0 \$0 \$0
124	CTR 0288	TBD REHAB 6825	SFO	Air Compressors at YBI Substation	Support Capital Total	\$0 \$0 \$0	\$320,000 \$800,000 \$1,120,000		\$320,000 \$800,000 \$1,120,000
125	CTR 0289	TBD REHAB 6826	SMH	Air Compressors at Bridge and Pier 1- Replace	Support Capital Total	\$0 \$0 \$0	\$200,000 \$500,000 \$700,000		\$200,000 \$500,000 \$700,000
126	CTR 0060	91207 REHAB 6828	Var.	Caltrans Capital Coordination	Support Capital Total	\$8,068,000 \$0 \$8,068,000	\$1,000,000		\$9,068,000 \$0 \$9,068,000
127	CTR 0061	93030 REHAB 6828	ALL	Toll Bridge Inspections	Support Capital Total	\$27,200,000 \$0 \$27,200,000	\$3,000,000		\$30,200,000 \$0 \$30,200,000
128	CTR 0062	93870 REHAB 6828	ALL	Base Security	Support Capital Total	\$13,900,000 \$0 \$13,900,000	\$1,700,000		\$15,600,000 \$0 \$15,600,000
129	CTR 0235	92685 REHAB 6828	Var.	Structural Steel Paint by State Forces	Support Capital Total	\$13,700,000 \$0 \$13,700,000	\$8,500,000		\$22,200,000 \$0 \$22,200,000
130	CTR 0069	97708 REHAB 6828	Var.	Caltrans ETC Traffic Operations Support	Support Capital Total	\$6,950,000 \$0 \$6,950,000	\$400,000		\$7,350,000 \$0 \$7,350,000
131	CTR 0269	TBD REHAB 6828	Var.	Bridge Facilities Capital Rehab by State forces	Support Capital Total	\$0 \$0 \$0	\$400,000 \$1,300,000 \$1,700,000		\$400,000 \$1,300,000 \$1,700,000
132	CTR 0270	TBD REHAB 6828	Var.	Load Rating	Support Capital Total	\$0 \$0 \$0	\$400,000 \$1,200,000 \$1,600,000		\$400,000 \$1,200,000 \$1,600,000
133	CTR Res	CTR Res REHAB 6829	Var.	Caltrans Program Contingency	Support Capital Total	\$28,000 \$0 \$28,000	\$6,000,000		\$28,000 \$6,000,000 \$6,028,000
134	880/92	2G361 RM1 8615	880/92	Landscaping** ***	Support Capital Total	\$1,160,000 \$1,800,000 \$2,960,000			\$1,160,000 \$1,800,000 \$2,960,000

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2019	2020	Adjustments	Thru 2020
135	880/92	2G362	880/92	Landscaping**	Support	\$836,000			\$836,000
		RM1			Capital	\$0			\$0
		8615			Total	\$836,000	\$0		\$836,000
136	BM	0060A	BM	Modification to 1962 Bridge**	Support	\$6,211			\$6,211
		RM1		***	Capital	\$0			\$0
		8210			Total	\$6,211	\$0		\$6,211
137	BM	0060C	BM	Replacement Planting**	Support	\$584,000			\$584,000
		RM1		***	Capital	\$1,125,000			\$1,125,000
		8210			Total	\$1,709,000	\$0		\$1,709,000
138	CAR	0130J	CAR	Site Mitigation 3**	Support	\$150,000			\$150,000
		RM1		*	Capital	\$0			\$0
		8315			Total	\$150,000	\$0		\$150,000
139	CAR	0130K	CAR	Misc Landscaping**	Support	\$4,177			\$4,177
		RM1		***	Capital	\$0			\$0
		8315			Total	\$4,177	\$0		\$4,177
140	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		\$2,844,000
141	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0			\$0
		RM1		***	Capital	\$115,000	-\$115,000		\$0
		8637			Total	\$115,000	-\$115,000		\$0
142	BR 0001	8531	BATA	Benicia ORT***	Support	\$0			\$0
		REHAB			Capital	\$4,153,000			\$4,153,000
					Total	\$4,153,000	\$0		\$4,153,000
143	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	\$2,914,000			\$2,914,000
		REHAB			Capital	\$0			\$0
					Total	\$2,914,000	\$0		\$2,914,000
144	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		\$12,300,000
145	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		\$27,974,863
146	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000			\$5,000,000
		REHAB			Capital	\$20,619,200	-\$300,000		\$20,319,200
					Total	\$25,619,200	-\$300,000		\$25,319,200
147	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	\$0			\$0
		REHAB			Capital	\$531,000			\$531,000
					Total	\$531,000	\$0		\$531,000
148	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0			\$0
		REHAB			Capital	\$3,575,000	-\$1,800,000		\$1,775,000
					Total	\$3,575,000	-\$1,800,000		\$1,775,000
149	BR 0009	8922	BATA	Metering Lights Upgrade	Support	\$0	\$500,000		\$500,000
		REHAB			Capital	\$9,680,000	\$1,000,000		\$10,680,000
					Total	\$9,680,000	\$1,500,000		\$11,180,000
150	BR 0010	8920	BATA	SFO Plaza and Canopy Improvements***	Support	\$3,991,000			\$3,991,000
		REHAB			Capital	\$5,272,000			\$5,272,000
					Total	\$9,263,000	\$0		\$9,263,000
151	BR 0011	8923	BATA	Bridge Documentation	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000
					Total	\$500,000	\$0		\$500,000
152	BR 0013	8602	BATA	Hybrid/ETC Lane Modifications***	Support	\$0			\$0
		REHAB			Capital	\$874,000			\$874,000
					Total	\$874,000	\$0		\$874,000
153	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$350,000	\$75,000		\$425,000
		REHAB			Capital	\$26,098,000	\$2,310,000		\$28,408,000
					Total	\$26,448,000	\$2,385,000		\$28,833,000
154	BR 0016	8631	BATA	Callboxes***	Support	\$0			\$0
		REHAB			Capital	\$2,344,000			\$2,344,000
					Total	\$2,344,000	\$0		\$2,344,000
155	BR 0017	8900	BATA	2003 CSC Procurement	Support	\$1,679,000			\$1,679,000
		REHAB			Capital	\$10,679,000			\$10,679,000
					Total	\$12,358,000	\$0		\$12,358,000
156	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	\$0			\$0
		REHAB			Capital	\$88,999,532	\$10,500,000		\$99,499,532
					Total	\$88,999,532	\$10,500,000		\$99,499,532
157	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0			\$0
		REHAB			Capital	\$20,750,000	\$2,700,000		\$23,450,000
					Total	\$20,750,000	\$2,700,000		\$23,450,000

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2019	2020	Adjustments	Thru 2020
158	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement	Support	\$0			\$0
		REHAB		(ATCAS)	Capital	\$33,545,000			\$33,545,000
					Total	\$33,545,000	\$0		\$33,545,000
159	BR 0021	8904	BATA	FasTrak Sign and Sign Structure Improvements	Support	\$1,000,000			\$1,000,000
		REHAB		(Strategic Plan)	Capital	\$28,510,130			\$28,510,130
					Total	\$29,510,130	\$0		\$29,510,130
160	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000			\$400,000
		REHAB			Capital	\$23,314,000			\$23,314,000
					Total	\$23,714,000	\$0		\$23,714,000
161	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	\$0			\$0
		REHAB		(HW, SW, NETWORK)	Capital	\$4,035,000	\$800,000		\$4,835,000
					Total	\$4,035,000	\$800,000		\$4,835,000
162	BR 0025	8912	BATA	Tag Inventory Conversion	Support	\$200,000			\$200,000
		REHAB		(Upgrade Technology) ***	Capital	\$1,736,500			\$1,736,500
					Total	\$1,936,500	\$0		\$1,936,500
163	BR 0026	8914	BATA	Violation Enforcement System***	Support	\$0			\$0
		REHAB			Capital	\$7,842,000			\$7,842,000
					Total	\$7,842,000	\$0		\$7,842,000
164	BR 0027	8916	BATA	Bay Crossing Study***	Support	\$540,000			\$540,000
		REHAB			Capital	\$0			\$0
					Total	\$540,000	\$0		\$540,000
165	BR 0028	8917	BATA	BATA Technology Security and	Support	\$0			\$0
		REHAB		Bridge Corridor Communications Infrastructure	Capital	\$750,000	\$550,000		\$1,300,000
				(Dumbarton, SMH, SFOBB)	Total	\$750,000	\$550,000		\$1,300,000
166	BR 0029	8926	BATA	Bridge Modeling and Investigations	Support	\$2,000,000			\$2,000,000
		REHAB			Capital	\$3,801,198			\$3,801,198
					Total	\$5,801,198	\$0		\$5,801,198
167	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0			\$0
		REHAB			Capital	\$46,444,709			\$46,444,709
					Total	\$46,444,709	\$0		\$46,444,709
168	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0			\$0
		REHAB			Capital	\$8,300,000			\$8,300,000
					Total	\$8,300,000	\$0		\$8,300,000
169	BR 0034	8924	BATA	Antioch Bridge	Support	\$0			\$0
		REHAB		CCTA 160/4 Interchange	Capital	\$50,000,000			\$50,000,000
					Total	\$50,000,000	\$0		\$50,000,000
170	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000			\$1,494,000
		REHAB		I-580 Access Improvements	Capital	\$80,434,000	\$1,500,000		\$81,934,000
					Total	\$81,928,000	\$1,500,000		\$83,428,000
171	BR 0038	8937	BATA	2020 CSC Procurement	Support	\$0			\$0
		REHAB			Capital	\$4,000,000	\$30,000,000		\$34,000,000
					Total	\$4,000,000	\$30,000,000		\$34,000,000
172	BR 0039	8933	BATA	Plan Bay Area TMS	Support	\$0			\$0
		REHAB			Capital	\$9,000,000			\$9,000,000
					Total	\$9,000,000	\$0		\$9,000,000
173	BR 0040	8012	BATA	All Electronic Tolling	Support	\$0			\$0
		REHAB			Capital	\$1,263,000	\$4,700,000		\$5,963,000
					Total	\$1,263,000	\$4,700,000		\$5,963,000
174	BR 0043	8936	BATA	Backhaul Connection Infrastructure	Support	\$0			\$0
		REHAB			Capital	\$1,000,000			\$1,000,000
					Total	\$1,000,000	\$0		\$1,000,000
175	BR 0044	8540	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0			\$0
		REHAB			Capital	\$2,000,000			\$2,000,000
					Total	\$2,000,000	\$0		\$2,000,000
176	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000
					Total	\$500,000	\$0		\$500,000
177	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0			\$0
		REHAB			Capital	\$640,000	\$160,000		\$800,000
					Total	\$640,000	\$160,000		\$800,000
178	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	\$0			\$0
		REHAB			Capital	\$12,083,854			\$12,083,854
					Total	\$12,083,854	\$0		\$12,083,854
179	BR 0048	8939	BATA	Asset Management	Support	\$0			\$0
		REHAB			Capital	\$3,700,000	\$1,000,000		\$4,700,000
					Total	\$3,700,000	\$1,000,000		\$4,700,000
180	BR 0049	8941	BATA	CHP - COZEPP/MAZEPP	Support	\$200,000			\$200,000
		REHAB			Capital	\$0	\$100,000		\$100,000
					Total	\$200,000	\$100,000		\$300,000

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2019	2020	Adjustments	Thru 2020
181	BR 0050	8940	BATA	HOV Lane Enforcement	Support	\$1,300,000	\$1,300,000		\$2,600,000
		REHAB		Vehicle Occupancy	Capital	\$0	\$4,000,000		\$4,000,000
					Total	\$1,300,000	\$5,300,000		\$6,600,000
182	BR 0051	8942	BATA	Bridge Yard Capital Improvements	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000
					Total	\$500,000	\$0		\$500,000
183	BR 0052	8943	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0			\$0
		REHAB			Capital	\$200,000	\$1,000,000		\$1,200,000
					Total	\$200,000	\$1,000,000		\$1,200,000
184	BR 0053	8944	BATA	Dumbarton Bridge Operational Improvement	Support	\$0			\$0
		REHAB			Capital	\$3,000,000	\$14,000,000		\$17,000,000
					Total	\$3,000,000	\$14,000,000		\$17,000,000
185	BR 0054	8945	BATA	Next Gen Clipper (C2) System	Support	\$0			\$0
		REHAB			Capital	\$9,600,000			\$9,600,000
					Total	\$9,600,000	\$0		\$9,600,000
186	BR 0055	TBD	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0			\$0
		REHAB			Capital	\$0	\$7,200,000		\$7,200,000
					Total	\$0	\$7,200,000		\$7,200,000
187	BR 0056	TBD	BATA	SR-37 Evaluation	Support	\$0			\$0
		REHAB			Capital	\$0	\$8,000,000		\$8,000,000
					Total	\$0	\$8,000,000		\$8,000,000
188	BR Res	8928	Var.	BATA Program Contingency	Support	\$0			\$0
		REHAB		RM1 Closeout	Capital	\$16,565,494			\$16,565,494
					Total	\$16,565,494	\$0		\$16,565,494

*Caltrans Capital includes capital outlay construction and right-of-way.
 **Previous expenses covered in RM1 Program.
 *** Project closed to expenditures June 30, 2019 or earlier.

		Thru 2019	2020	Adjustments	Thru 2020
Toll Bridge Rehabilitation Program Summary	Support	\$260,043,155	\$27,108,107	\$0	\$287,151,262
	Capital	\$1,061,936,422	\$147,948,236	\$0	\$1,209,884,658
	Total	\$1,321,979,577	\$175,056,344	\$0	\$1,497,035,920
Caltrans Rehabilitation Program Summary	Support	\$235,952,154	\$25,233,107	\$0	\$261,185,262
	Capital	\$477,844,942	\$60,528,236	\$0	\$538,373,179
	Total	\$713,797,097	\$85,761,344	\$0	\$799,558,440
BATA Rehabilitation Program Summary	Support	\$24,091,000	\$1,875,000	\$0	\$25,966,000
	Capital	\$584,091,480	\$87,420,000	\$0	\$671,511,480
	Total	\$608,182,480	\$89,295,000	\$0	\$697,477,480



Attachment C-2
Bay Area Toll Authority
 FY 2020-29 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 130
 Date: June 26, 2019
 W.L.: 1251
 Referred by: BATA Oversight Committee

		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Toll Bridge Rehabilitation Program	Support	\$260,043,155	\$27,108,107	\$31,030,000	\$31,300,000	\$31,050,000	\$24,050,000	\$23,500,000	\$22,550,000	\$17,300,000	\$17,850,000	\$17,100,000	\$502,881,262
Summary	Capital	\$1,061,936,422	\$147,948,236	\$87,870,000	\$122,890,000	\$113,583,000	\$81,770,000	\$24,520,000	\$23,620,000	\$22,470,000	\$30,790,000	\$26,460,000	\$1,743,857,658
	Total	\$1,321,979,577	\$175,056,344	\$118,900,000	\$154,190,000	\$144,633,000	\$105,820,000	\$48,020,000	\$46,170,000	\$39,770,000	\$48,640,000	\$43,560,000	\$2,246,738,920

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
1	Completed		Var.	Completed/Closed Rehab Projects	Support	\$38,665,694											\$38,665,694
		REHAB 8030			Capital	\$78,636,635											\$78,636,635
					Total	\$117,302,329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,625,800	-\$63,025										\$7,562,775
		REHAB 6825			Capital	\$0											\$0
					Total	\$7,625,800	-\$63,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,562,775
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,733,571											\$5,733,571
		REHAB 6814			Capital	\$4,480,035											\$4,480,035
					Total	\$10,213,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,213,606
4	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	\$6,180,409											\$6,180,409
		REHAB 6828			Capital	\$5,597,591											\$5,597,591
					Total	\$11,778,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,778,001
5	CTR 0009	01407	SFO	Toll Plaza Median Landscaping***	Support	\$722,112											\$722,112
		REHAB 6825			Capital	\$202,181											\$202,181
					Total	\$924,293	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement	Support	\$4,335,000											\$4,335,000
		REHAB 6825		BASE	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	-\$120,922										\$7,838,078
		REHAB 6826		Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	\$28,018,000	-\$137,186										\$27,880,814
					Total	\$35,977,000	-\$258,108	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,718,892
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662											\$72,662
		REHAB 6828			Capital	\$0											\$0
					Total	\$72,662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,662
10	CTR 0015	04224	SMH	Replace Elec Cable Hangers & Upgrade 12kv System***	Support	\$2,869,539											\$2,869,539
		REHAB 6826			Capital	\$2,777,316											\$2,777,316
					Total	\$5,646,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,646,855
11	CTR 0016	04225	DUM	Expansion Joint Rehabilitation***	Support	\$2,091,531											\$2,091,531
		REHAB 6827			Capital	\$2,700,672											\$2,700,672
					Total	\$4,792,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,792,203
12	CTR 0145	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
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400											\$4,811,400
		REHAB 6813		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449											\$17,652,449
					Total	\$22,463,849	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010											\$714,010
		REHAB 6825			Capital	\$0											\$0
					Total	\$714,010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$714,010

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
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	\$1,301,000											\$1,301,000
		REHAB			Capital	\$0											\$0
		6825			Total	\$1,301,000	\$0	\$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	\$0										\$2,756,322
		REHAB			Capital	\$4,034,364	-\$1,178										\$4,033,186
		6826			Total	\$6,790,687	-\$1,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,789,509
21	CTR 0043	3G300	Var.	Replace Foghorns/Radar Beacons PID***	Support	\$67,738											\$67,738
		REHAB			Capital	\$0											\$0
		6828			Total	\$67,738	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,738
22	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	\$6,141,000	\$1,300,000	\$1,300,000									\$8,741,000
		REHAB			Capital	\$23,000,000											\$23,000,000
		6825			Total	\$29,141,000	\$1,300,000	\$1,300,000	\$0	\$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	\$0	\$26,000,000	\$16,000,000							\$42,000,000
		6825			Total	\$164,669	\$1,500,000	\$3,000,000	\$29,000,000	\$18,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$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
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	Support	\$8,275,000	-\$496,753										\$7,778,247
		REHAB		(Lower Deck Only)	Capital	\$29,299,836											\$29,299,836
		6814		Part 1***	Total	\$37,574,836	-\$496,753	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,078,084
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	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$5,372,000											\$5,372,000
		REHAB			Capital	\$17,500,000	\$9,115,000	\$17,000,000	\$17,000,000								\$60,615,000
		6814			Total	\$22,872,000	\$9,115,000	\$17,000,000	\$17,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,987,000
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	Support	\$396,591											\$396,591
		REHAB		Oversight ***	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 0064	97037	ANT	Toll Plaza Rehab Projects***	Support	\$0											\$0
		REHAB			Capital	\$179,979											\$179,979
		8033			Total	\$179,979	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,979

Line No.	Project No.	EA	Bridge	Description Status													Total
		Program	CCA			Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
34	CTR 0065	97047	SFO	Toll Plaza Rehab Projects***	Support	\$0											\$0
		REHAB			Capital	\$3,386											\$3,386
		8033			Total	\$3,386	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,386
35	CTR 0078	3G462	BM	Floor Beam Mitigation Phase 1	Support	\$1,922,000											\$1,922,000
		REHAB		(Modification of stringer floor beams due to fatigue cracking)	Capital	\$1,182,000											\$1,182,000
		6812		and Bearing Shear Bolts	Total	\$3,104,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,000
36	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements,	Support	\$3,822,000	-\$126,035										\$3,695,965
		REHAB		Polyester Concrete Overlay (1958) and Ped	Capital	\$8,165,909											\$8,165,909
		6813		Replace Joint Seals (1958)***	Total	\$11,987,909	-\$126,035	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,861,874
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,724,000											\$2,724,000
		REHAB		Related Electrical Systems on Southern Bridges	Capital	\$4,500,000											\$4,500,000
		6828			Total	\$7,224,000	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,224,000
38	CTR 0107	3G364	RSR	Substations Upgrade (4 locations)	Support	\$2,087,726	\$1,100,000										\$3,187,726
		REHAB		Upgrade from 4.160V to 15KV	Capital	\$0	\$12,500,000										\$12,500,000
		6814		replace power cable 12KV	Total	\$2,087,726	\$13,600,000	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$15,687,726
39	CTR 0119	3G307	SFO	Fog Horns (West Spans)***	Support	\$339,821											\$339,821
		REHAB			Capital	\$0											\$0
		6825			Total	\$339,821	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,821
40	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	\$1,523,000											\$1,523,000
		REHAB			Capital	\$8,000,000											\$8,000,000
		6825			Total	\$9,523,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,523,000
41	CTR 0121	3G477	SFO	Traveler Replacements and Rail Upgrades	Support	\$380,000											\$380,000
		REHAB			Capital	\$0											\$0
		6825			Total	\$380,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,000
42	CTR 0126	3G448	SFO	W1 to W7 Concrete Column Repair and Seal	Support	\$0	\$300,000	\$300,000	\$3,000,000								\$3,600,000
		REHAB			Capital	\$0	\$2,000,000	\$2,000,000									\$2,000,000
		6825			Total	\$0	\$300,000	\$2,300,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600,000
43	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,505,000	-\$99,496										\$3,405,504
		REHAB		RSR - Replace Joint Seals (Upper Deck)	Capital	\$5,368,882											\$5,368,882
		6825		and Resurfacing***	Total	\$8,873,882	-\$99,496	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,774,386
44	CTR 0134	4H970	SFO	Gateway Park Oversight	Support	\$1,910,000											\$1,910,000
		REHAB		and Link (4H971) PAED	Capital	\$0											\$0
		6825			Total	\$1,910,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,910,000
45	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Support	\$2,864,000	\$51,337										\$2,915,337
		REHAB		Maintenance Complex	Capital	\$41,674,000	-\$86,662										\$41,587,338
		6825			Total	\$44,538,000	-\$35,325	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,502,675
46	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Support	\$0											\$0
		REHAB		Maintenance Warehouse	Capital	\$17,900,000											\$17,900,000
		6825		Phase 2	Total	\$17,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900,000
47	CTR 0151	3G443	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,715,469											\$1,715,469
		REHAB			Capital	\$1,473,044											\$1,473,044
		6825			Total	\$3,188,512	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,188,512
48	CTR 0152	0120M	SFO	Toll Plaza Repaving	Support	\$825,782											\$825,782
		REHAB			Capital	\$7,462,218											\$7,462,218
		6825			Total	\$8,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,288,000
49	CTR 0153	1G310	SFO	Toll Plaza Repaving***	Support	\$0											\$0
		REHAB			Capital	\$1,602,286											\$1,602,286
		6825			Total	\$1,602,286	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,602,286
50	CTR 0154	3G440	SFO	Various Structural PIDS***	Support	\$159,900											\$159,900
		REHAB			Capital	\$0											\$0
		6825			Total	\$159,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900
51	CTR 0155	3G450	VAR	Bridge Joint Seals***	Support	\$57,611											\$57,611
		REHAB			Capital	\$0											\$0
		6828			Total	\$57,611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,611
52	CTR 0156	3G390	VAR	Bridge Lighting***	Support	\$99,415											\$99,415
		REHAB			Capital	\$0											\$0
		6828			Total	\$99,415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,415

Line No.	Project No.	EA	Bridge	Description Status													Total
		Program	CCA			Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
53	CTR 0157	3G400	VAR	Bridge Overlays***	Support	\$134,556											\$134,556
		REHAB			Capital	\$0											\$0
		6828			Total	\$134,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,556
54	CTR 0158	0120F	SFO	East Span Base	Support	\$0											\$0
		REHAB			Capital	\$1,965,000											\$1,965,000
		6825			Total	\$1,965,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,965,000
55	CTR 0159	2J870	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
56	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052											\$22,052
		REHAB			Capital	\$252,546											\$252,546
		6825			Total	\$274,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$274,597
57	CTR 0163	3G447	SFO	Rebuild Damaged Fender System ***	Support	\$238,798											\$238,798
		REHAB		W6	Capital	\$772,842											\$772,842
		6825			Total	\$1,011,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,011,640
58	CTR 0182	3G478	Var	PID - Water Line System	Support	\$193,307											\$193,307
		REHAB		Air Compressor, Airlines	Capital	\$0											\$0
		6828			Total	\$193,307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,307
59	CTR 0201	0J120	RSR	Replace Expansion Joint at Pier 44E***	Support	\$68,600											\$68,600
		REHAB			Capital	\$270,000											\$270,000
		6814			Total	\$338,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$338,600
60	CTR 0202	0J870	SFO	Install Air Gap Monitoring System***	Support	\$95,994											\$95,994
		REHAB			Capital	\$128,755											\$128,755
		6825			Total	\$224,749	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,749
61	CTR 0203	3G360	Var.	Replace Various Navigational and Utility Equipment	Support	\$127,649											\$127,649
		REHAB		Supplemental PID***	Capital	\$0											\$0
		6828			Total	\$127,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,649
62	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and	Support	\$1,556,394	\$700,000	\$700,000	\$700,000	\$300,000							\$3,956,394
		REHAB		Related Electrical Systems on Northern Bridges	Capital	\$0	\$6,000,000										\$6,000,000
		6828			Total	\$1,556,394	\$6,700,000	\$700,000	\$700,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,956,394
63	CTR 0206	2J680	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
64	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
65	CTR 0213	01412	SFO	CT Oversight of Bridge Yard	Support	\$276,198											\$276,198
		REHAB		(IERBYS Building Slab) ***	Capital	\$0											\$0
		6825			Total	\$276,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$276,198
66	CTR 0214	01413	SFO	CT Oversight of Bridge Yard	Support	\$476,178											\$476,178
		REHAB		(IERBYS Building Retrofit)***	Capital	\$0											\$0
		6825			Total	\$476,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,178
67	CTR 0215	2J190	SFO	Replace transverse expansion joints ***	Support	\$1,309,010											\$1,309,010
		REHAB		West Span	Capital	\$1,944,698											\$1,944,698
		6825			Total	\$3,253,708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,253,708
68	CTR 0216	2J410	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
69	CTR 0217	2J400	SFO	1-880 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
70	CTR 0219	0K220	SFO	Metering Lights Upgrade Oversight	Support	\$366,000	\$134,000										\$500,000
		REHAB			Capital	\$0											\$0
		6825			Total	\$366,000	\$134,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
71	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

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
72	CTR 0225	4J710	RSR	RSR Access - Bike Ped Oversight	Support	\$937,000											\$937,000
		REHAB 6814			Capital	\$0											\$0
					Total	\$937,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$937,000
73	CTR 0226	1K450	SFO	Roof Repairs at Sterling Substation	Support	\$72,000											\$72,000
		REHAB 8033		Minor Rehab***	Capital	\$119,999											\$119,999
					Total	\$191,999	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191,999
74	CTR 0227	1K470	SMH	Roof Repairs at toll admin building (Toll Plaza)	Support	\$60,000											\$60,000
		REHAB 8033		Minor Rehab***	Capital	\$99,550											\$99,550
					Total	\$159,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,550
75	CTR 0228	1K460	BM	Bird abatement at Benicia Toll Plaza	Support	\$150,000											\$150,000
		REHAB 8033		Minor Rehab***	Capital	\$249,950											\$249,950
					Total	\$399,950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$399,950
76	CTR 0229	0K691	SFO	Install Grease Caps and Repair Pre-stress Tendons	Support	\$1,200,000											\$1,200,000
		REHAB 6825		East Span- Director's Order	Capital	\$3,460,000											\$3,460,000
					Total	\$4,660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,660,000
77	CTR 0230	3G482	BM	Repair Seismic Joint - Pier 3	Support	\$148,912											\$148,912
		REHAB 6812		Director's Order	Capital	\$250,846											\$250,846
					Total	\$399,758	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$399,758
78	CTR 0231	TBD	RSR	Replace Aircraft Beacon, Fog Horns, Radar Beacons	Support	\$0	\$0	\$1,000,000	\$1,400,000								\$2,400,000
		REHAB 6814		and Related Electrical Systems	Capital	\$0	\$0	\$7,000,000									\$7,000,000
				ybi connect with SCADA	Total	\$0	\$0	\$8,000,000	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,400,000
79	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
80	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
81	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712											\$185,712
		REHAB 6825		Director's Order***	Capital	\$291,000	-\$11,737										\$279,263
					Total	\$476,712	-\$11,737	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$464,976
82	CTR 0240	TBD	CARQ	Replace Radar Beacons and Related Electrical Systems	Support	\$0		\$800,000							\$150,000		\$950,000
		REHAB 6813		and connect with SCADA	Capital	\$0		\$2,500,000									\$2,500,000
					Total	\$0	\$0	\$3,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$3,450,000
83	CTR 0243	TBD	SFO	Replace Fender System and Skirt Modifications	Support	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000							\$8,000,000
		REHAB 6825			Capital	\$0			\$40,000,000	\$20,000,000							\$60,000,000
					Total	\$0	\$2,000,000	\$2,000,000	\$42,000,000	\$22,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000,000
84	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$0											\$0
		REHAB 6814			Capital	\$0	\$11,200,000			\$31,663,000							\$42,863,000
					Total	\$0	\$11,200,000	\$0	\$0	\$31,663,000	\$0	\$0	\$0	\$0	\$0	\$0	\$42,863,000
85	CTR 0245	0P560	Var.	Install BASE radio links	Support	\$300,000											\$300,000
		REHAB 6828		Director's Order	Capital	\$750,000											\$750,000
					Total	\$1,050,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000
86	CTR 0246	0Q470	SFO	East Span Skyway Polyester Concrete Overlay Repairs	Support	\$90,000											\$90,000
		REHAB 6825		Director's Order	Capital	\$200,000											\$200,000
					Total	\$290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000
87	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$86,000											\$86,000
		REHAB 6825		Director's Order	Capital	\$314,000											\$314,000
					Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
88	CTR 0248	1Q500	BM	Repair Water Line	Support	\$120,000											\$120,000
		REHAB 6812		Director's Order	Capital	\$314,000											\$314,000
					Total	\$434,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,000
89	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$200,000											\$200,000
		REHAB 6825		(West Approach & Anchorage)	Capital	\$560,000											\$560,000
				Director's Order	Total	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$760,000
90	CTR 0250	1Q050	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$251,000											\$251,000
		REHAB 6825		Director's Order	Capital	\$314,000											\$314,000
					Total	\$565,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,000

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA			Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
91	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion to LED	Support	\$100,000											\$100,000
		REHAB			Capital	\$1,925,000											\$1,925,000
		8033			Total	\$2,025,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,025,000
92	CTR 0252	0P680	CAR	Toll Plaza Asphalt Paving and Polyester Overlay	Support	\$0											\$0
		REHAB			Capital	\$908,118	\$0										\$908,118
		8033			Total	\$908,118	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$908,118
93	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage tank (UST)	Support	\$12,500											\$12,500
		REHAB			Capital	\$250,000											\$250,000
		8033			Total	\$262,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
94	CTR 0254	2Q920	SMH	Toll Paint Facility and Plaza – Replace Metals Doors And Other Upgr	Support	\$0											\$0
		REHAB			Capital	\$450,000											\$450,000
		8033			Total	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000
95	CTR 0256	TBD	ANT	Replace and upgrade Radar Beacons, Navigational Lights	Support	\$0						\$200,000	\$250,000				\$450,000
		REHAB			Capital	\$0							\$400,000				\$400,000
		6811			Total	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$650,000	\$0	\$0	\$0	\$850,000
96	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	\$70,000	\$230,000	\$2,300,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000
97	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	\$0	\$0	\$0	\$0	\$300,000	\$900,000	\$1,200,000
98	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	\$250,000	\$950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000
99	CTR 0261	TBD	SMH	Structural Steel Painting (Towers)	Support	\$0											\$0
		REHAB			Capital	\$8,950,000											\$8,950,000
		6826			Total	\$8,950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,950,000
100	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	\$500,000											\$500,000
		REHAB			Capital	\$1,950,000											\$1,950,000
		6812			Total	\$2,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,450,000
101	CTR 0263	3G454	Var.	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	\$700,000	\$1,764,000										\$2,464,000
		REHAB			Capital	\$0	\$11,325,000										\$11,325,000
		6828			Total	\$700,000	\$13,089,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,789,000
102	CTR 0264	01358	SFO	SFOBB East Span Pier Retention-CMGC	Support	\$0											\$0
		REHAB			Capital	\$3,050,000											\$3,050,000
		6825			Total	\$3,050,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,050,000
103	CTR 0265	2Q360	SFO	SFOBB WS Remove Truss Web Scaffolds	Support	\$220,000											\$220,000
		REHAB			Capital	\$550,000											\$550,000
		6825			Total	\$770,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$770,000
104	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot (MC3-Training Center)	Support	\$0											\$0
		REHAB			Capital	\$9,300,000											\$9,300,000
		6825			Total	\$9,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,300,000
105	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints upper deck - 31 joints	Support	\$2,600,000											\$2,600,000
		REHAB			Capital	\$8,370,000											\$8,370,000
		6814			Total	\$10,970,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,970,000
106	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	\$300,000											\$300,000
		REHAB		Repair vehicle collision damage Director's Order	Capital	\$900,000											\$900,000
		6814			Total	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000
107	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and South, spans 1-6	Support	\$0				\$4,000,000	\$4,000,000	\$5,000,000	\$5,000,000				\$18,000,000
		REHAB			Capital	\$0				\$0	\$45,000,000	\$0	\$0				\$45,000,000
		6825			Total	\$0	\$0	\$0	\$0	\$4,000,000	\$49,000,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$63,000,000
108	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers and utility panels (Old Bridge)	Support	\$0	\$400,000	\$200,000					\$400,000	\$100,000			\$1,100,000
		REHAB			Capital	\$0		\$3,000,000					\$2,000,000	\$0			\$5,000,000
		6812			Total	\$0	\$400,000	\$3,200,000	\$0	\$0	\$0	\$0	\$2,400,000	\$100,000	\$0	\$0	\$6,100,000
109	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA for remote control and monitoring	Support	\$0	\$200,000	\$0									\$200,000
		REHAB			Capital	\$0		\$800,000									\$800,000
		6812			Total	\$0	\$200,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA			Status	Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
110	CTR 0274	TBD	SFO	Replace Generators	Support	\$0		\$200,000						\$100,000			\$300,000
		REHAB		Capital	\$0		\$2,500,000						\$0			\$2,500,000	
		6825		Total	\$0	\$0	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$2,800,000	
111	CTR 0275	TBD	SFO	Replace Comm. Cable (SCADA 50 Pair Cable) West Span	Support	\$0		\$200,000			\$100,000						\$300,000
		REHAB		Capital	\$0		\$1,000,000			\$0						\$1,000,000	
		6825		Total	\$0	\$0	\$1,200,000	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000	
112	CTR 0276	TBD	SFO	Replace Utility Stations and Armored Cable on West Span	Support	\$0		\$100,000	\$700,000								\$800,000
		REHAB		Capital	\$0		\$0	\$3,000,000								\$3,000,000	
		6825		Total	\$0	\$0	\$100,000	\$3,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800,000	
113	CTR 0277	TBD	DUM	Air Compressor, Pier 44- Replace	Support	\$0	\$100,000										\$100,000
		REHAB		Capital	\$0	\$240,000										\$240,000	
		6827		Total	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	
114	CTR 0278	TBD	SMH	Replace Generators	Support	\$0	\$300,000	\$200,000									\$500,000
		REHAB		Capital	\$0	\$0	\$2,000,000									\$2,000,000	
		6826		Total	\$0	\$300,000	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	
115	CTR 0279	TBD	VAR	Replace Generators for Dum and RSR	Support	\$0	\$300,000	\$0									\$300,000
		REHAB		Capital	\$0	\$700,000	\$0									\$700,000	
		8629		Total	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
116	CTR 0280	TBD	DUM	Substations Upgrade	Support	\$0			\$400,000	\$400,000				\$100,000	\$400,000		\$1,300,000
		REHAB		Capital	\$0			\$3,000,000	\$0			\$0	\$2,500,000			\$5,500,000	
		6827		Total	\$0	\$0	\$0	\$3,400,000	\$400,000	\$0	\$0	\$0	\$100,000	\$2,900,000	\$0	\$6,800,000	
117	CTR 0281	TBD	SMH	Replace Power Cable (480V)	Support	\$0		\$400,000	\$500,000	\$300,000							\$1,200,000
		REHAB		Capital	\$0		\$0	\$3,500,000	\$0							\$3,500,000	
		6826		Total	\$0	\$0	\$400,000	\$4,000,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,700,000	
118	CTR 0282	TBD	VAR	Existing Water Line System, Air compressor and Air lines	Support	\$0		\$400,000	\$700,000	\$600,000	\$400,000						\$2,100,000
		REHAB		North Bridges	Capital	\$0		\$0	\$0	\$5,800,000	\$0						\$5,800,000
		6828		Total	\$0	\$0	\$400,000	\$700,000	\$6,400,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$7,900,000	
119	CTR 0283	TBD	VAR	Existing Water Line System, Air compressor and Airlines	Support	\$0		\$1,000,000	\$1,000,000	\$1,700,000							\$3,700,000
		REHAB		South Bridges	Capital	\$0		\$10,000,000		\$0							\$10,000,000
		6828		Total	\$0	\$0	\$11,000,000	\$1,000,000	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,700,000	
120	CTR 0284	TBD	VAR	Replace Exsiting Conduit and Cable with Armored Cables	Support	\$0				\$1,000,000	\$700,000						\$1,700,000
		REHAB		(ANT, BM, CARQ, DUM, RSR & SMH)	Capital	\$0				\$0	\$4,500,000					\$4,500,000	
		6828		Total	\$0	\$0	\$0	\$0	\$1,000,000	\$5,200,000	\$0	\$0	\$0	\$0	\$0	\$6,200,000	
121	CTR 0285	TBD	CARQ	Overlay (Al Zampa)	Support	\$0					\$350,000	\$400,000	\$300,000				\$1,050,000
		REHAB			Capital	\$0					\$0	\$4,000,000	\$0			\$4,000,000	
		6813		Total	\$0	\$0	\$0	\$0	\$0	\$350,000	\$4,400,000	\$300,000	\$0	\$0	\$0	\$5,050,000	
122	CTR 0286	TBD	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck)	Support	\$0				\$500,000	\$1,100,000	\$500,000					\$2,100,000
		REHAB			Capital	\$0				\$0	\$6,000,000	\$0				\$6,000,000	
		6825		Total	\$0	\$0	\$0	\$0	\$500,000	\$7,100,000	\$500,000	\$0	\$0	\$0	\$0	\$8,100,000	
123	CTR 0287	TBD	RSR	Replace Joint Seals	Support	\$0								\$300,000	\$300,000	\$100,000	\$700,000
		REHAB			Capital	\$0								\$0	\$2,100,000	\$0	\$2,100,000
		6814		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,400,000	\$100,000	\$2,800,000	
124	CTR 0288	TBD	SFO	Air Compressors at YBI Substation	Support	\$0	\$320,000										\$320,000
		REHAB		Capital	\$0	\$800,000										\$800,000	
		6825		Total	\$0	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	
125	CTR 0289	TBD	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	\$0	\$200,000										\$200,000
		REHAB		Capital	\$0	\$500,000										\$500,000	
		6826		Total	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	
126	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$8,068,000	\$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	\$1,000,000	\$18,068,000
		REHAB		Capital	\$0											\$0	
		6828		Total	\$8,068,000	\$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	\$1,000,000	\$18,068,000	
127	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$27,200,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$57,200,000
		REHAB		Capital	\$0											\$0	
		6828		Total	\$27,200,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$57,200,000	
128	CTR 0062	93870	ALL	Base Security	Support	\$13,900,000	\$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	\$30,900,000
		REHAB		Capital	\$0											\$0	
		6828		Total	\$13,900,000	\$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	\$30,900,000	

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
129	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$13,700,000	\$8,500,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$112,200,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$13,700,000	\$8,500,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$112,200,000
130	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$6,950,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$10,950,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$6,950,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$10,950,000
131	CTR 0269	TBD	Var.	Bridge Facilities Capital Rehab by State forces	Support	\$0	\$400,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$3,100,000
		REHAB			Capital	\$0	\$1,300,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$7,600,000
		6828			Total	\$0	\$1,700,000	\$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	\$10,700,000
132	CTR 0270	TBD	Var.	Load Rating	Support	\$0	\$400,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,400,000
		REHAB			Capital	\$0	\$1,200,000										\$1,200,000
		6828			Total	\$0	\$1,600,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$5,600,000
133	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$28,000											\$28,000
		REHAB			Capital	\$0	\$6,000,000										\$6,000,000
		6829			Total	\$28,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,028,000
134	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
135	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
136	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
137	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
138	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
139	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
140	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
141	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0											\$0
		RM1		***	Capital	\$115,000	-\$115,000										\$0
		8637			Total	\$115,000	-\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
142	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
143	BR 0002	8539	BATA	SFOBB Eyebare 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
144	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
145	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
146	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000											\$5,000,000
		REHAB			Capital	\$20,619,200	-\$300,000										\$20,319,200
					Total	\$25,619,200	-\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,319,200
147	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

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
148	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0											\$0
		REHAB			Capital	\$3,575,000	-\$1,800,000										\$1,775,000
					Total	\$3,575,000	-\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,775,000
149	BR 0009	8922	BATA	Metering Lights Upgrade	Support	\$0	\$500,000	\$500,000									\$1,000,000
		REHAB			Capital	\$9,680,000	\$1,000,000										\$10,680,000
					Total	\$9,680,000	\$1,500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,680,000
150	BR 0010	8920	BATA	SFO Plaza and Canopy Improvements***	Support	\$3,991,000											\$3,991,000
		REHAB			Capital	\$5,272,000											\$5,272,000
					Total	\$9,263,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,263,000
151	BR 0011	8923	BATA	Bridge Documentation	Support	\$0											\$0
		REHAB			Capital	\$500,000											\$500,000
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
152	BR 0013	8602	BATA	Hybrid/etc Lane Modifications***	Support	\$0											\$0
		REHAB			Capital	\$874,000											\$874,000
					Total	\$874,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$874,000
153	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$350,000	\$75,000		\$150,000	\$200,000							\$775,000
		REHAB			Capital	\$26,098,000	\$2,310,000	\$4,010,000	\$5,185,000	\$3,860,000	\$3,510,000	\$3,810,000	\$3,710,000	\$3,610,000	\$6,030,000	\$3,500,000	\$65,633,000
					Total	\$26,448,000	\$2,385,000	\$4,010,000	\$5,335,000	\$4,060,000	\$3,510,000	\$3,810,000	\$3,710,000	\$3,610,000	\$6,030,000	\$3,500,000	\$66,408,000
154	BR 0016	8631	BATA	Callboxes***	Support	\$0											\$0
		REHAB			Capital	\$2,344,000											\$2,344,000
					Total	\$2,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,344,000
155	BR 0017	8900	BATA	2003 CSC Procurement	Support	\$1,679,000											\$1,679,000
		REHAB			Capital	\$10,679,000											\$10,679,000
					Total	\$12,358,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,358,000
156	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	\$0											\$0
		REHAB			Capital	\$88,999,532	\$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	\$18,000,000	\$216,099,532
					Total	\$88,999,532	\$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	\$18,000,000	\$216,099,532
157	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0											\$0
		REHAB			Capital	\$20,750,000	\$2,700,000	\$600,000	\$600,000								\$24,650,000
					Total	\$20,750,000	\$2,700,000	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,650,000
158	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	\$0											\$0
		REHAB			Capital	\$33,545,000			\$4,145,000	\$6,000,000							\$43,690,000
					Total	\$33,545,000	\$0	\$0	\$4,145,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$43,690,000
159	BR 0021	8904	BATA	FasTrak Sign and Sign Structure Improvements (Strategic Plan)	Support	\$1,000,000											\$1,000,000
		REHAB			Capital	\$28,510,130											\$28,510,130
					Total	\$29,510,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,510,130
160	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000											\$400,000
		REHAB			Capital	\$23,314,000											\$23,314,000
					Total	\$23,714,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,714,000
161	BR 0023	8908	BATA	BATA Technology Infrastructure (HW, SW, NETWORK)	Support	\$0											\$0
		REHAB			Capital	\$4,035,000	\$800,000										\$4,835,000
					Total	\$4,035,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,835,000
162	BR 0025	8912	BATA	Tag Inventory Conversion (Upgrade Technology)***	Support	\$200,000											\$200,000
		REHAB			Capital	\$1,736,500											\$1,736,500
					Total	\$1,936,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,936,500
163	BR 0026	8914	BATA	Violation Enforcement System***	Support	\$0											\$0
		REHAB			Capital	\$7,842,000											\$7,842,000
					Total	\$7,842,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,842,000
164	BR 0027	8916	BATA	Bay Crossing Study***	Support	\$540,000											\$540,000
		REHAB			Capital	\$0											\$0
					Total	\$540,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$540,000
165	BR 0028	8917	BATA	BATA Technology Security and Bridge Corridor Communications Infrastructure (Dumbarton, SMH, SFOBB)	Support	\$0					\$200,000	\$200,000	\$200,000	\$300,000	\$300,000	\$300,000	\$1,500,000
		REHAB			Capital	\$750,000	\$550,000	\$500,000		\$2,000,000	\$2,000,000						\$5,800,000
					Total	\$750,000	\$550,000	\$500,000	\$0	\$2,000,000	\$2,200,000	\$200,000	\$200,000	\$300,000	\$300,000	\$300,000	\$7,300,000
166	BR 0029	8926	BATA	Bridge Modeling and Investigations	Support	\$2,000,000											\$2,000,000
		REHAB			Capital	\$3,801,198											\$3,801,198
					Total	\$5,801,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,801,198

Line No.	Project No.	EA	Bridge	Description													
		Program	CCA	Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
167	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0											\$0
		REHAB		Capital	\$46,444,709		\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$49,144,709	
				Total	\$46,444,709	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$49,144,709	
168	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0											\$0
		REHAB		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	
169	BR 0034	8924	BATA	Antioch Bridge	Support	\$0											\$0
		REHAB		Capital	\$50,000,000											\$50,000,000	
				Total	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000	
170	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000											\$1,494,000
		REHAB		Capital	\$80,434,000	\$1,500,000										\$81,934,000	
				Total	\$81,928,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,428,000	
171	BR 0038	8937	BATA	2020 CSC Procurement	Support	\$0											\$0
		REHAB		Capital	\$4,000,000	\$30,000,000			\$600,000	\$600,000	\$650,000	\$650,000	\$700,000	\$700,000	\$700,000	\$38,600,000	
				Total	\$4,000,000	\$30,000,000	\$0	\$0	\$600,000	\$600,000	\$650,000	\$650,000	\$700,000	\$700,000	\$700,000	\$38,600,000	
172	BR 0039	8933	BATA	Plan Bay Area TMS	Support	\$0											\$0
		REHAB		Capital	\$9,000,000											\$9,000,000	
				Total	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000,000	
173	BR 0040	8012	BATA	All Electronic Tolling	Support	\$0											\$0
		REHAB		Capital	\$1,263,000	\$4,700,000	\$12,200,000	\$1,900,000	\$13,500,000	\$5,200,000						\$38,763,000	
				Total	\$1,263,000	\$4,700,000	\$12,200,000	\$1,900,000	\$13,500,000	\$5,200,000	\$0	\$0	\$0	\$0	\$0	\$38,763,000	
174	BR 0043	8936	BATA	Backhaul Connection Infrastructure	Support	\$0											\$0
		REHAB		Capital	\$1,000,000											\$1,000,000	
				Total	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
175	BR 0044	8540	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0											\$0
		REHAB		Capital	\$2,000,000											\$2,000,000	
				Total	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	
176	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	\$0											\$0
		REHAB		Capital	\$500,000											\$500,000	
				Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	
177	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0											\$0
		REHAB		Capital	\$640,000	\$160,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$3,140,000	
				Total	\$640,000	\$160,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$3,140,000	
178	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	\$0											\$0
		REHAB		Capital	\$12,083,854											\$12,083,854	
				Total	\$12,083,854	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,083,854	
179	BR 0048	8939	BATA	Asset Management	Support	\$0											\$0
		REHAB		Capital	\$3,700,000	\$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	\$1,000,000	\$13,700,000	
				Total	\$3,700,000	\$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	\$1,000,000	\$13,700,000	
180	BR 0049	8941	BATA	CHIP - COZEEP/MAZEPP	Support	\$200,000											\$200,000
		REHAB		Capital	\$0	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,900,000	
				Total	\$200,000	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,100,000	
181	BR 0050	8940	BATA	HOV Lane Enforcement	Support	\$1,300,000	\$1,300,000	\$1,300,000									\$3,900,000
		REHAB		Capital	\$0	\$4,000,000										\$4,000,000	
				Total	\$1,300,000	\$5,300,000	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,900,000	
182	BR 0051	8942	BATA	Bridge Yard Capital Improvements	Support	\$0											\$0
		REHAB		Capital	\$500,000					\$500,000	\$500,000				\$700,000	\$2,200,000	
				Total	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$700,000	\$2,200,000	
183	BR 0052	8943	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0											\$0
		REHAB		Capital	\$200,000	\$1,000,000	\$3,000,000									\$4,200,000	
				Total	\$200,000	\$1,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200,000	
184	BR 0053	8944	BATA	Dumbarton Bridge Operational Improvement	Support	\$0											\$0
		REHAB		Capital	\$3,000,000	\$14,000,000										\$17,000,000	
				Total	\$3,000,000	\$14,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000,000	
185	BR 0054	8945	BATA	Next Gen Clipper (C2) System	Support	\$0											\$0
		REHAB		Capital	\$9,600,000											\$9,600,000	
				Total	\$9,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600,000	
186	BR 0055	TBD	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0											\$0
		REHAB		Capital	\$0	\$7,200,000										\$7,200,000	
				Total	\$0	\$7,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200,000	

Line No.	Project No.	EA	Bridge	Description												Total	
		Program	CCA	Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028		2029
187	BR 0056	TBD	BATA	SR-37 Evaluation	Support	\$0											\$0
		REHAB			Capital	\$0	\$8,000,000	\$8,000,000	\$4,000,000								\$20,000,000
					Total	\$0	\$8,000,000	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000
188	BR Res	8928	Var.	BATA Program Contingency	Support	\$0											\$0
		REHAB		RM1 Closeout	Capital	\$16,565,494											\$16,565,494
					Total	\$16,565,494	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,565,494

*Caltrans Capital includes capital outlay construction and right-of-way.
 **Previous expenses covered in RM1 Program.
 *** Project closed to expenditures June 30, 2019 or earlier.

													Total
		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Toll Bridge Rehabilitation Program Summary	Support	\$260,043,155	\$27,108,107	\$31,030,000	\$31,300,000	\$31,050,000	\$24,050,000	\$23,500,000	\$22,550,000	\$17,300,000	\$17,850,000	\$17,100,000	\$502,881,262
	Capital	\$1,061,936,422	\$147,948,236	\$87,870,000	\$122,890,000	\$113,583,000	\$81,770,000	\$24,520,000	\$23,620,000	\$22,470,000	\$30,790,000	\$26,460,000	\$1,743,857,658
	Total	\$1,321,979,577	\$175,056,344	\$118,900,000	\$154,190,000	\$144,633,000	\$105,820,000	\$48,020,000	\$46,170,000	\$39,770,000	\$48,640,000	\$43,560,000	\$2,246,738,920
Caltrans Rehabilitation Program Summary	Support	\$235,952,154	\$25,233,107	\$29,230,000	\$31,150,000	\$30,850,000	\$23,850,000	\$23,300,000	\$22,350,000	\$17,000,000	\$17,550,000	\$16,800,000	\$473,265,262
	Capital	\$477,844,942	\$60,528,236	\$48,500,000	\$95,200,000	\$74,863,000	\$56,200,000	\$4,700,000	\$3,100,000	\$700,000	\$5,300,000	\$1,300,000	\$828,236,179
	Total	\$713,797,097	\$85,761,344	\$77,730,000	\$126,350,000	\$105,713,000	\$80,050,000	\$28,000,000	\$25,450,000	\$17,700,000	\$22,850,000	\$18,100,000	\$1,301,501,440
BATA Rehabilitation Program Summary	Support	\$24,091,000	\$1,875,000	\$1,800,000	\$150,000	\$200,000	\$200,000	\$200,000	\$200,000	\$300,000	\$300,000	\$300,000	\$29,616,000
	Capital	\$584,091,480	\$87,420,000	\$39,370,000	\$27,690,000	\$38,720,000	\$25,570,000	\$19,820,000	\$20,520,000	\$21,770,000	\$25,490,000	\$25,160,000	\$915,621,480
	Total	\$608,182,480	\$89,295,000	\$41,170,000	\$27,840,000	\$38,920,000	\$25,770,000	\$20,020,000	\$20,720,000	\$22,070,000	\$25,790,000	\$25,460,000	\$945,237,480



BATA Resolution No. 130
 Date: June 26, 2019
 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 Commission (ACTC)	\$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. 130
 Date: June 26, 2019
 W.I.: 1256
 Referred by: BATA Oversight Committee

Attachment E
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	\$ 6,519,801,000		\$ 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	\$ 794,950,000		\$ 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	\$ 8,711,565,000	\$ -	\$ 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	\$ 8,899,255,000	\$ -	\$ 8,899,255,000
Program Contingency	\$ -	\$ -	\$ -
Total for Toll Bridge Seismic Retrofit Program	\$ 8,899,255,000	\$ - *	\$ 8,899,255,000

* Program Contingency is transferred to the Toll Bridge Rehabilitation Program in FY 2018-19



BATA Resolution No. 130
Date: June 26, 2019
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



BATA Resolution No. 130
 Date: June 26, 2019
 W.I.: 1255
 Referred by: BATA Oversight Committee

Attachment G
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 Corridor Improvements	\$ 100,000,000
13	Transbay Rail Crossing	\$ 50,000,000
14	Tri-Valley Transit Access Improvements	\$ 100,000,000
15	Eastridge to BART Regional Connector	\$ 130,000,000
16	San Jose Diridon Station	\$ 100,000,000
17	Dumbarton Corridor Improvements	\$ 130,000,000
18	Highway 101/State Route 92 Interchange	\$ 50,000,000
19	Contra Costa Interstate 680/State Route 4 Interchange Improvements	\$ 210,000,000
20	Highway 101-Marin/Sonoma Narrows	\$ 120,000,000
21	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	\$ 150,000,000
22	Interstate 80 Westbound Truck Scales	\$ 105,000,000
23	State Route 37 Improvements	\$ 100,000,000
24	San Rafael Transit Center	\$ 30,000,000
25	Richmond-San Rafael Bridge Access Improvements	\$ 210,000,000
26	North Bay Transit Access Improvements	\$ 100,000,000



BATA Resolution No. 130
Date: June 26, 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



BATA Resolution No. 130

Date: June 26, 2019

W.I.: 1254

Referred by: BATA Oversight Committee

Attachment H
Fund Reserve Designations
(effective June 30, 2019)

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* \$ 175 million
- Rehabilitation Reserve \$ 210 million
 (2 years @ \$105 million)
- Emergency reserve (Co-op) \$ 50 million
- Variable Rate Risk Reserve \$ 285 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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0529 **Version:** 1 **Name:**
Type: Resolution **Status:** Authority Approval
File created: 5/3/2019 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/26/2019 **Final action:**
Title: BATA Resolution No. 131 - Establishment of the Regional Measure 3 Independent Oversight Committee.

A request for the Committee to refer to the Authority for approval, BATA Resolution No. 131, which establishes the Regional Measure 3 Independent Oversight Committee, as required by the California Streets and Highways Code Section 30923. Separately, each Bay Area county board of supervisors will appoint two representatives to the committee.

Sponsors:

Indexes:

Code sections:

Attachments: [5c_Reso-0131_RM3_Oversight_Committee.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

BATA Resolution No. 131 - Establishment of the Regional Measure 3 Independent Oversight Committee.

A request for the Committee to refer to the Authority for approval, BATA Resolution No. 131, which establishes the Regional Measure 3 Independent Oversight Committee, as required by the California Streets and Highways Code Section 30923. Separately, each Bay Area county board of supervisors will appoint two representatives to the committee.

Presenter:

Craig Bosman

Recommended Action:

Authority Approval

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 5c

BATA Resolution No. 131 – Establishment of the Regional Measure 3 Independent Oversight Committee

Subject: Establishment of the Regional Measure 3 Independent Oversight Committee

Background: This resolution establishes the Regional Measure 3 (RM3) Independent Oversight Committee. On the June 5, 2018 ballot, RM3 was approved by voters, and on January 1, 2019, BATA implemented the first dollar of the associated toll increase. The law (Streets and Highways Code Section 30923(h)) requires establishment of an Independent Oversight Committee within six months of the effective date of the toll increase. Therefore, BATA must establish the RM3 Independent Oversight Committee by July 1, 2019. The Independent Oversight Committee will be tasked with ensuring that the revenues raised through Regional Measure 3 are spent consistently with the requirements set forth in Section 30914.7 of the Streets and Highways Code. The committee will annually review the expenditure of RM3 funds for the programs and projects specified in the RM3 Expenditure Plan and will prepare and submit a report to the transportation committee of each house of the Legislature summarizing its findings.

The law also requires the Independent Oversight Committee to be composed of two representatives from each county within the jurisdiction of the Metropolitan Transportation Commission, to be appointed by the applicable county Board of Supervisors to serve a four-year term, limited to two terms. In addition, an amendment to the law (Assembly Bill 1041 as codified in Streets and Highways Code Section 30923(h)(3)) specifies eligibility restrictions for the committee: members of the committee cannot be current or former members or staff of MTC or BATA, current employees of an organization or person that has ever received funds from MTC or BATA, or previous employees or contractors of an organization or person that has ever received funds from MTC or BATA within one year of having worked for or contracted with that organization.

On May 3, 2019, staff sent letters to the Boards of Supervisors of each county requesting the names of two individuals appointed to the Independent Oversight Committee within sixty (60) days (example attached). Staff intends to return to BATA as soon as possible with information regarding the counties' nominees. Attachment A to BATA Resolution No. 131 will serve as the committee's roster; any appointees


received between the BATA Oversight meeting and the Authority meeting will be added to the attachment and noted for the Authority.

Staff recommends that Independent Oversight Committee members receive a stipend of \$50 per committee meeting attended, plus travel expenses, for up to four committee meetings per year. This policy is outlined in Attachment B to BATA Resolution No. 131.

Issues: Regional Measure 3 is the subject of ongoing litigation. However, to meet the requirements of SHC Section 30923(h), staff recommends that BATA establish the Independent Oversight Committee at this time. The committee would likely not meet until the litigation is resolved.

Recommendation: Staff recommends that the Committee refer BATA Resolution No. 131 to the Authority for approval.

Attachments: BATA Resolution No. 131
Example letter sent to counties on May 3, 2019



Therese W. McMillan

**BAY AREA TOLL AUTHORITY**

BAY AREA METRO CENTER
375 BEALE STREET
SAN FRANCISCO, CA 94105

TEL 415.778.6700

WEB www.mtc.ca.gov

SCOTT HAGGERTY, CHAIR
Alameda County

ALFREDO PEDROZA, VICE CHAIR
Napa County and Cities

JEANNIE BRUINS
Cities of Santa Clara County

DAMON CONNOLLY
Marin County and Cities

DAVE CORTESE
Santa Clara County

CAROL DUTRA-VERNACI
Cities of Alameda County

DORENE M. GIACOPINI
U.S. Department of Transportation

FEDERAL D. GLOVER
Contra Costa County

ANNE W. HALSTED
San Francisco Bay Conservation
and Development Commission

JANEA JACKSON
U.S. Department of Housing
and Urban Development

NICK JOSEFOWITZ
San Francisco Mayor's Appointee

SAM LICCARDO
San Jose Mayor's Appointee

JAKE MACKENZIE
Sonoma County and Cities

GINA PAPAN
Cities of San Mateo County

DAVID RABBITT
Association of Bay Area Governments

HILLARY RONEN
City and County of San Francisco

LIBBY SCHAAF
Oakland Mayor's Appointee

WARREN SLOCUM
San Mateo County

JAMES P. SPERING
Solano County and Cities

TONY TAVARES
California State
Transportation Agency

AMY R. WORTH
Cities of Contra Costa County

THERESE W. MCMILLAN
Executive Director

ALIX BOCKELMAN
Deputy Executive Director, Policy

ANDREW B. FREMIER
Deputy Executive Director, Operations

BRAD PAUL
Deputy Executive Director
Local Government Services

May 3, 2019

The Honorable Richard Valle
President, Alameda County Board of Supervisors
1221 Oak Street, Room 536
Oakland, CA 94612-4224

RE: Amended Request for Regional Measure 3 Independent Oversight Committee
Representatives from Alameda County

Dear Supervisor Valle:

This letter presents additional information regarding the request for representatives, in follow up to related correspondence sent to you on May 1. Please see below for further details including a new section on page 2 containing information that was inadvertently omitted from the original letter.

Senate Bill 595 (SB 595) required the nine Bay Area counties to conduct a special election, known as Regional Measure 3 (RM3), on a proposed increase to toll rates on state-owned bridges in the region. This election took place on June 5, 2018, with voters approving a three-dollar toll increase, phased in one dollar at a time over the course of six years. Effective January 1, 2019, the base toll rate on these bridges was increased by one dollar. Due to ongoing lawsuits against the measure, collected RM3 revenue is currently being held in an escrow account.

SB 595 also required, if voters approved the RM3 toll increase, that the Bay Area Toll Authority (BATA) establish an independent oversight committee within six months of the effective date of the toll increase. Therefore, BATA will establish the RM3 independent oversight committee by July 1, 2019. This committee will be subject to the Brown Act.

SB 595 specifies the following regarding the functions and membership of the independent oversight committee (Streets and Highways Code Section 30923 (h)):

- BATA shall establish an independent oversight committee to ensure that any toll revenues generated pursuant to the RM3 toll increase are expended consistent with the applicable requirements of the RM3 expenditure plan set forth in Streets and Highways Code Section 30914.7.
- The oversight committee shall include two representatives from each county within the jurisdiction of the commission.
- Each representative shall be appointed by the applicable county board of supervisors and serve a four-year term and shall be limited to two terms.

- The oversight committee shall annually review the expenditure of funds by BATA for the projects and programs specified in Section 30914.7 and prepare and submit a report to the transportation committee of each house of the Legislature summarizing its findings.
- The oversight committee may request any documents from BATA to assist the committee in performing its functions.

In addition, an amendment to the law specifies eligibility restrictions for the committee: A representative appointed to the oversight committee shall not be a member, former member, staff, or former staff of the Metropolitan Transportation Commission (MTC) or BATA, shall not be employed by any organization or person that has received or is receiving funding from MTC or BATA, and shall not be a former employee or a person who has contracted with any organization or person that has received or is receiving funding from MTC or BATA within one year of having worked for or contracted with that organization or person. (See Streets and Highways Code Section 30923 (h) (3).)

Further, BATA anticipates providing the following support functions to the committee:

- Making meeting space available at the Bay Area Metro Center
- General administrative and clerk support
- Stipend to members for meeting attendance

BATA anticipates that committee matters such as meeting dates, frequency, and length will be established by the members of the committee.

Please notify BATA in writing within sixty (60) days with the name of two individuals from Alameda County appointed by your board to the RM3 Independent Oversight Committee. Thank you for your assistance in the implementation of Regional Measure 3. Please contact Kimberly Ward at (415) 778-5367 with any questions, and do not hesitate to contact me for further discussion.

Sincerely,



Therese W. McMillan
Executive Director

cc: Clerk of the Board of Supervisors

TM:cb

j_drive\PROJECT_RM3\Implementation Planning\Independent Oversight Committee\RM3 Independent Oversight Committee - Request to County BOS for appointees.Updated.docx

Date: June 26, 2019
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 131

This resolution establishes the Regional Measure 3 Independent Oversight Committee, as set forth in Section 30923(h) of the California Streets and Highways Code and approved by voters on the June 5, 2018 ballot.

Further discussion of this resolution is contained in the BATA Oversight Committee Summary Sheet dated June 12, 2019.

Date: June 26, 2019
Referred by: BATA Oversight

Re: Regional Measure 3 Independent Oversight Committee

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 131

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority (“Authority”) adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 at such special election voted affirmatively for Regional Measure 3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to Regional Measure 3, effective on January 1, 2019; and

WHEREAS, in accordance with subsection (h) of Section 30923 of the California Streets and Highways Code (“SHC”), the Authority shall, within six months of the effective date of the toll increase, establish an independent oversight committee, with specified composition and duties; now, therefore, be it

RESOLVED, that the Authority specifically finds and declares that the statements, findings and determinations of the Authority set forth in the preambles above are true and correct; and be it further

RESOLVED, that pursuant to SHC § 30923(h), the Authority hereby establishes the Regional Measure 3 Independent Oversight Committee (“Committee”); and be it further

RESOLVED, that the Committee shall annually review the expenditure of funds by the Authority for the projects and programs specified in SHC § 30914.7 and prepare and submit a report to the transportation committee of each house of the Legislature summarizing its findings, and that the Committee may request any documents from the Authority to assist the Committee in performing its functions; and be it further

RESOLVED, that pursuant to SHC § 30923(h)(2), the Committee shall include two representatives from each county within the jurisdiction of the Metropolitan Transportation Commission (the “Commission”), and each representative shall be appointed by the applicable county board of supervisors and serve a four-year term and be limited to two terms; and be it further

RESOLVED, that pursuant to SHC § 30923(h)(3), a representative appointed to the Committee shall not be a member, former member, staff, or former staff of the Commission or the Authority, shall not be employed by any organization or person that has received or is receiving funding from the Commission or the Authority, and shall not be a former employee or a person who has contracted with any organization or person that has received or is receiving funding from the Commission or the Authority within one year of having worked for or contracted with that organization or person; and be it further

RESOLVED, that the Committee roster, as appointed by the applicable county board of supervisors, is contained in Attachment A to this resolution; and be it further

RESOLVED, that the travel reimbursement rate and stipend policy for members of the Committee is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Chair of the Authority, the Vice Chair of the Authority, the Executive Director, the Chief Financial Officer and other appropriate officers and staff of the Authority, are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the Authority, to do any and all things that they deem necessary or advisable in order to effectuate the purposes of this Resolution in accordance with the terms hereof and of applicable provisions of law.

BAY AREA TOLL AUTHORITY

Scott Haggerty, Chair

The above resolution was first entered into
by the Bay Area Toll Authority at a regular
meeting of the Authority held in San
Francisco, California, on June 26, 2019.

Regional Measure 3 Independent Oversight Committee Membership

County	Member Name	Term Length	Term No.
Alameda	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Alameda	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Contra Costa	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Contra Costa	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Marin	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Marin	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Napa	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Napa	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
San Francisco	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
San Francisco	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
San Mateo	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
San Mateo	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Santa Clara	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Santa Clara	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Solano	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Solano	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Sonoma	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First
Sonoma	<i>To be appointed by Board of Supervisors</i>	July 2019 – June 2023	First

Travel Reimbursement Rate and Stipend for Members of the Regional Measure 3 Independent Oversight Committee

1. Individual members of the Regional Measure 3 Independent Oversight Committee (“Committee”) appointed by county boards of supervisors shall each be eligible to receive a stipend of \$50 per meeting of the Committee, as defined below, with a maximum of four meetings per year. Meetings are defined as publicly noticed meetings or subcommittee meetings of the Committee.
2. Members of the Committee may be reimbursed for actual travel expenses, as defined below, for a maximum of four meetings per year.
3. The mileage reimbursement rate is the rate allowable by the Internal Revenue Service when a personal vehicle is used. Related bridge tolls, parking fees and actual expenses for use of public transit will be reimbursed.

All requests for stipend and reimbursement of expenses shall be submitted quarterly to the Committee staff liaison and processed according to the procedures established by MTC's Executive Director.

The MTC Deputy Executive Director, Policy shall administer this Attachment B. Any questions regarding its application shall be decided by the Deputy Executive Director, Policy whose decision shall be final.