



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

Meeting Agenda

Bay Area Toll Authority

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, June 26, 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 Authority shall be a majority of its voting members (10).

2. Pledge of Allegiance

3. Compensation Announcement (Secretary)

4. Chair's Report (Haggerty)

5. Consent Calendar

- 5a. [19-0650](#) Minutes of the May 22, 2019 meeting

Action: Authority Approval

Attachments: [5a 05-22-2019 BATA Draft Meeting Minutes.pdf](#)

- 5b. [19-0531](#) BATA Resolution No. 72, Revised - Amendment to the BATA Long Range Plan

Action: Authority Approval

Presenter: Peter Lee

Attachments: [5b BATA O 4e Reso-0072 BATA Long Range Plan Amendment.pdf](#)

6. Authority Approval

- 6a. [19-0530](#) BATA Resolution No. 130 - FY 2019-20 Toll Bridge Program Operating and Capital Budgets

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

Action: Authority Approval

Presenter: Brian Mayhew

Attachments: [6a BATA O 5b Reso-130 FY2019-20 BATA Budget w-Handout.pdf](#)

- 6b. [19-0529](#) BATA Resolution No. 131 - Establishment of the Regional Measure 3 Independent Oversight Committee.

A request for the Authority to approve 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: [6b BATA O 5c Reso-0131_RM3_Oversight_Committee.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority will be held on July 24, 2019, at 9:30 a.m. in the Board Room 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 Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to 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 #: 19-0650 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 5/23/2019 **In control:** Bay Area Toll Authority

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

Title: Minutes of the May 22, 2019 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [5a_05-22-2019_BATA_Draft_Meeting_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 22, 2019 meeting

Recommended Action:
Authority Approval



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

Meeting Minutes

Bay Area Toll Authority

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, May 22, 2019

9:30 AM

Board Room – 1st Floor

Call Meeting to Order

1. Roll Call/Confirm Quorum

Present: 12 - Chair Haggerty, Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

Absent: 6 - Commissioner Cortese, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Ronen and Commissioner Schaaf

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Tavares

Non-Voting Commissioner Absent: Commissioner Jackson

2. Pledge of Allegiance

3. Compensation Announcement (Secretary)

4. Chair's Report (Haggerty)

5. Consent Calendar

Approval of the Consent Calendar

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

Aye: 12 - Chair Haggerty, Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

Absent: 6 - Commissioner Cortese, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Ronen and Commissioner Schaaf

5a. [19-0440](#) Minutes of the April 24, 2019 meeting

Action: Authority Approval

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority will be held on June 26, 2019, at 9:30 a.m. in the Board Room 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 #: 19-0531 **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: [5b BATA O 4e Reso-0072 BATA Long Range Plan Amendment.pdf](#)
[4e Reso-0072 BATA Long Range Plan Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
6/12/2019	1	Bay Area Toll Authority Oversight Committee		

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

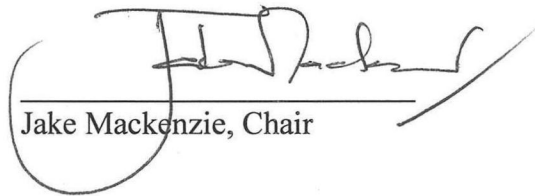
RESOLVED, that the Authority adopts the Long-Range Plan included herein as Attachment A to this resolution, and authorizes the Executive Director to submit it to the Legislature by January 1, 2007; and, be it further

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

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

BAY AREA TOLL AUTHORITY



Jake Mackenzie, Chair

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

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

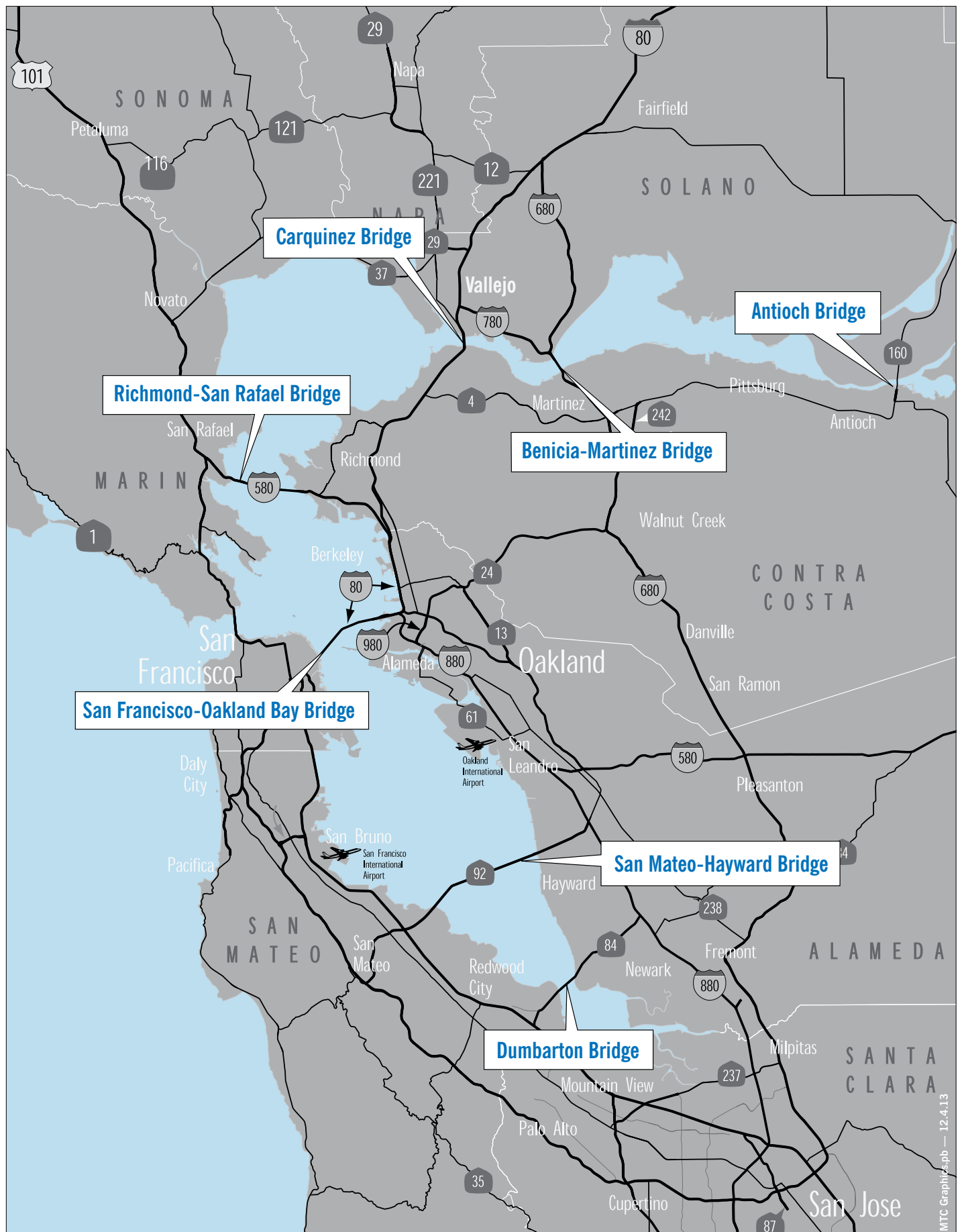
TEL 415.778.6700 | FAX 415.536.9800

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

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Map of State-Owned Toll Bridges



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

Introduction

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

Toll Bridge Seismic Retrofit Program (SRP) At A Glance

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

Regional Measure 1 (RM 1) At A Glance

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

Regional Measure 2 (RM 2) At A Glance

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

Regional Measure 3 (RM 3) At A Glance

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

(continued on next page)

Introduction

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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.

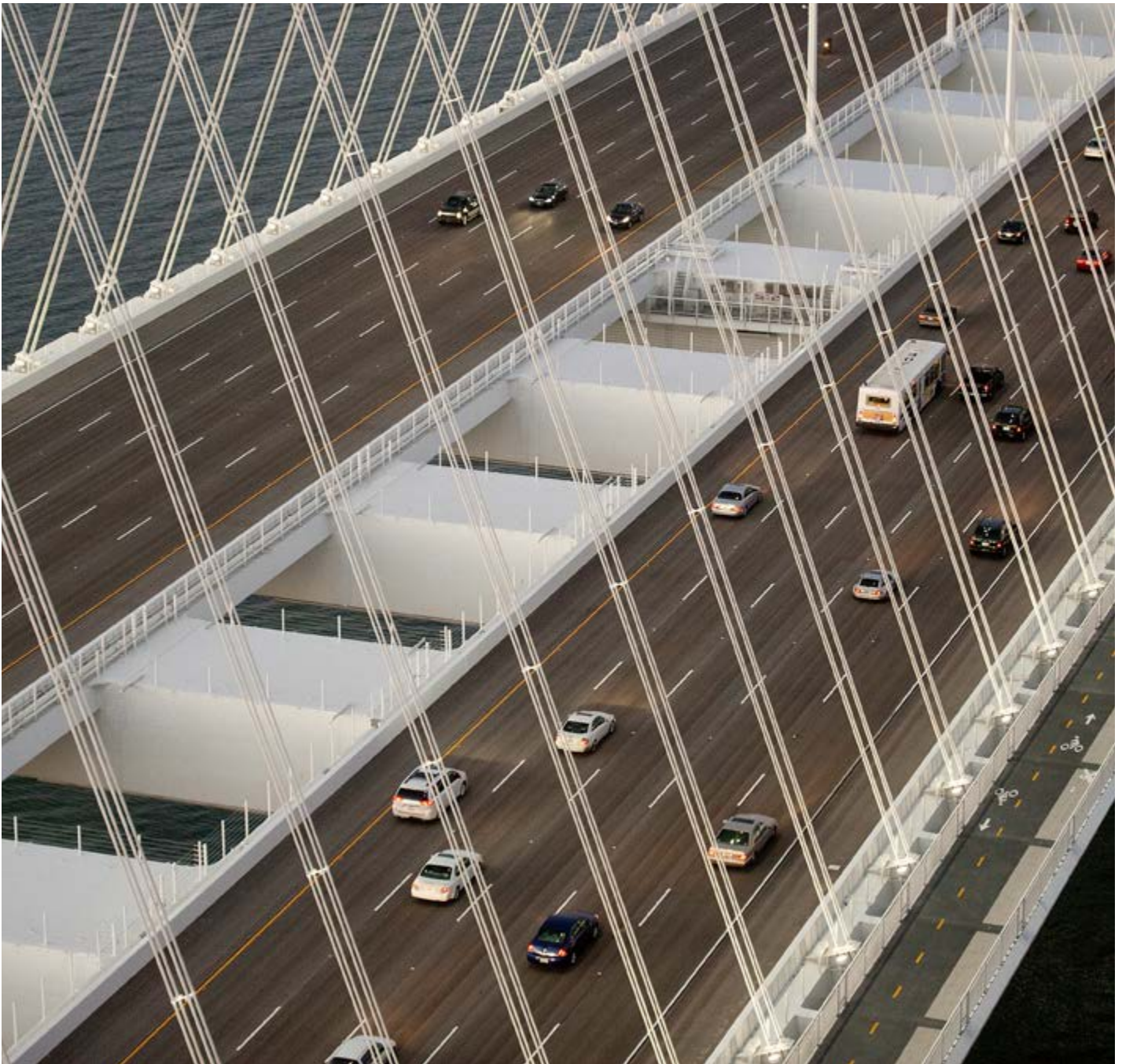


Seismic retrofit work on the Antioch Bridge, 2011

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.

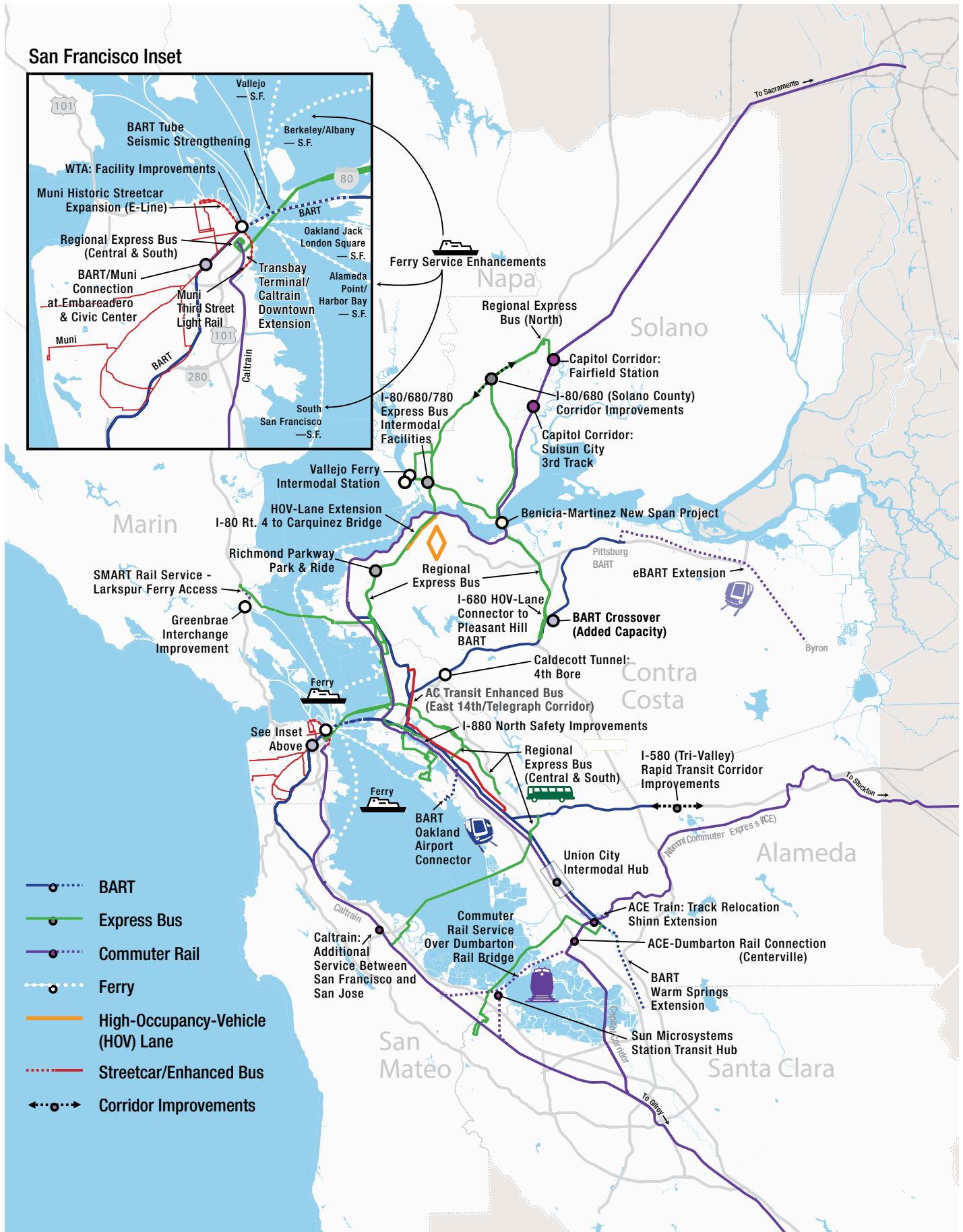
Capital Program

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).

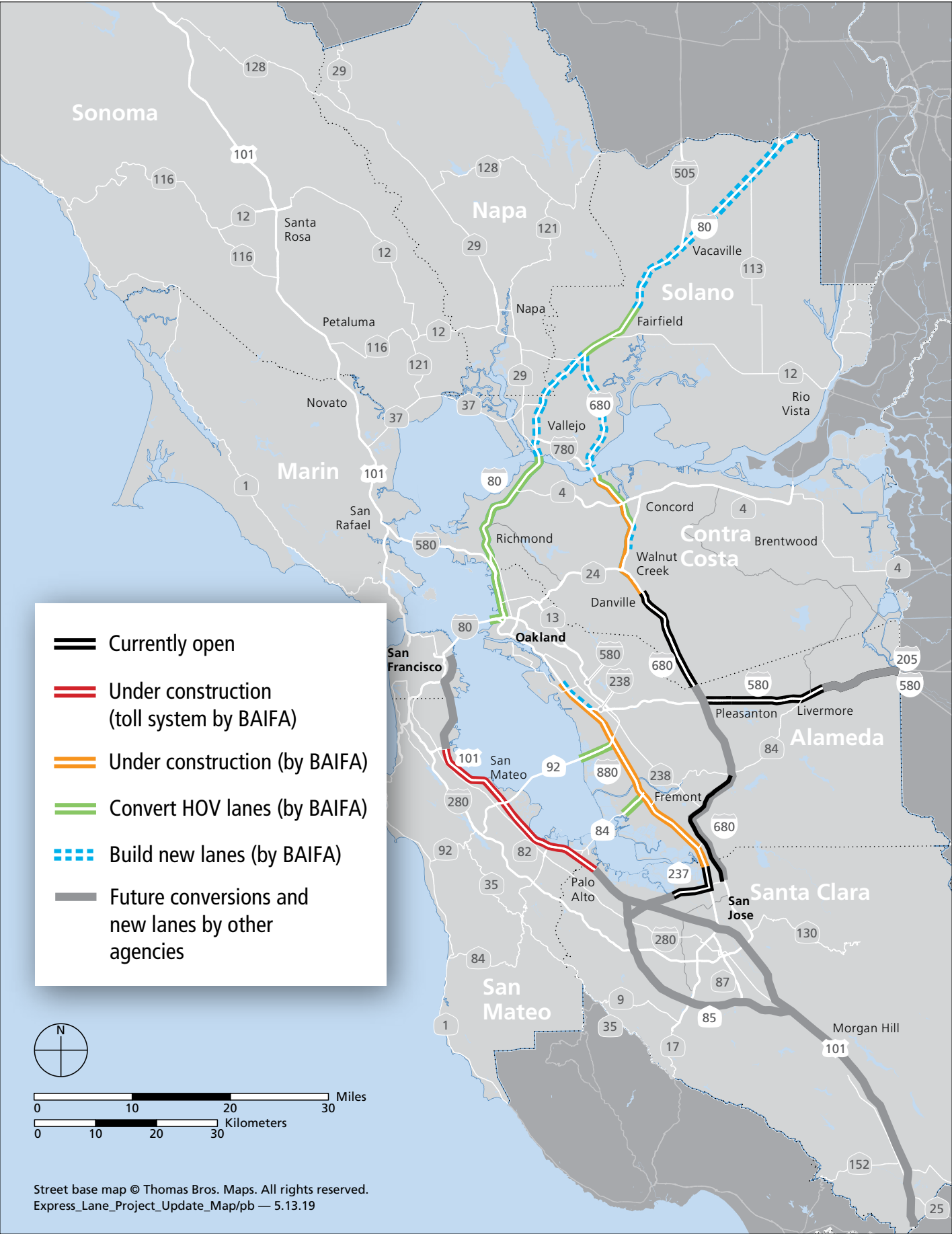
Project Sponsor

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 #: 19-0530 **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 Authority to approve BATA Resolution No. 130, the FY 2019-20 Toll Bridge Operating and Capital Budgets.

Sponsors:

Indexes:

Code sections:

Attachments: [6a BATA O 5b Reso-130 FY2019-20 BATA Budget w-Handout.pdf](#)
[5b HANDOUT fy2020budgetBATA.pdf](#)
[5b Reso-130 FY2019-20 BATA Budget rev.pdf](#)

Date	Ver.	Action By	Action	Result
6/12/2019	1	Bay Area Toll Authority Oversight Committee		

Subject:

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

A request for the Authority to approve 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 Authority 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
MTA 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 Paint Bridge Structures PID ***	Support	\$64,164			\$64,164
		REHAB			Capital	\$0			\$0
		6828			Total	\$64,164	\$0		\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint (Lower Deck Only) Part 1***	Support	\$8,275,000	-\$496,753		\$7,778,247
		REHAB			Capital	\$29,299,836			\$29,299,836
		6814			Total	\$37,574,836	-\$496,753		\$37,078,084
27	CTR 0053	3G486	SMH	Bridge Paint Part 1	Support	\$8,623,000			\$8,623,000
		REHAB			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 Oversight ***	Support	\$396,591			\$396,591
		REHAB			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 (Modification of stringer floor beams due to fatigue cracking) and Bearing Shear Bolts	Support	\$1,922,000			\$1,922,000
		REHAB			Capital	\$1,182,000			\$1,182,000
		6812			Total	\$3,104,000	\$0		\$3,104,000
36	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements, Polyester Concrete Overlay (1958) and Ped Replace Joint Seals (1958)***	Support	\$3,822,000	-\$126,035		\$3,695,965
		REHAB			Capital	\$8,165,909			\$8,165,909
		6813			Total	\$11,987,909	-\$126,035		\$11,861,874
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Southern Bridges	Support	\$2,724,000			\$2,724,000
		REHAB			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) upgrade from 4,160V to 15kV replace power cable 12KV	Support	\$2,087,726	\$1,100,000		\$3,187,726
		REHAB			Capital	\$0	\$12,500,000		\$12,500,000
		6814			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	Bridge	Description					
		Program	CCA	Status		Thru 2019	2020	Adjustments	Thru 2020
112	CTR 0276	TBD	SFO	Replace Utility Stations and Armored Cable on West Span	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6825			Total	\$0	\$0		\$0
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		\$340,000
114	CTR 0278	TBD	SMH	Replace Generators	Support	\$0	\$300,000		\$300,000
		REHAB			Capital	\$0	\$0		\$0
		6826			Total	\$0	\$300,000		\$300,000
115	CTR 0279	TBD	VAR	Replace Generators for Dum and RSR	Support	\$0	\$300,000		\$300,000
		REHAB			Capital	\$0	\$700,000		\$700,000
		8629			Total	\$0	\$1,000,000		\$1,000,000
116	CTR 0280	TBD	DUM	Substations Upgrade	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6827			Total	\$0	\$0		\$0
117	CTR 0281	TBD	SMH	Replace Power Cable (480V)	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6826			Total	\$0	\$0		\$0
118	CTR 0282	TBD	VAR	Existing Water Line System, Air compressor and Air lines North Bridges	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6828			Total	\$0	\$0		\$0
119	CTR 0283	TBD	VAR	Existing Water Line System, Air compressor and Airlines South Bridges	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6828			Total	\$0	\$0		\$0
120	CTR 0284	TBD	VAR	Replace Existing Conduit and Cable with Armored Cables (ANT, BM, CARQ, DUM, RSR & SMH)	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6828			Total	\$0	\$0		\$0
121	CTR 0285	TBD	CARQ	Overlay (Al Zampa)	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6813			Total	\$0	\$0		\$0
122	CTR 0286	TBD	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck)	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6825			Total	\$0	\$0		\$0
123	CTR 0287	TBD	RSR	Replace Joint Seals	Support	\$0			\$0
		REHAB			Capital	\$0			\$0
		6814			Total	\$0	\$0		\$0
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		\$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		\$700,000
126	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$8,068,000	\$1,000,000		\$9,068,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$8,068,000	\$1,000,000		\$9,068,000
127	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$27,200,000	\$3,000,000		\$30,200,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$27,200,000	\$3,000,000		\$30,200,000
128	CTR 0062	93870	ALL	Base Security	Support	\$13,900,000	\$1,700,000		\$15,600,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$13,900,000	\$1,700,000		\$15,600,000
129	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$13,700,000	\$8,500,000		\$22,200,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$13,700,000	\$8,500,000		\$22,200,000
130	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$6,950,000	\$400,000		\$7,350,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$6,950,000	\$400,000		\$7,350,000
131	CTR 0269	TBD	Var.	Bridge Facilities Capital Rehab by State forces	Support	\$0	\$400,000		\$400,000
		REHAB			Capital	\$0	\$1,300,000		\$1,300,000
		6828			Total	\$0	\$1,700,000		\$1,700,000
132	CTR 0270	TBD	Var.	Load Rating	Support	\$0	\$400,000		\$400,000
		REHAB			Capital	\$0	\$1,200,000		\$1,200,000
		6828			Total	\$0	\$1,600,000		\$1,600,000
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		\$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		\$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	\$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 and connect with SCADA	Capital	\$0	\$0	\$7,000,000									\$7,000,000
					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 (West Approach & Anchorage)	Support	\$200,000											\$200,000
		REHAB 6825		Director's Order	Capital	\$560,000											\$560,000
					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													
		Program	CCA	Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
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	\$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	\$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	\$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		CCTA 160/4 Interchange	Capital	\$50,000,000											\$50,000,000
					Total	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000
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	\$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		Vehicle Occupancy	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													
		Program	CCA	Status		Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
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.

			Thru 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
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

Bay Area Toll Authority Operating and Capital Budget – FY 2019-20 Resolution 130

June 12, 2019

BATA

- The BATA budget is balanced
 - Revenue & Transfers - \$896 million
 - Expense & Transfers - \$816 million
 - Capital Rehab - \$175 million
- Traffic YTD is flat to FY 2019 levels
 - Total traffic + 39,118
 - Paid traffic + 81,619 (0.01%)
- No traffic growth is projected for FY 2019-20
- No provision for RM3 revenue is included at this time
- Resolution authorizes additional MTC support (Section 30958 & 30959)

BATA Operating Budget

	Actual	Budget		Var	% Var
	As of 12/31/18	FY 18-19	FY 19-20		
Op Revenue					
RM1 & Seismic Toll Revenue	301,757,954	603,709,547	603,709,547	-	0.0%
RM2 Toll Revenue	65,456,130	130,989,803	130,989,803	-	0.0%
Violation	11,777,104	25,000,000	25,000,000	-	0.0%
Interest	26,648,764	25,000,000	50,000,000	25,000,000	100.0%
Reimbursement	24,354,643	34,678,000	14,764,459	(19,913,541)	-57.4%
Rebate for BABs	18,361,913	71,508,476	71,713,641	205,165	0.3%
Total Op Revenue	448,356,508	890,885,826	896,177,450	5,291,624	0.6%
Op Expenses					
Caltrans Toll Op	14,386,880	29,300,000	29,700,000	400,000	1.4%
Transbay Transit Terminal	5,003,708	5,026,046	5,201,958	175,912	3.5%
Fastrak Operations	16,263,238	50,975,000	53,750,000	2,775,000	5.4%
Other Operating Expenses	10,881,584	28,976,521	23,811,709	(5,164,812)	-17.8%
Total Op Expenses	46,535,410	114,277,567	112,463,667	(1,813,900)	-1.6%
Non Op Expenses					
Debt Service	122,579,380	557,086,153	611,981,980	54,895,827	9.9%
Bond issuance costs	7,590,596	10,000,000	10,000,000	-	0.0%
Financing Fees	-	4,020,400	4,073,400	53,000	1.3%
Total Non Op Expenses	130,169,976	571,106,553	626,055,380	54,948,827	9.6%
Transfer Out/(In)	10,016,462	11,839,335	15,862,969	4,023,634	34.0%
RM2 Expenses	17,846,776	56,276,125	56,716,125	440,000	0.8%
Depreciation & Amortization	4,261,761	6,110,000	5,050,000	(1,060,000)	-17.3%
Total Exp & Trans	208,830,385	759,609,580	816,148,141	56,538,561	7.4%
Total Surplus (Deficit)	239,526,123	131,276,246	80,029,309	(51,246,937)	

Revenue

- Operating revenue will increase by only \$5.3 million (0.6%)
- Most of the operating revenue sources will remain at the FY 2019 budget level
 - Toll revenue
 - Violation revenue
 - Federal interest subsidy (BABS)
- Revenue changes for FY 2020
 - Interest earnings up \$25 million
 - Reimbursement revenue down \$20 million (57%)
 - Caltrans – seismic reimbursement
 - BAHA – building repayment

BATA Operating Budget

	Actual	Budget		Var	% Var
	As of 12/31/18	FY 18-19	FY 19-20		
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Expense

➤ Operating expenses are projected to drop by \$1.8 million (1.6%)

- Caltrans - \$29.7 million + \$400,000 (1.4%)
- Transbay maintenance required by statute + \$176,000 (3.5%)
- Fastrak operations + \$2.8 million (5.4%)
 - CSC growth + \$1.5 million (6%)
 - Bank processing + \$1.0 million (6.3%)
- Other operating - \$5.1 million (18%)
 - Salary & Benefits + \$1.3 million (12%)
MOU costs and slight change in staff assignments
 - Contract and Misc - \$1.6 million
Audit, Beal St. assessment and misc. expense estimates reduced
 - RM3 costs - \$3.3 million
Paid in FY 2019

BATA Operating Budget

	Actual	Budget		Var	% Var
	As of 12/31/18	FY 18-19	FY 19-20		
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Expense

- **Non-Operating Expense expected to increase \$60 million (8%)**
 - Debt service + \$55 million (10%) principal payment of \$50 million and increasing variable rate costs
 - Transfers + \$4 million (34%) BATA share of retirement costs and overhead support to ABAG Estuary Partnership

BATA Operating Budget

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Total Surplus (Deficit)	239,526,123	131,276,246	80,029,309	(51,246,937)	

Capital Program

- **The Toll Bridge Rehabilitation and Repair Program is requesting \$175 million for FY 2019-20.**
- The FY 2020 request will bring the lifetime program budget to nearly \$1.5 billion
 - Some of the major projects (\$ in millions)

➤ Substation upgrade (4 locations)	\$13.6
➤ Structural painting (various)	\$22.1
➤ RSR work (TBD)	\$11.2
➤ SMH concrete repairs	\$13.1
➤ AET	\$ 4.7
➤ HOV enforcement	\$ 5.3
➤ Dumbarton operational impvts	\$14.0
➤ I80/SR12 interchange	\$ 7.2
➤ SR37 evaluation	\$ 8.0
- Express Lane Network
 - BAIFA will now build and own the express lane assets
 - Remaining \$132.5 million budget will be transferred to BAIFA (Attachment B)
 - Change puts revenue and expense (including depreciation) into the same fund

BATA Designated Reserve

- BATA has slightly over \$1.5 billion in designated reserves
 - \$520 million debt service reserves
 - \$1 billion designated to various BATA operating reserves
- Designed to keep BATA operational for at least 18 months after a major event – without a toll increase

Purpose	Amount (Millions)	Requirement
Operations & Maintenance	\$175	2X operating budget
Extraordinary Loss	50	Cooperative agreement
Rehab Project	210	2X annual rehab budget
Self Insurance	280	Half year debt service
Variable Rate Risk	285	18 months max rate
Debt Service Reserves	520	Bond covenant
Total	\$1,520	



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 Authority to approve 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: [6b_BATA_O_5c_Reso-0131_RM3_Oversight_Committee.pdf](#)
[5c_Reso-0131_RM3_Oversight_Committee.pdf](#)

Date	Ver.	Action By	Action	Result
6/12/2019	1	Bay Area Toll Authority Oversight Committee		

Subject:

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

A request for the Authority to approve 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. FRIEMER
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 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.