



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

Meeting Agenda

Bay Area Toll Authority Oversight Committee

Committee Members:

Amy R. Worth, Chair Libby Schaaf, Vice Chair

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

Wednesday, June 10, 2020

9:35 AM

Board Room - 1st Floor (REMOTE)

The Bay Area Toll Authority Oversight Committee is scheduled to meet on Wednesday, June 10, 2020 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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

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

Attendee Link: <https://bayareametro.zoom.us/j/99217474102>
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 992 1747 4102

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

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*"9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance

3. Compensation Announcement (Clerk)

4. Consent Calendar

- 4a. [20-0731](#) Minutes of the May 13, 2020 meeting
- Action: Committee Approval
- Attachments: [20-0731 05-13-2020 BATA O Draft Minutes.pdf](#)
- 4b. [20-0538](#) Contract Amendment - Construction Management Services for the San Francisco-Oakland Bay Bridge Metering Lights Project: WSP, Inc. (\$500,000)
- Action: Committee Approval
- Presenter: Stephen Baker
- Attachments: [20-0538 Contract Amendment SFOBB Metering Lights.pdf](#)
- 4c. [20-0761](#) Contract Amendment - San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path Project: Arup North America, Ltd. (\$400,000)
- Action: Committee Approval
- Presenter: Stephen Wolf
- Attachments: [20-0761 ContractAmend Arup.pdf](#)
- 4d. [20-0751](#) Contract Change Order - FasTrak® Regional Customer Service Center: Support I-680 Contra Costa North Express Lane: Conduent State and Local Solutions, Inc. (\$600,000)
- Action: Committee Approval
- Presenter: Beth Zelinski
- Attachments: [20-0751 ContractChangeOrder Conduent 680 CC Express Lane Support.pdf](#)

- 4e. [20-0752](#) Contract Change Order - FasTrak® Regional Customer Service Center:
Support Introduction of Invoices: Conduent State and Local Solutions, Inc.
(\$500,000)

Action: Committee Approval

Presenter: Beth Zelinski

Attachments: [20-0752 ContractChangeOrder Conduent AET Support.pdf](#)

- 4f. [20-0762](#) Purchase Orders - Advanced Toll Collection and Account System
Hardware Maintenance and Telecommunication Services: Hewlett
Packard Enterprise Company, AT&T (\$850,000 combined)

Action: Committee Approval

Presenter: Mark Dinh

Attachments: [20-0762 PurchaseOrders HPE-ATT.pdf](#)

- 4g. [20-0827](#) BATA Resolution No. 62, Revised - Readoption of BATA-Department of
Transportation Master Cooperative Agreement #4-2078-A2

Action: Authority Approval

Presenter: Peter Lee

Attachments: [20-0827 BATA Res-62 BATA Dept of Transp Master Coop Agreementx.pdf](#)

5. Approval

- 5a. [20-0764](#) BATA Resolution No. 134 - FY 2020-21 Operating and Capital Budgets
- Staff requests that BATA Resolution No. 134 authorizing the Operating and
Capital Budgets for FY 2020-21 be referred to the Authority for approval.

Action: Authority Approval

Presenter: Brian Mayhew

Attachments: [20-0764 BATA Reso-134 FY2020-21 Budget.pdf](#)
[20-0764 Presentation.pdf](#)

6. Information

6a. [20-0434](#) Richmond-San Rafael Bridge Asset Management Plan Update

A progress update summarizing initial conclusions of the asset management study performed for the Richmond-San Rafael Bridge (RSR).

Action: Information

Presenter: Stephen Wolf

Attachments: [20-0434 RSRBridge AMP Update.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting:

The next meeting of the BATA Oversight Committee is scheduled to be held on July 8, 2020 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0731 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 4/28/2020 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/10/2020 **Final action:**

Title: Minutes of the May 13, 2020 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [20-0731 05-13-2020 BATA O Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 13, 2020 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Bay Area Toll Authority Oversight Committee

Committee Members:

Amy R. Worth, Chair Libby Schaaf, Vice Chair

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

Wednesday, May 13, 2020

9:35 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover,
Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen, and Chair
Worth

Absent: 1 - Commissioner Schaaf

Non-Voting Member Absent: Commissioner Tavares

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

Ad Hoc Non-Voting Members Present: Commissioner Connolly, Commissioner Cortese,
Commissioner Giacomini, Commissioner Halsted, Commissioner Mackenzie, Commissioner Rabbitt,
Commissioner Spering

2. Consent Calendar

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

Aye: 7 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover,
Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen and Chair
Worth

Absent: 1 - Commissioner Schaaf

2a. [20-0412](#) Minutes of the March 11, 2020 meeting

Action: Committee Approval

- 2b.** [20-0270](#) Funding Agreement Amendment - Operations and Maintenance at the San Francisco-Oakland Bay Bridge Observation Platform and Parking Lot: East Bay Regional Park District (\$1,560,000) (5- year term)
- Action:** Committee Approval
- Presenter:** Peter Lee
-
- 2c.** [20-0429](#) Agreement - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - Bicycle Pedestrian Trail - Freeway Maintenance Agreement: Caltrans
- Action:** Committee Approval
- Presenter:** Chris Lillie
-
- 2d.** [20-0439](#) Contract Change Order - FasTrak® Regional Customer Service Center: I-680 Sunol Express Lane Support: Conduent State and Local Solutions, Inc. (\$3,500,000)
- Action:** Committee Approval
- Presenter:** Beth Zelinski
-
- 2e.** [20-0600](#) Contract Amendment - FasTrak® Communications Services: Caribou Public Relations, Inc. (\$1,200,000)
- Action:** Committee Approval
- Presenter:** Lysa Hale

3. Approval

- 3a. [20-0743](#) Contract Change Order - FasTrak® Regional Customer Service Center: Increase Payments Processing Capabilities: Conduent State and Local Solutions, Inc. (\$500,000)

A request to authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent State and Local Solutions, Inc. (Conduent) to begin modifying the automated systems at the Customer Service Center (CSC) to accommodate the increased volume of check payments the CSC is receiving because cash toll collection is suspended.

Action: Committee Approval

Presenter: Andrew Fremier

Written public comment was received from Aleta Dupree for agenda item 3a.

Roland Lebrun was called to speak.

Upon the motion by Commissioner Papan and the second by Commissioner Bruins, the Committee unanimously approved the contract change order with Conduent State and Local Solutions, Inc. The motion carried by the following vote:

Aye: 7 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen and Chair Worth

Absent: 1 - Commissioner Schaaf

4. Information

- 4a. [20-0559](#) Bay Bridge Forward: Funding Update

A report on the development of a funding plan for Bay Bridge Forward.

Action: Information

Presenter: Andrew Fremier

Aleta Dupree and Roland Lebrun were called to speak.

5. Public Comment / Other Business

Aleta Dupree was called to speak.

6. Adjournment / Next Meeting:

The next meeting of the BATA Oversight Committee is scheduled to be held on June 10, 2020 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0538	Version:	1	Name:	
Type:	Contract	Status:		Consent	
File created:	3/10/2020	In control:		Bay Area Toll Authority Oversight Committee	
On agenda:	6/10/2020	Final action:			
Title:	Contract Amendment - Construction Management Services for the San Francisco-Oakland Bay Bridge Metering Lights Project: WSP, Inc. (\$500,000)				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	20-0538 Contract Amendment SFOBB Metering Lights.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendment - Construction Management Services for the San Francisco-Oakland Bay Bridge Metering Lights Project: WSP, Inc. (\$500,000)

Presenter:

Stephen Baker

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee (BATA Oversight)

June 10, 2020

Agenda Item 4b - 20-0538

Contract Amendment - Construction Management Services for the San Francisco-Oakland Bay Bridge Metering Lights Project: WSP, Inc. (\$500,000)

Subject: A request for Committee approval of a contract amendment with WSP, Inc, for Construction Management services for the San Francisco-Oakland Bay Bridge Metering Lights (SFOBB ML) System Upgrade project in an amount not to exceed \$500,000.

Background: BATA is partnering with the California Department of Transportation (Caltrans) District 4 to upgrade the SFOBB Metering Lights System (the Project). The project will modernize both the system software and the in-lane equipment to increase reliability and modify the signal algorithm to account for the new east span bridge alignment, vehicle type and vehicle performance. The civil construction is currently in progress. Construction, testing and activation of the new system is expected to be completed by the end of the year.

At the April 4, 2019 meeting, the BATA Oversight Committee approved entering into a contract with WSP, Inc. to provide construction management services for the Project. The original procurement is from the 2017 On Call Bench for Construction Management Services with a period of performance target of December 2020.

The initial contract authorization covered only early consultant services tasks such as contractor bid analysis, site inspection and limited construction inspection tasks. This request covers the cost to complete consultant construction management services. The amendment will add additional resources for labor compliance and material/source inspection support during construction.

Project funding, including funds for this contract amendment, have already been budgeted for in the FY 2019-20 BATA Toll Bridge Rehabilitation Program. While project construction and system testing phases will occur in the next fiscal year, the project is fully funded and no additional funding will be needed in the FY 2020-21 budget.

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

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to execute a contract amendment in an amount not to exceed \$500,000 for Construction Management Services.

Attachments: Attachment A: Small Business and Disadvantaged Business Enterprise Status; and
Request for Committee Approval – Summary of Proposed Contract Amendment



Therese W. McMillan

Attachment A

Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	WSP, Inc.				X			X
Subcontractor	Applied Materials & Engineering		X	38639				X
Subcontractor	Parikh Consultants		X	20259				X
Subcontractor	Transamerican Engineers & Associates, Inc.		X	39472				X
Subcontractor	Gray-Bowen-Scott				X	X	17562	
Subcontractor	Circlepoint				X	X	40528	
Subcontractor	Garcia & Associates, Inc.				X			X
Subcontractor	Kleinfelder, Inc.				X			X

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	1251
Consultant:	WSP, Inc. Antioch, CA
Work Project Title:	On-Call Project Construction Management Services: SFOBB Metering Lights System Upgrade Project
Purpose of Project:	To provide staffing to perform construction management services for the SFOBB Metering Lights System Upgrade project.
Brief Scope of Work:	Provide resident engineering services and construction oversight of the SFOBB Metering Lights System Upgrade project.
Project Cost Not to Exceed:	This Amendment: \$500,000 Total contract amount prior to this amendment: \$350,000 Maximum contract amount after this amendment: \$850,000
Funding Source:	Toll Bridge Rehabilitation Program Budget.
Fiscal Impact:	Funds are included in the FY 2019-20 Toll Bridge Rehabilitation Program Budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with WSP, Inc. for construction management services for the SFOBB Metering Lights System Upgrade project as described above and in the BATA Oversight Summary Sheet dated June 10, 2020 and the Chief Financial Officer is authorized to set aside \$500,000 for such contract amendment.
BATA Oversight:	<hr/> Amy Worth, Chair
Approved:	June 10, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0761 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 4/30/2020 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/10/2020 **Final action:**

Title: Contract Amendment - San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path Project: Arup North America, Ltd. (\$400,000)

Sponsors:

Indexes:

Code sections:

Attachments: [20-0761 ContractAmend Arup.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendment - San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path Project: Arup North America, Ltd. (\$400,000)

Presenter:

Stephen Wolf

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 10, 2020

Agenda Item 4c - 20-0761

Contract Amendment – San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path Project: Arup North America, Ltd. (\$400,000)

Subject: A request for Committee approval to enter into a contract amendment with Arup North America, Ltd. (Arup) to provide support for the bicycle, pedestrian, and maintenance path project including completing the load rating of the West Span of the San Francisco-Oakland Bay Bridge (SFOBB).

Background: In November 2014, after a competitive procurement, the BATA Oversight Committee authorized the Executive Director to enter into a contract with Arup to initiate the Project Approval/Environmental Document for the SFOBB West Span Bicycle, Pedestrian, and Maintenance Path Project (the Project). As part of this work, Arup performed a load rating for the bridge. The contract expired January 31, 2019.

On February 1, 2019, BATA selected Arup from BATA's 2017 On-Call Construction Management and Design Services Bench (the Bench) to continue coordination work related to the Project, entering into a contract for \$200,000 under Executive Director authority. The Bench was approved by this Committee in December 2017 after a competitive procurement in which eight firms, including Arup, proposed and were selected for the Design Services component. The period of performance of the Bench is through June 30, 2020 with an option to extend for three years. The procurement allows for the direct selection of on-call consultants to work on BATA projects based on a consultant team's qualifications, experience, availability, and ability.

Caltrans is in the process of load rating state bridges in compliance with FHWA requirements. Staff recommends a contract amendment with Arup under the Bench contract primarily for an update to the SFOBB West Span Load Rating model to fulfill this FHWA requirement. BATA and Caltrans staffs would also incorporate into the model certain improvements to the bridge Caltrans expects to implement during the ongoing damper replacement project. BATA and Caltrans staffs are in concurrence that this work should be done by Arup since Arup developed the existing model and is responsible for the results. Further, staff recommends having Arup support continued limited planning level work on the SFOBB West Span Bicycle, Pedestrian, and Maintenance Path Project in order to seek project funding opportunities.

Funds for this work were approved in the final Fiscal Year (FY) 2019-20 budget. The load rating work is necessary to complete the FHWA load rating requirements for the SFOBB West Span. Additionally, the analysis is required before Caltrans can incorporate the improvements it is planning into the on-going damper replacement work. The planning work is not essential to statutory requirements but identifying funding opportunities is necessary to advance the project. Completion of the work identified in this memo is not dependent on subsequent phases in FY 2020-21.

Arup is neither a small business nor a disadvantaged business enterprise and has no subcontractors.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to enter into a contract amendment in an amount not to exceed \$400,000 with Arup.

Attachments: Request for Committee Approval – Summary of Proposed Contract Amendment



Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	1251
Consultant:	Arup North America, Ltd. (San Francisco, CA)
Work Project Title:	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path Project
Purpose of Project:	Provide support related to the pathway, including completing the load rating.
Brief Scope of Work:	Provide support related to the pathway, including completing the load rating.
Project Cost Not to Exceed:	This amendment: \$400,000 Current contract amount before this amendment: \$200,000 Maximum contract amount after this amendment: \$600,000
Funding Source:	BATA Toll Bridge Rehabilitation Program Budget
Fiscal Impact:	Funds are included in the FY 2019-20 BATA Toll Bridge Rehabilitation Program Budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Arup North America, Ltd. for design services described above and in the BATA Oversight Committee Summary Sheet dated June 10, 2020 and the Chief Financial Officer is authorized to set aside \$400,000 for such contract amendment.
BATA Oversight Committee:	<hr/> Amy R. Worth, Chair
Approved:	June 10, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0751 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 4/30/2020 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/10/2020 **Final action:**
Title: Contract Change Order - FasTrak® Regional Customer Service Center: Support I-680 Contra Costa North Express Lane: Conduent State and Local Solutions, Inc. (\$600,000)

Sponsors:

Indexes:

Code sections:

Attachments: [20-0751 ContractChangeOrder Conduent 680 CC Express Lane Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Change Order - FasTrak® Regional Customer Service Center: Support I-680 Contra Costa North Express Lane: Conduent State and Local Solutions, Inc. (\$600,000)

Presenter:

Beth Zelinski

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 10, 2020

Agenda Item 4d - 20-0751

Contract Change Order – FasTrak® Regional Customer Service Center: Support I-680 Contra Costa North Express Lane: Conduent State and Local Solutions, Inc. (\$600,000)

Subject: A request to authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent State and Local Solutions, Inc. (Conduent) to modify the Customer Service Center (CSC) system and provide operation services for the I-680 Contra Costa Express Lanes northern extension in an amount not to exceed \$600,000, subject to the approval of future BAIFA budgets.

Background: Based on a competitive selection, BATA entered into a contract with Conduent (formerly, Xerox State and Local Solutions, Inc.) on March 27, 2013 for management and operation of the FasTrak® Customer Service Center (CSC). Under the contract, Conduent provides the FasTrak® account management system, transaction processing, call center operations, web services, payment processing, customer communications, violation image review and violation noticing for bridges and express lanes in the Bay Area.

BAIFA currently operates the 680 Express Lane in Contra Costa County. Under a cooperative agreement with BATA, BAIFA's electronic toll transactions are processed by the FasTrak® CSC and revenue remitted to BAIFA. BAIFA pays BATA for its share of the CSC operating costs. In December 2020, BAIFA will open the northern extension of I-680 Contra Costa Express Lanes. The northern extension adds several toll zones to the existing facility. The I-680 extension will charge drivers for toll trips and require all vehicles to use a FasTrak® toll tag. BAIFA will also begin charging reduced tolls for clean air vehicles. Vehicles which do not have a toll tag will be issued a toll violation notice based on camera enforcement. The FasTrak® CSC system will be upgraded and tested to support BAIFA's extension. In addition, BAIFA will pay ongoing monthly operations costs to process the additional forecasted transactions and issue violation notices through the end of the FasTrak® CSC contract term in March 2022. The cost breakdown for these services is shown below. The unit prices for the monthly operating costs will be consistent with what is paid by bridges and other express lanes for these items.

Task	Cost
FasTrak® CSC System Upgrade and Testing	\$ 300,000
Ongoing Monthly Operations December 2020 to March 2022	\$ 300,000
Total	\$ 600,600

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

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent in an amount not to exceed \$600,000 to support the extension of the I-680 Contra Costa Express Lanes, subject to the approval of future BAIFA budgets.

Attachments: Attachment A - Small Business and Disadvantaged Business Enterprise Status;
and
Request for Committee Approval – Summary of Proposed Contract Change Order



Therese W. McMillan

Attachment A

Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	DBE #	No	Yes	SBE #	No
Prime Contractor	Conduent	System Development and Operations			X			X
Subcontractor	Atos	Network Management			X			X

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Change Order

Work Item No.:	1252
Vendor:	Conduent State and Local Solutions, Inc. (Conduent), San Francisco, CA
Work Project Title:	FasTrak® Regional Customer Service Center (CSC)
Purpose of Project:	Support I-680 Contra Costa Express Lanes extension
Brief Scope of Work:	Modify the system and provide operations services to support the I-680 Express Lanes northern extension
Project Cost Not to Exceed:	This Change Order: \$600,000 Current contract amount before this Change Order: \$214,512,187 Maximum contract amount after this Change Order: \$215,112,187 (this total does not include other June 10, 2020 contract approval actions)
Funding Source:	BAIFA Capital and Operating Funds, subject to the execution of an amendment to the cooperative agreement between BATA and BAIFA
Fiscal Impact:	\$300,000 Funds are included in the FY 2019-20 BAIFA Capital Budget. The balance of \$300,000 in funds for operations are subject to the approval of FY 2020-21 and FY 2021-22 BAIFA Operating Budgets.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract change order with Conduent for services as described above and in the Executive Director's Memorandum dated June 10, 2020, and the Chief Financial Officer is directed to set aside funds in the amount of \$600,000 for such contract change order subject to the approval of future BAIFA Budgets.
BATA Oversight Committee:	
	<hr/> Amy Worth, Chair
Approved:	June 10, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0752 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 4/30/2020 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/10/2020 **Final action:**

Title: Contract Change Order - FasTrak® Regional Customer Service Center: Support Introduction of Invoices: Conduent State and Local Solutions, Inc. (\$500,000)

Sponsors:

Indexes:

Code sections:

Attachments: [20-0752 ContractChangeOrder Conduent AET Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Change Order - FasTrak® Regional Customer Service Center: Support Introduction of Invoices: Conduent State and Local Solutions, Inc. (\$500,000)

Presenter:

Beth Zelinski

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee

June 10, 2020

Agenda Item 4e - 20-0752

Contract Change Order – FasTrak® Regional Customer Service Center: Support Introduction of Invoices: Conduent State and Local Solutions, Inc. (\$500,000)

Subject: A request to authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent State and Local Solutions, Inc. (Conduent) to modify the Customer Service Center (CSC) system and provide operation services to support the introduction of invoices on the BATA bridges in an amount not to exceed \$500,000, subject to the approval of future BATA budgets.

Background: Based on a competitive selection, BATA entered into a contract with Conduent (formerly, Xerox State and Local Solutions, Inc.) on March 27, 2013 for management and operation of the FasTrak® Customer Service Center (CSC). Under the contract, Conduent provides the FasTrak® account management system, transaction processing, call center operations, web services, payment processing, customer communications, violation image review and violation noticing for bridges and express lanes in the Bay Area.


In response to the shelter-in-place order that began on March 17 of this year and to protect toll collectors, Caltrans stopped cash toll collection at the BATA bridges on March 21. Since that time, all tolls are being collected electronically. Non-FasTrak® drivers no longer stop at the toll plaza to pay cash, but instead are sent a violation notice for the toll only and no penalty. As of June 4, Conduent has mailed approximately three million of these notices.

In May, this Committee approved a change order for Conduent to improve the CSC ability to process a greater quantity of checks and correspondence that are expected during the current emergency cashless tolling and as traffic volumes resume. Along the same lines, today's request is for Conduent to begin the initial development work to expand network and system infrastructure to accommodate the increasingly higher transaction volumes and customer interactions associated with the current emergency cashless environment and to begin initial plans and design work to incorporate invoices. Invoices (toll only) will enable BATA to return to the violation noticing process that was in place prior to March 2020. In July, staff plans to return to this Committee for guidance on a longer term plan to achieve all electronic tolling at BATA bridges.

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

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent in an amount not to exceed \$500,000 to support the initial work for incorporating invoices on BATA bridges.

Attachments: Attachment A - Small Business and Disadvantaged Business Enterprise Status;
and
Request for Committee Approval – Summary of Proposed Contract Change Order



Therese W. McMillan

Attachment A

Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	DBE #	No	Yes	SBE #	No
Prime Contractor	Conduent	System Development and Operations			X			X
Subcontractor	Atos	Network Management			X			X

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Change Order

Work Item No.:	1252
Vendor:	Conduent State and Local Solutions, Inc. (Conduent), San Francisco, CA
Work Project Title:	FasTrak® Regional Customer Service Center (CSC)
Purpose of Project:	Support initial invoice work
Brief Scope of Work:	Upgrade CSC infrastructure and begin design work to support introduction of invoices on BATA bridges
Project Cost Not to Exceed:	This Change Order: \$500,000 Current contract amount before this Change Order: \$214,512,187 Maximum contract amount after this Change Order: \$215,012,187 (this total does not include other June 10, 2020 contract approval actions)
Funding Source:	BATA Toll Bridge Rehabilitation Program
Fiscal Impact:	Funds are included in the FY 2019-20 BATA Toll Bridge Rehabilitation Program budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract change order with Conduent for services as described above and in the Executive Director's Memorandum dated June 10, 2020, and the Chief Financial Officer is directed to set aside funds in the amount of \$500,000 for such contract change order.
BATA Oversight Committee:	
	<hr/> Amy Worth, Chair
Approved:	June 10, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0762 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 4/30/2020 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/10/2020 **Final action:**

Title: Purchase Orders - Advanced Toll Collection and Account System Hardware Maintenance and Telecommunication Services: Hewlett Packard Enterprise Company, AT&T (\$850,000 combined)

Sponsors:

Indexes:

Code sections:

Attachments: [20-0762 PurchaseOrders HPE-ATT.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Purchase Orders - Advanced Toll Collection and Account System Hardware Maintenance and Telecommunication Services: Hewlett Packard Enterprise Company, AT&T (\$850,000 combined)

Presenter:

Mark Dinh

Recommended Action:

Committee Approval

Bay Area Toll Authority Oversight Committee (BATA Oversight)

June 10, 2020

Agenda Item 4f – 20-0762

Purchase Orders – Advanced Toll Collection and Account System Hardware Maintenance and Telecommunication Services: Hewlett Packard Enterprise Company, AT&T (\$850,000 combined)

Subject: A request for Committee approval of purchase orders for annual hardware maintenance and telecommunication services for the Advanced Toll Collection and Account System (ATCAS) on the seven state-owned toll bridges. Each vendor will be procured using a collaborative intergovernmental procurement agreement (IPA), which satisfies BATA's procurement requirements, subject to the approval of the FY 2020-21 BATA budget.


Background: **Hardware Maintenance – Hewlett Packard Enterprise Company (\$400,000):** The ATCAS computing environment consists primarily of Hewlett Packard hardware located at each toll plaza and BATA headquarters. A hardware maintenance agreement covering support for servers and peripheral devices provides timely access to replacement hardware, product licensing, related software and firmware updates, and product support. The estimated cost of the hardware maintenance services is \$400,000, an increase of \$40,000 from the previous year's agreement. The agreement will be procured through a purchase order using the Western States Contracting Alliance - National Association of State Procurement Officials (WSCA-NASPO) IPA.

Telecommunication Services – AT&T (\$450,000): The ATCAS network utilizes AT&T leased-line services for wide-area transport of data from each of the toll plazas to the ATCAS datacenters. The estimated annual cost of network services from AT&T is \$450,000, an increase of \$50,000 primarily due to bandwidth upgrades needed to support temporary cashless tolling and the increase in violation images sent to the regional customer service center. The agreement will be procured through a purchase order using the state of California's CalNet 3 IPA.

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

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to issue two purchase orders for services related to the maintenance of the ATCAS toll collection system in amounts not to exceed \$400,000 to Hewlett Packard Enterprise Company for hardware maintenance and \$450,000 to AT&T for telecommunication services, subject to the approval of the FY 2020-21 Toll Bridge Program Operating Budget.

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


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Work Item No.:	1252
Consultant:	Hewlett Packard Enterprise Company Roseville, CA
Work Project Title:	Advanced Toll Collection and Accounting System
Purpose of Project:	Hardware Maintenance Agreement
Brief Scope of Work:	Provide hardware maintenance support for Hewlett Packard Enterprise Company systems.
Project Cost Not to Exceed:	\$400,000
Funding Source:	Toll Bridge Program Operating Budget
Fiscal Impact:	Funds to be included in the FY 2020-21 Toll Bridge Program Operating Budget, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to issue a purchase order to Hewlett Packard Enterprise Company for the services described above and in the BATA Oversight Summary Sheet dated June 10, 2020 and the Chief Financial Officer is authorized to set aside \$400,000 for such purchase order, subject to future annual budget approvals.
BATA Oversight:	<hr/> Amy Worth, Chair
Approved:	June 10, 2020

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Work Item No.:	1252
Consultant:	AT&T Aurora, IL
Work Project Title:	Advanced Toll Collection and Accounting System
Purpose of Project:	Monthly service cost for network telecommunications
Brief Scope of Work:	Provide leased-line telecommunication services in support of the Advance Toll Collection and Accounting System network.
Project Cost Not to Exceed:	\$450,000
Funding Source:	Toll Bridge Program Operating Budget
Fiscal Impact:	Funds to be included in the FY 2020-21 Toll Bridge Program Operating Budget, subject to approval.
Motion by Committee:	That the Executive Director or designee is authorized to issue a purchase order to AT&T for the services described above and in the BATA Oversight Summary Sheet dated June 10, 2020 and the Chief Financial Officer is authorized to set aside \$450,000 for such purchase order, subject to future annual budget approvals.
BATA Oversight:	<hr/> Amy Worth, Chair
Approved:	June 10, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0827 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 5/14/2020 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 6/10/2020 **Final action:**

Title: BATA Resolution No. 62, Revised - Readoption of BATA-Department of Transportation Master Cooperative Agreement #4-2078-A2

Sponsors:

Indexes:

Code sections:

Attachments: [20-0827 BATA Res-62 BATA Dept of Transp Master Coop Agreementx.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
BATA Resolution No. 62, Revised - Readoption of BATA-Department of Transportation Master Cooperative Agreement #4-2078-A2

Presenter:
Peter Lee

Recommended Action:
Authority Approval

Bay Area Toll Authority Oversight Committee

June 10, 2020

Agenda Item 4g - 20-0827

BATA Resolution No. 62, Revised - Readoption of BATA-Department of Transportation Master Cooperative Agreement #4-2078-A2

Subject: A request that the Committee refer to the Authority for approval BATA Resolution No. 62, Revised for readoption of the BATA-Department of Transportation Master Cooperative Agreement #4-2078-A2.

Background: Pursuant to California Streets and Highways Code Section 30952, BATA and the California Department of Transportation (Caltrans) have entered into a cooperative agreement to stipulate the roles and responsibilities of each agency for the funding and operation of the seven State-owned toll bridges in the Bay Area (Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay, and San Mateo-Hayward.). The agreement was last updated in 2015, and is subject to re-adoption by July 1, 2020 and every five years thereafter.

The Cooperative Agreement addresses a number of topics, including, for example:

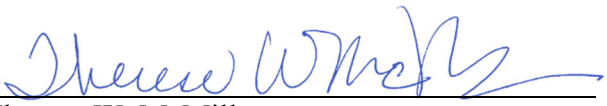
- Electronic and Manual Toll Collection,
- Toll Bridge Operations and Maintenance,
- Toll Bridge Capital Improvement Program (also called the Rehabilitation Program),
- Program/Project Financial Management and Financing, and
- Toll Program Project Funding.

Recommendation: In March 2020, staff identified a need to amend the agreement to address modified toll collection activities required by the suspension of cash toll collection due to the COVID-19 pandemic. Further, the agreement requires additional updates and revisions to address the completion of the Regional Measure 1 and Toll Bridge Seismic Retrofit Program. Currently, Caltrans and BATA staffs are still discussing these changes and do not expect negotiations to be concluded prior to expiration of the current agreement. Changes to the agreement will be addressed by the BATA Recovery Task Force that was initiated at last month's BATA Oversight Committee meeting.

To avoid a lapse in the master agreement, staff is requesting a re-adoption of the existing terms of the agreement and will report back to this Committee at the earliest possible date with an updated and revised agreement for approval.

Action: Staff requests the Committee refer BATA Resolution No. 62, Revised to the Authority for approval and authorize the Executive Director to negotiate and enter into an amendment re-adopting the cooperative agreement between BATA and Caltrans, in substantially the same form as Amendment No. 2 attached to this Memorandum as part of BATA Resolution No. 62, Revised.

Attachments: BATA Resolution No. 62, Revised Cooperative Agreement Between the California Department of Transportation and the Bay Area Toll Authority Relating to the Bridges and Amendments


Therese W. McMillan

Date: March 22, 2006
W.I.: 1253
Revised: 04/27/11-BATA
06/24/15-BATA
06/24/20-BATA

ABSTRACT

BATA Resolution No. 62, Revised

This resolution authorizes the Bay Area Toll Authority (BATA) to enter into a cooperative agreement with the California Department of Transportation for the management and operation of the state-owned toll bridges in the Bay Area.

This resolution was revised on April 27, 2011, to revise the identification of the geographical limits of the bridges.

This resolution was revised on June 24, 2015, to re-adopt the cooperative agreement and to reduce subsequent periods for re-adoption from ten years to five-year terms.

This resolution was revised on June 24, 2020, to re-adopt the cooperative agreement.

Further discussion of this resolution is contained in the Executive Director's memoranda to the BATA Oversight Committee dated April 6, 2011, June 3, 2015, and June 10, 2020 and to the Bay Area Toll Authority dated March 15, 2006.

Date: March 22, 2006
W.I.: 1253

RE: Authorizing a Cooperative Agreement with the State Department of Transportation

BAY AREA TOLL AUTHORITY

RESOLUTION NO. 62

WHEREAS, Streets and Highways Code Section 30950 creates the Bay Area Toll Authority (BATA) that is the same as the Metropolitan Transportation Commission (MTC); and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* transfers to BATA certain current California Transportation Commission and California Department of Transportation (DEPARTMENT) duties and responsibilities for the bridges owned and operated by the DEPARTMENT in the San Francisco Bay Area; and

WHEREAS, the bridges subject to this agreement as defined in Streets and Highways Code Section 30910 are the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges, and

WHEREAS, Streets and Highways Code Section 30952 provides that BATA and the DEPARTMENT shall enter into a cooperative agreement, upon mutually agreed terms and conditions, setting forth the methodology by which the DEPARTMENT shall operate the bridges and be responsible for the planning, design and construction of improvements, repairs or alterations to the bridges; and

WHEREAS, Streets and Highways Code Section 30950.2, gives BATA the responsibility for administering all toll revenues from the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission, once the obligations of the California Infrastructure and Economic Development Bank secured by the seismic retrofit surcharge imposed pursuant to subdivision (a) of SHC section 31010 are no longer outstanding (as defined by the constituent instruments), currently the Bay Area Toll Bridges Seismic Retrofit Revenue Bonds Series 2003A First Lien Bonds and Seismic Retrofit Revenue Notes Series 2005A Second Lien Commercial Paper.

WHEREAS, BATA now wishes to enter into a cooperative agreement with the DEPARTMENT; now, therefore, be it

RESOLVED, that the BATA authorizes the Executive Director, or his designee, to enter into a cooperative agreement with the DEPARTMENT, substantially as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director is delegated the authority to make modifications to Attachment A prior to its execution without further review by BATA, as long as such changes do not materially amend the terms of the cooperative agreement.

RESOLVED, that the agreement as set forth in Attachment A, supercedes and replaces all previous Cooperative Agreements between BATA and DEPARTMENT pertaining to the management and operations of the state-owned toll bridges in the Bay Area.

BAY AREA TOLL AUTHORITY



Jon Rubin, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California on March 22, 2006.

Date: March 22, 2006
W.I.: 1253
Revised: 04/27/11-BATA
06/24/15-BATA
06/24/20-BATA

Attachment A
BATA Resolution No. 62, Revised

**COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND
THE BAY AREA TOLL AUTHORITY**

**RESTATED AND AMENDED
COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE BAY AREA TOLL AUTHORITY
RELATING TO THE BRIDGES**

THIS AGREEMENT, IS MADE ENTERED INTO AND EFFECTIVE ON April 25, 2006, the date of the defeasance of the existing bonds secured by the toll bridge seismic retrofit surcharge imposed under subdivision (a) of SHC section 31010, and is amended and restated as of June 12, 2011, between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as "DEPARTMENT," and the BAY AREA TOLL AUTHORITY (BATA), hereinafter referred to as "AUTHORITY."

RECITALS

1. AUTHORITY was created pursuant to Section 30950, *et seq.* of the California Streets and Highways Code (SHC), which transferred certain California Transportation Commission (CTC) and DEPARTMENT responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
2. Department's toll bridges subject to this AGREEMENT (identified in SHC section 30910) are the Antioch Bridge, Benicia-Martinez Bridges, Carquinez Bridges, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge and San Mateo-Hayward Bridge, hereinafter individually referred to as "BRIDGE" and collectively referred to as "BRIDGES".
3. The respective statutory geographic limits of certain of the BRIDGES and the approaches to the BRIDGES are found in the SHC and others are established by post mile or other locators as defined in original project documents. The extent of the San Francisco-Oakland Bay Bridge is defined in SHC section 30600 as the bridge and its approaches; the limits of the Carquinez and Benicia-Martinez Bridges are found in SHC section 30750; the extent of the Antioch Bridge is defined in SHC section 30760; the limits of the San Mateo-Hayward and Dumbarton Bridges are defined in SHC section 30790 (the Dumbarton Bridge limits are redefined in SHC section 30792.2); and the limits of the Richmond-San Rafael Bridge are not statutorily defined. The respective statutory geographic limits of certain of the BRIDGES and the approaches to the BRIDGES, and those limits established by agreement as to the Richmond-San Rafael Bridge, are delineated in Exhibit "A", attached hereto and made an express part of this AGREEMENT.
4. SHC sections 30150 and 30952 provide that DEPARTMENT shall collect tolls, operate, maintain, and provide rehabilitation of the BRIDGES, including all related toll facilities, and shall be responsible for the design and construction of eligible projects which may include, without limitation, capital improvements, seismic retrofit, emergency repairs and restorations, rehabilitation, Regional Measure One and Category B Maintenance (as defined in SHC section 188.4) projects, which are hereinafter collectively referred to as

"Eligible Projects", affecting the BRIDGES in accordance with programming and scheduling requirements of the CTC and AUTHORITY.

5. SHC section 30952 further provides that DEPARTMENT and AUTHORITY shall enter into a cooperative agreement, upon mutually agreed terms and conditions, setting forth the methodology by which DEPARTMENT will operate the BRIDGES and be responsible for the planning, design, and construction of improvements, repairs or alterations to the BRIDGES to be funded from the AUTHORITY'S toll bridge revenues.
6. DEPARTMENT and AUTHORITY first entered into a cooperative agreement pursuant to SHC section 30952 in 1998, which agreement was subsequently superseded by a new cooperative agreement on July 1, 2003, and amended on December 15, 2004.
7. Pursuant to Assembly Bill No. 144 ("AB 144"), enacted and made effective on July 18, 2005, certain project oversight and control responsibilities relative to the construction of the Benicia Martinez Bridge and the state Toll Bridge Seismic Retrofit Program projects (hereinafter referred to as "Seismic Projects") were given to AUTHORITY. The Seismic Projects are more particularly described in SHC section 188.5.
8. As part of AB144, SHC section 30950.2, gives AUTHORITY the responsibility for administering all toll revenues from the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission, once the obligations of the California Infrastructure and Economic Development Bank secured by the seismic retrofit surcharge imposed pursuant to subdivision (a) of SHC section 31010 are no longer outstanding (as defined by the constituent instruments), currently the Bay Area Toll Bridges Seismic Retrofit Revenue Bonds Series 2003A First Lien Bonds and Seismic Retrofit Revenue Notes Series 2005A Second Lien Commercial Paper.
9. AB 144 further added section 30952.05 to the SHC requiring DEPARTMENT and AUTHORITY to amend their cooperative agreement to incorporate the project oversight and control responsibilities described therein relative to the Benicia Martinez Bridge and the Seismic Projects.
10. In accordance with SHC Sections 30952 and 30952.05, AUTHORITY and DEPARTMENT now set forth herein the terms of a revised and amended AGREEMENT to set forth the parties respective obligations.

This AGREEMENT supersedes and replaces the prior amended Cooperative Agreements entered into on July 1, 2003, as amended on December 15, 2004, and any prior agreements or memoranda of understanding between the parties relating to the BRIDGES.

SECTION I - ELECTRONIC AND MANUAL TOLL COLLECTION

DEPARTMENT AGREES:

1. To cooperate with the AUTHORITY and its vendors, consultants and contractors regarding oversight and management of the operations of the electronic toll collection system customer service center (CSC) for the BRIDGES. The DEPARTMENT's tasks in support of the AUTHORITY's operation of the CSC shall include, but not be limited to, establishing and maintaining DMV access for processing violation notices.
2. That the AUTHORITY is granted all the DEPARTMENT'S right, title and interest in and to the Advanced Toll Collection And Accounting System (ATCAS) application software as defined in Purchase Orders 25154, as amended, and Purchase Order 57042, as amended, provided however, the DEPARTMENT shall likewise retain a non-exclusive, unlimited, irrevocable right to use, transfer, and distribute all ATCAS application software as defined above. In the event the AUTHORITY shall enhance the ATCAS application software through modification, amendment and /or additions thereto, the DEPARTMENT shall have the royalty free, non-exclusive, irrevocable right to use, transfer, distribute and modify for its purposes such enhancements, including all associated source code and source code documentation.
3. To provide staffing and supervision for the manual collection of toll revenues related to the BRIDGES; including, but not limited to, management of toll collectors and all related personnel and reviewing disputes related to the manual collection of tolls. The DEPARTMENT will staff and operate manual toll collection operations in accordance with state law and consistence with the AUTHORITY's adopted budgets.

AUTHORITY AGREES:

4. To operate, manage and maintain the operations of the electronic toll collection CSC, including, but not limited to, maintenance of the electronic toll collection customer accounts, administering service contracts in relation to these operations, the identification of toll violators and the processing of toll violations, processing of customer and violation disputes, financial management including procurement of credit card processing services, reciprocal relationships with other California toll operators, the procurement of electronic toll collection transponders, and the integration of these operations with other transportation related operations.
5. To provide management oversight of DEPARTMENT's manual toll collections operations, including, but not limited to, reviewing procedures for the manual collection, handling and reconciliation of cash toll revenues, reviewing staffing plans for the manual toll collection operations, and reviewing training and training procedures for DEPARTMENT's manual toll collection staff.

SECTION II - CASH COUNTING, BANKING AND TOLL ACCOUNTING

DEPARTMENT AGREES:

1. To cooperate with the AUTHORITY and its vendors, consultants and contractors in the AUTHORITY'S financial oversight and management of the toll revenues collected on the BRIDGES, including, but not limited to, toll accounting, armored car, vault and bank services.
2. To transfer to the AUTHORITY equipment used for toll accounting acquired solely with toll revenue funds and to fully assist the AUTHORITY in the operation and relocation of the host toll collection equipment and systems from the DEPARTMENT's District offices to the AUTHORITY's offices or other location as determined by the AUTHORITY.

AUTHORITY AGREES:

3. To provide armored car, vault and bank services for cash toll revenues collected by the Department on the BRIDGES.
 4. To provide toll accounting services, including, but not limited to, accounting for toll revenues, preparing toll revenue and traffic reports, reconciliation of manual and electronic toll revenues, and toll auditing.
-

SECTION III - TOLL BRIDGE OPERATIONS AND MAINTENANCE

DEPARTMENT AGREES:

1. To maintain (Category A Maintenance), and operate the bridge structures and maintain (Category B Maintenance) and operate the toll plaza buildings and facilities in a safe and efficient manner in accordance with applicable DEPARTMENT policies and standards for the BRIDGES, excepting for those items identified in Article 7 of Section III, 7 which the AUTHORITY will own, maintain, repair, and operate. Operational and maintenance tasks shall include but are not limited to, managing maintenance staff and all related personnel and contracts and contract employees, maintaining bridge infrastructure and equipment, obtaining necessary permits for the operation and maintenance of the BRIDGES, and generating and maintaining proper records relating to the BRIDGES. Excepting tasks related to emergency repairs performed pursuant to Article 5, of Section III all tasks will be planned to be consistent with the annually adopted AUTHORITY operations and capital budget and long-range plans of toll related costs to be reimbursed to DEPARTMENT from the bay area toll account by AUTHORITY. Category A expenditures shall include, but are not limited to, the following: maintenance of the BRIDGES and related structures, roadbeds, pavement, drainage, debris removal, landscaping, traffic guidance systems, ice control, dedicated bridge maintenance stations, maintenance training, electrical maintenance and electrical energy other than the architectural lighting. Category B operational and maintenance expenditures shall include, but are not limited to, toll administration building and toll facilities, toll system related energy, architectural lighting energy, booth maintenance and repair, reconstruction and replacement of mechanical and electronic toll equipment.
2. To cooperate with the AUTHORITY and its vendors in the Authority's maintenance, repair and replacement services for the toll lane, plaza and host toll collection equipment and systems for the BRIDGES, including, but not limited to, providing the AUTHORITY staff and its contractors (a) access to toll lane, plaza and host toll collection equipment and systems; (b) processing requests for all necessary encroachment permits; (c) administering or facilitating the transfer of any service or equipment contracts related to the maintenance of the toll lane, plaza and host toll collection equipment and systems; (d) assisting the AUTHORITY or its contractors with the closure of lanes and management of traffic to carryout maintenance activities for the toll lane, toll plaza and host toll collection equipment and systems; and (f) assisting the AUTHORITY and its contractors in the development of processes and procedures for the reporting of problems related to toll lane, plaza and host toll collection equipment and systems.
3. To provide AUTHORITY a detailed anticipated fiscal year budget, description of work activities and charges for Category A and Category B Maintenance expenditures as defined in SHC section 188.4, and an annual report of actual expenditures upon completion of each fiscal year.

4. To inform AUTHORITY of any non-emergency activities undertaken by DEPARTMENT that may affect the operation, appearance or safety of the BRIDGES, and to provide advance notice to AUTHORITY of any DEPARTMENT activities that would require any amendment to AUTHORITY's adopted annual operations and capital budget and Long Range Plans.
5. To take whatever immediate actions are necessary for emergency repairs to any of the BRIDGES which have been damaged or are in immediate danger and report to AUTHORITY as soon as possible, but not later than ten (10) working days, after any occurrence requiring the expenditure of toll funds for emergency repair on the BRIDGES.
6. To provide tow truck services on the BRIDGES from state-funded sources for as long as authorized by California law and budgeted in the annual State Budget Act.

AUTHORITY AGREES:

7. To own, operate, and provide maintenance services for the toll lane, plaza and host toll collection equipment and systems for the BRIDGES as a necessary component of audit, internal, and cash controls, which shall include but are not limited to software, hardware, computer equipment, lane readers, violation enforcement system, automatic vehicle classification (AVC) system, and telecommunications for these systems. These systems shall be maintained in such a manner as to provide consistent and functional interface to the CSC system.
8. To give first priority to projects and expenditures that are deemed necessary by DEPARTMENT to preserve and protect the BRIDGES as provided by SHC section 30950.3 (b).
9. To pay all of the DEPARTMENT's costs approved by the DEPARTMENT and the AUTHORITY incurred for toll operations maintenance and support provided by the DEPARTMENT. Costs will be compiled and computed in accordance with the DEPARTMENT's standard accounting practices and the State Administrative Manual.

SECTION IV - TOLL BRIDGE CAPITAL IMPROVEMENT PROGRAM

DEPARTMENT AGREES:

1. To assist AUTHORITY in connection with AUTHORITY's preparation and adoption of Long Range Plans, as required by SHC section 30950.3, and any subsequent amendments to said Plans.
 2. To plan, design and construct Eligible Projects for the BRIDGES in accordance with the Long Range Plans that reflect AUTHORITY's approved long term multi-year capital outlay and capital outlay support budgets for eligible capital projects, consistent with AUTHORITY's annual operations and capital budgets, that conform to AUTHORITY's approved operations, maintenance, and capital reimbursement limits (subject to modification when required) for a given fiscal year when adopted by AUTHORITY.
 3. To develop contract specifications and bid documents and invite bid and award contracts for capital improvements to the BRIDGES.
 4. To provide, subject to annual State Budget Act authorization, sufficient staff resources within DEPARTMENT to assure timely implementation of projects in the Long Range Plans adopted by AUTHORITY.
-
5. To maintain and provide, on a monthly basis, a current schedule of Eligible Projects funded from the bay area toll account.
 6. To provide AUTHORITY with complete monthly reports of costs incurred by DEPARTMENT for bridge operations, toll collections and capital projects affecting the BRIDGES for which subsequent reimbursement will be made to DEPARTMENT by AUTHORITY. These reports will be prepared for each bridge within the BRIDGES listed by SHC section 30910.
 7. To provide AUTHORITY access to all project development information regarding the projects identified in the Long Range Plan and the Toll Bridge Seismic Program, including, but not limited to, project files kept in accordance with project development procedures and manuals, project initiation documents, environmental technical studies, environmental documents and plans, and specifications and estimates for the identified projects in the Capital Improvement Program.
 8. To acquire property essential to complete Eligible Projects contained in the Long Range Plans. Any subsequent sale of excess land, property, equipment or any other assets that were purchased with toll funds shall be reverted to the bay area toll account. Any sale of excess land require the approval of the CTC and maybe subject to the reimbursing the federal government its proportional contribution, if any.
 9. To perform all other activities necessary for the extended operation, maintenance, and protection of the BRIDGES, including, but not limited to, obtaining and maintaining all regulatory permits necessary to authorize those maintenance and construction activities.

DEPARTMENT will inform AUTHORITY of any anticipated unique or significantly unusual DEPARTMENT activities affecting the BRIDGES as they arise.

10. As required by SHC section 30952.1, to establish and participate, in conjunction with the AUTHORITY and the CTC, in a Toll Bridge Program Oversight Committee, to oversee and provide direction for the Seismic Projects and the Benicia-Martinez Bridge New Span project.

AUTHORITY AGREES:

11. To review and approve as necessary and appropriate all project initiation documents, environmental documents, right of way agreements and project bid documents for all Eligible Projects identified in the Capital Improvement Program.
12. To update the Long Range Plans, as specified in SHC section 30950.3, when necessary.
13. As required by SHC section 30952.1, to establish and participate, in conjunction with the DEPARTMENT and the CTC, in a Toll Bridge Program Oversight Committee, to oversee and provide direction for Toll Bridge Seismic Retrofit Program projects and the Benicia-Martinez Bridge New Span project.
14. To contract with and oversee one or more consulting firms to provide project oversight and control services for the Benicia-Martinez Bridge project and the Toll Bridge Seismic Retrofit Program projects as specified in subsection (d) of SHC section 30952.05. The Toll Bridge Oversight Committee shall review and approve all such contracts, as specified in subsection (d) of SHC section 30952.05.
15. To review and approve all contract specifications and bid documents prepared by DEPARTMENT prior to advertising the bid documents for the Benicia-Martinez Bridge project and the Toll Bridge Seismic Retrofit Program projects in accordance with subsection (b) of SHC section 30952.05.

**SECTION V – PROGRAM/PROJECT FINANCIAL MANAGEMENT AND
FINANCING**

DEPARTMENT AGREES:

1. To cooperate with the AUTHORITY in the issuance of new or replacement bonds by AUTHORITY, including, but not limited to, developing and updating project schedules, projected cash flows and risk management plans for each of the Eligible Projects identified in the seismic or long range plan programs.
2. To cooperate with the AUTHORITY, in all actions necessary for the defeasance of the existing bonds issued on behalf of the DEPARTMENT and secured by the toll bridge seismic retrofit surcharge imposed under subdivision (a) of SHC section 31010.
3. To cooperate fully with the Toll Bridge Seismic Retrofit Account close out audit to be conducted subsequent to the defeasance of the bonds, retirement of the commercial paper, and any other outstanding seismic obligations of the California Infrastructure and Economic Development Bank.
4. Upon defeasance of the Bonds, retirement of the commercial paper, and any other outstanding seismic financial obligations of the California Infrastructure and Economic Development Bank and after satisfying the immediate cash flow requirements of the Toll Bridge Seismic Retrofit Program projects, transfer the revenues and fund balances in the Toll Bridge Seismic Retrofit Account to the AUTHORITY for deposit in the bay area toll account.
5. To work in consultation with the AUTHORITY and the CTC to adopt a schedule for the payment of the remaining state contributions identified in SHC sections 188.5 and 188.6 for the Toll Bridge Seismic Retrofit Program projects identified in SHC section 188.5.
6. To develop procedures for the timely allocation and payment of all toll bridge seismic retrofit funds due to the Toll Bridge Seismic Retrofit Program, including, but not limited to: 1) approving invoices as submitted by BATA that are consistent with CTC allocations; 2) providing best efforts to ensure that the state budget includes any necessary provisions to allow for the transfer of funds to BATA for the Toll Bridge Seismic Retrofit Program; 3) confirming that the Controller makes payments into BATA accounts in accordance with the CTC adopted allocation schedule; and 4) cooperating with the CTC in the scheduling and allocation of funds committed to the Toll Bridge Seismic Retrofit Program.

AUTHORITY AGREES:

7. To manage all of the toll revenues, including, but not limited to, keeping full and complete accounts for toll revenues and expenses and preparing balance sheets on an annual fiscal year basis showing the financial condition of the BRIDGES. If and when

necessary and at the AUTHORITY's discretion: (1) to increase the amount of the seismic surcharge, pursuant to SHC section 31011 for the purpose of completing the Toll Bridge Seismic Retrofit Program projects; (2) to issue toll bridge revenue bonds pursuant to SHC section 30920; and, (3) pursuant to SHC 30916(c), to increase the base toll in order to meet its obligations on any such bonds or to satisfy bond covenants.

8. To work in consultation with the DEPARTMENT and the CTC to adopt a schedule for the payment of the remaining state contributions identified in SHC Sections 188.5 and 188.6 for the Toll Bridge Seismic Retrofit Program projects in SHC section 188.5.
 9. To work cooperatively with the DEPARTMENT and CTC on the schedule and allocation of seismic retrofit funds due to the Toll Bridge Seismic Retrofit Program funds, utilizing all funds designated in AB 144 and allocated by the CTC exclusively for the Toll Bridge Seismic Retrofit Program, as defined in state law, and to establish appropriate accounts and accounting procedures for management of toll the bridge seismic retrofit funds.
-

SECTION VI - TOLL PROGRAM PROJECT FUNDING

DEPARTMENT AGREES:

1. To continue to budget to fund tow truck services on the BRIDGES from state-funded source until directed otherwise.
2. To continue to fund from state-funded sources the Category A BRIDGES expenditures that are part of the seismic retrofit and replacement program specified in SHC section 188.5 until the seismic retrofit or replacement work is complete on those BRIDGES and the AUTHORITY undertakes that duty using toll revenues.

AUTHORITY AGREES:

3. To allocate toll revenues consistent with AUTHORITY's annual operations and capital budget for Eligible Projects conforming with AUTHORITY-approved Long Range Plans, and to pay for the DEPARTMENT's toll related costs incurred pursuant to this AGREEMENT consistent with the AUTHORITY's adopted budgets.
4. To pay for maintenance and operations of the current Transbay Transit Terminal as long as it is owned and operated by the DEPARTMENT, (a statutory part of the San Francisco-Oakland Bay Bridge, located in downtown San Francisco) from toll bridge revenues. Said costs are subject to the annual BATA budget process.
5. To fund Category A maintenance expenditures on the BRIDGES from toll revenues, except for those toll bridges that are part of the seismic retrofit program specified in SHC section 188.5 for which the seismic retrofit or replacement work is not complete. Such maintenance expenditures shall be funded by AUTHORITY from toll revenues upon completion of the seismic retrofit or replacement work.
6. To maintain self insurance of not less than \$50 million as an extraordinary loss account solely for the purpose of funding major emergency reconstruction, repair and operations of any of the BRIDGES.

SECTION VII – PROGRAM/PROJECT BUDGETING AND INVOICING

DEPARTMENT AGREES:

1. To provide AUTHORITY, consistent with the schedule for developing DEPARTMENT's annual fiscal year budget, information necessary for AUTHORITY to adopt an annual operations and capital budget for operations, maintenance, repairs and construction of Eligible Projects on the BRIDGES which is, to the extent possible, consistent with DEPARTMENT's statutory and contractual obligations assumed herein and AUTHORITY's approved Long Range Plans.
2. To report to the AUTHORITY the level of services that the DEPARTMENT will be able to provide if, in the judgment of the DEPARTMENT, the AUTHORITY's adopted annual operations and capital budget does not provide funding adequate for the DEPARTMENT's services as defined in this AGREEMENT.
3. To cooperate fully with AUTHORITY in the annual auditing and reporting process, as well as any other audit, financial, or internal control reports that may be undertaken by AUTHORITY or DEPARTMENT relating to the bay area toll accounts and the BRIDGES. AUTHORITY shall issue these audit reports relative to the bay area toll accounts and the BRIDGES to AUTHORITY and DEPARTMENT.
4. To provide AUTHORITY a monthly request for thirty (30) days advance funding based upon the DEPARTMENT'S estimate of the anticipated costs that it will incur by the DEPARTMENT in performance of this AGREEMENT. DEPARTMENT will provide the AUTHORITY, along with the estimate, the DEPARTMENT's published electronic fund transfer (EFT) invoice schedule. The DEPARTMENT will submit, within thirty (30) days after submission of each funding advance request, a detailed expenditure report for the charges contained therein, including project closeout adjustments within the adopted budget. Each succeeding monthly estimate will be adjusted to reflect actual costs expended and any reallocation or additional costs anticipated over that succeeding month.
5. Upon receipt of a notice of invoice discrepancy from AUTHORITY, DEPARTMENT shall review the notice and credit undisputed claims to AUTHORITY in its following invoice. If DEPARTMENT disputes any discrepancy claim, in whole, or in part, DEPARTMENT shall endeavor to notify AUTHORITY in writing within seven (7) working days of receipt of the notice of invoice discrepancy. Upon final resolution of a disputed claim, STATE shall make the appropriate credit or debit to AUTHORITY's account and notify AUTHORITY in writing of any such action.
6. To provide to AUTHORITY a detailed fiscal year-end accounting of expended and accrued costs within sixty (60) days of the end of the fiscal year with supporting information.

AUTHORITY AGREES:

7. To adopt an annual operations and capital budget by July 1st of each fiscal year, which includes DEPARTMENT's costs associated with operations, maintenance, toll collection, and the support and capital costs of Eligible Projects relating to the BRIDGES, which costs are funded from the bay area toll accounts and consistent with AUTHORITY approved Long Range Plans. Costs are defined as including all documented direct and indirect charges together with functional and administrative overhead charges authorized by the State Administrative Manual as part of DEPARTMENT's standard accounting practice, except that administrative overhead cost assessments will not be included for the Toll Bridge Seismic Retrofit Program pursuant to SHC, section 31021. Each budget shall be subject to regular review and revision during the year as appropriate and shall contain funds to cover unanticipated efforts to be undertaken by DEPARTMENT as may be required for the continued operation, maintenance, repair, protection and improvement of the BRIDGES.
8. To act promptly on requests by DEPARTMENT for actions necessary to implement Eligible Projects contained in the Long Range Plans and for urgent unbudgeted operating or maintenance requirements affecting the annual operations maintenance and capital budgets adopted by AUTHORITY.
9. On a monthly basis, and within four (4) working days of the receipt of DEPARTMENT's request for advance funding as described in Article 4 of this Section VII above, to electronically transfer (wire) to DEPARTMENT funds equal to the amount of eligible costs incurred or anticipated, subject to provisions of Articles 10 and 11 of Section VII of this AGREEMENT below.
10. Upon receipt of DEPARTMENT's detailed expenditure report, AUTHORITY will endeavor to notify DEPARTMENT in writing within thirty (30) days of those charges with which AUTHORITY disagrees by issuing a specific notice of discrepancy.
11. To adopt formal resolutions and any supplemental documents necessary to implement the requirements of SHC section 30950 *et seq.* and to establish detailed AUTHORITY policies and procedures applicable to the BRIDGES and the bay area toll accounts consistent with the terms and conditions of this AGREEMENT.
12. To act promptly on requests by DEPARTMENT for the expenditure of bay area toll account funds by DEPARTMENT in response to emergency occurrences, subject to the notification requirements of Article 5 in Section III of this AGREEMENT above.
13. To contract for annual financial audits, to be conducted by an outside independent auditor, of the bay area toll accounts, toll receipts collected on the BRIDGES, and all expenses of DEPARTMENT and AUTHORITY funded by the bay area toll accounts; and to submit all required financial statements to the Legislature in accordance with SHC section 30961(b).

SECTION VIII – MUTUAL PROVISIONS

IT IS MUTUALLY AGREED:

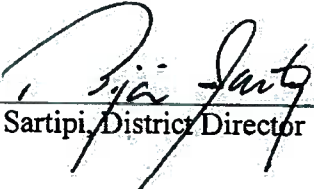
1. Nothing in this AGREEMENT is intended to affect the legal liability of either party to the AGREEMENT by imposing any standard of care with respect to the BRIDGES different from the standard of care imposed by law.
2. Neither DEPARTMENT nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this AGREEMENT. It is understood and agreed that AUTHORITY shall fully defend, indemnify and save harmless DEPARTMENT, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury, or any other damage sustained by a third party, occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this AGREEMENT.
3. Neither AUTHORITY nor any Commissioner, officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by DEPARTMENT under or in connection with any work, authority or jurisdiction delegated to DEPARTMENT under this AGREEMENT. It is understood and agreed that, DEPARTMENT shall defend, indemnify and save harmless AUTHORITY, its Commissioners, officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury, or any other damage sustained by a third party, occurring by reason of anything done or omitted to be done by DEPARTMENT under or in connection with any work, authority or jurisdiction delegated to DEPARTMENT under this AGREEMENT.
4. This AGREEMENT shall be amended or superseded by another agreement as necessary with the enactment of future legislation or by mutual agreement.
5. Regular meetings will be held to fulfill the intent of this AGREEMENT. More detailed working agreements and procedures may be developed and documented in operating memoranda to establish mutually supportive policies.
6. This AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2015, and every ten (10) years thereafter. This AGREEMENT may also be amended in writing at any time by mutual consent. Each amendment must be in writing and no alteration or variation to the terms of this AGREEMENT shall be valid unless made in writing and signed by both parties. No oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
7. No State, DEPARTMENT, or AUTHORITY funds are encumbered or allocated under this AGREEMENT.

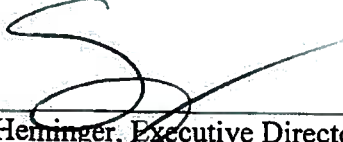
8. The transfer of funds by AUTHORITY to DEPARTMENT as advance payments for support and capital outlay for the BRIDGES shall in no way be construed as an unconditional acceptance of such actual and proposed charges. Approval of DEPARTMENT charges by AUTHORITY will occur only after complete review of detailed program and project expenditure information in a format mutually acceptable to both DEPARTMENT and AUTHORITY.
9. In the event of an emergency and/or unforeseen difficulty where DEPARTMENT is unable to obtain a construction progress payment on time, DEPARTMENT will include an estimate of such charges in DEPARTMENT's next monthly invoice, submitted pursuant to Article 4 of Section VII above and AUTHORITY agrees to pay that estimated amount subject to subsequent adjustment.
10. The AUTHORITY, upon request by the DEPARTMENT, and following review and consultation with the DEPARTMENT, will provide funds to the DEPARTMENT using toll revenues, to the extent permitted by law, for the payment of any and all costs incurred by the DEPARTMENT to indemnify the California Infrastructure and Economic Development Bank, the State Treasurer and all other indemnified parties, as such costs are required by the DEPARTMENT'S obligations set forth in the Second Amendment to the Financing Agreement dated April 25, 2006, following defeasance of the Infrastructure Bank Debt as it is defined in the Second Amendment to the Financing Agreement.
11. That the AUTHORITY and the DEPARTMENT will enter into a Fund Transfer Agreement contemporaneously herewith, for the transfer of funds from the DEPARTEMNT to the AUTHORITY in accordance with a schedule adopted by the CTC in its resolution of December 15, 2005.
12. Subject to the CTC's concurrence, if necessary, and to the Authority's acceptance, parcels of real property acquired and held by the DEPARTMENT are to be transferred by Director's Deed, or as the parties shall agree, to the AUTHORITY for its management and control as part of the BRIDGES or as needed for the support of the BRIDGES until such time as the AUTHORITY shall dispose of them by public sale at their fair market value. The costs of the DEPARTMENT to comply herewith are to be paid from toll revenues and the net proceeds of any sale or transfer to the AUTHORITY are to be deposited in the bay area toll account for use on the BRIDGES.

IN WITNESS WHEREOF, the Agreement has been executed by the parties hereto as of the day and year first written above.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

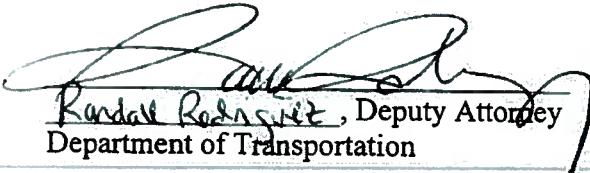
BAY AREA TOLL AUTHORITY

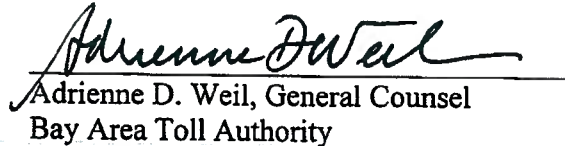
By: 
Bijan Sartipi, District Director

By: 
Steve Heninger, Executive Director


Approved as to form and procedure:

Approved as to form and procedure:


Randall Rodriguez, Deputy Attorney
Department of Transportation


Adrienne D. Weil, General Counsel
Bay Area Toll Authority

Certified as to budgeting of funds:


District Budget Manager
Department of Transportation

Certified as to financial terms and
Conditions:




HQ Accounting Administrator
Department of Transportation

Exhibit A - Limits on Funding for Bay Area Bridges


- Exhibit A**
Geographic Limits on Funding for Bay Area District 4 Bridges
- Dumbarton Bridge**
SM - 84 - 25.72/30.15
SM - 109 - 1.35/1.87
SM - 114 - 5.01/5.92
ALA - 84 - 0.00/5.85
 - San Mateo-Hayward Bridge**
SM - 92 - 12.14/18.80
ALA - 92 - 0.00/6.39
ALA - 880 - 16.70/20.68
 - San Francisco/Oakland Bridge**
SF - 80 - 5.05/8.85
ALA - 80 - 0.00/3.21
 - Richmond-San Rafael Bridge**
ALA - 580 - 47.05/48.04
CC - 580 - 0/7.79
MRN - 580 - 0.00/4.78
 - Carquinez Bridge**
CC - 80 - 10.04/14.14
SOL - 80 - 0.00/5.92
 - Benicia-Martinez Bridge**
CC - 680 - 21.19/25.46
SOL - 680 - 0.00/13.13
SOL - 780 - 0.68/1.52
 - Antioch Bridge**
CC - 4 - 30.66/31.51
CC - 160 - 0.00/1.33
SAC - 160 - 0.00/10.80

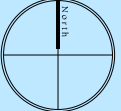
 **Funding Limit**

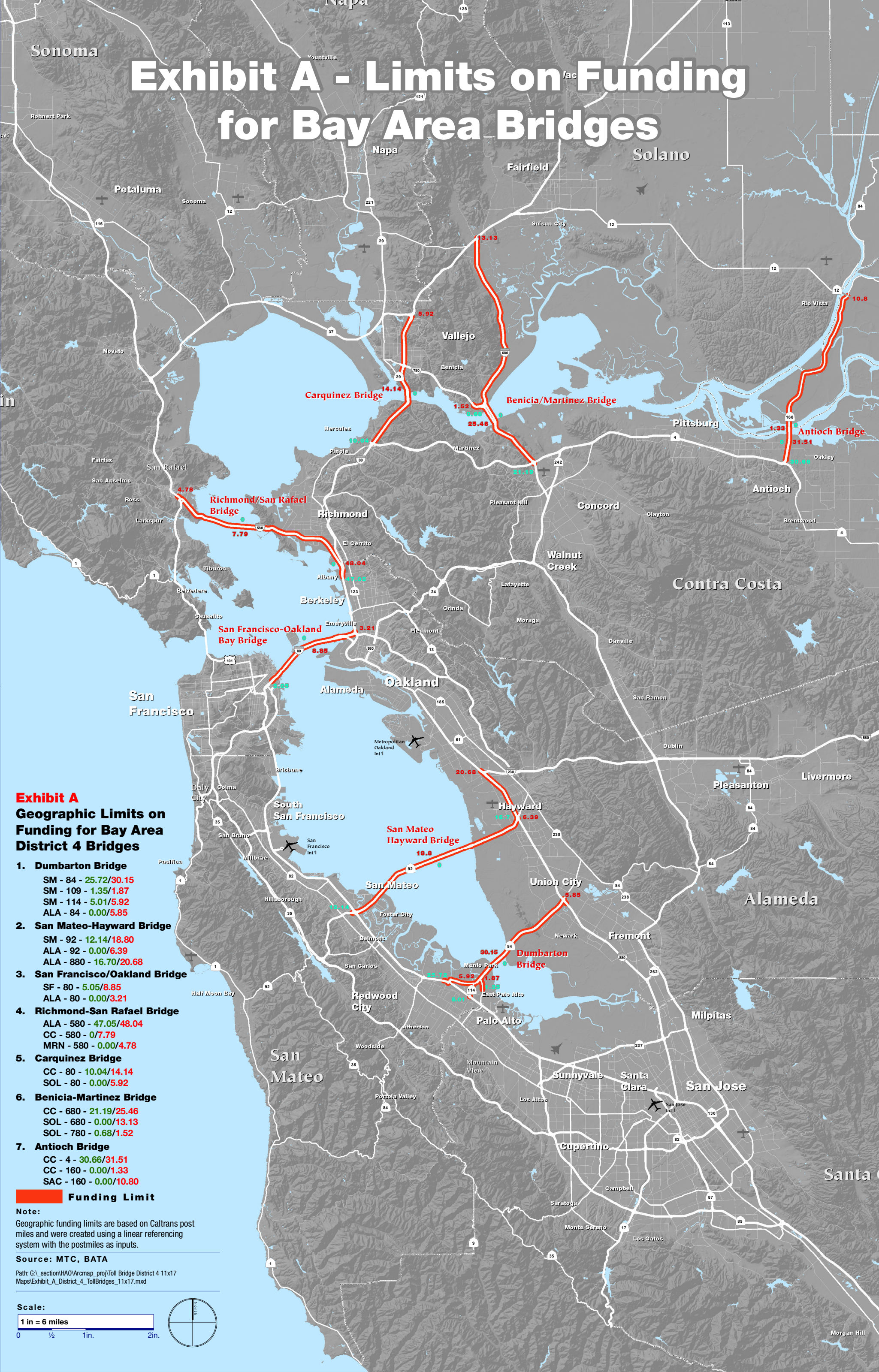
Note:
Geographic funding limits are based on Caltrans post miles and were created using a linear referencing system with the postmiles as inputs.

Source: MTC, BATA

Path: G:_section\HAO\Arcmap_proj\Toll Bridge District 4 11x17 Maps\Exhibit_A_District_4_TollBridges_11x17.mxd

Scale:
 1 in = 6 miles





**AMENDMENT NO. 1 TO
RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE BAY AREA TOLL AUTHORITY
RELATING TO THE BRIDGES**

THIS AMENDMENT NO. 1 TO THE RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE BAY AREA TOLL AUTHORITY RELATED TO THE BRIDGES, IS MADE, ENTERED INTO AND EFFECTIVE ON July 1, 2015 by and between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as "DEPARTMENT," and the BAY AREA TOLL AUTHORITY (BATA), hereinafter referred to as "AUTHORITY."

RECITALS

1. AUTHORITY was created pursuant to Section 30950, *et seq.* of the California Streets and Highways Code (SHC), which transferred certain California Transportation Commission (CTC) and DEPARTMENT responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
2. STATE and AUTHORITY entered into an Agreement (Master Cooperative Agreement 4-2078-A1) on April 25, 2006, as amended and restated on June 13, 2011, hereinafter referred to as "AGREEMENT" to cooperatively maintain, operate, construct, rehabilitate, and retrofit the toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
3. Section VIII, Article 6 of AGREEMENT provides that AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2015, and every ten (10) years thereafter.
4. The parties hereto now intend to enter into this Amendment No. 1 to re-adopt the AGREEMENT and reduce the subsequent periods for re-adoption to five-year terms.

IT IS THEREFORE MUTUALLY AGREED:

1. The first sentence of Article 6 of Section VIII – Mutual Provisions, is deleted and replaced by the following: "This AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2020, and every five (5) years thereafter."
2. As hereby amended, the terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This Amendment No. 1 to the AGREEMENT is hereby deemed to be part of Master Cooperative Agreement 4-2078-A1.

IN WITNESS WHEREOF, this Amendment No. 1 has been executed by the parties hereto as of the day and year first written above.

STATE OF CALIFORNIA
Department of Transportation

BAY AREA TOLL AUTHORITY

By: 
Deputy District Director

By: 
Steve Heminger, Executive Director

Approved as to form:


Adrienne D. Weil, General Counsel
Bay Area Toll Authority

Certified as to budgeting of funds:


District Budget Manager

**AMENDMENT NO. 2 TO
RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE BAY AREA TOLL AUTHORITY
RELATING TO THE BRIDGES**

THIS AMENDMENT NO. 2 TO THE RESTATED AND AMENDED COOPERATIVE AGREEMENT BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE BAY AREA TOLL AUTHORITY RELATED TO THE BRIDGES, IS MADE, ENTERED INTO AND EFFECTIVE ON July 1, 2020 by and between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as “DEPARTMENT,” and the BAY AREA TOLL AUTHORITY (BATA), hereinafter referred to as “AUTHORITY.”

RECITALS

1. AUTHORITY was created pursuant to Section 30950, *et seq.* of the California Streets and Highways Code (SHC), which transferred certain California Transportation Commission (CTC) and DEPARTMENT responsibilities for the disposition of toll revenues collected from toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
2. STATE and AUTHORITY entered into an Agreement (Master Cooperative Agreement 4-2078-A1) on April 25, 2006, as amended and restated on June 13, 2011 and **as amended on** July 1, 2015, hereinafter referred to as “AGREEMENT” to cooperatively maintain, operate, construct, rehabilitate, and retrofit the toll bridges owned and operated by DEPARTMENT in the San Francisco Bay Area.
3. Section VIII, Article 6 of AGREEMENT as amended by Amendment No. 1, provides that AGREEMENT shall be subject to re-adoption as amended by the parties effective July 1, 2020, and every five (5) years thereafter.
4. The parties hereto now intend to enter into this Amendment No. 2 to re-adopt the AGREEMENT.

IT IS THEREFORE MUTUALLY AGREED:

1. As hereby amended, the terms and conditions of the AGREEMENT shall remain in full force and effect to July 1, 2025.
2. This Amendment No. 2 to the AGREEMENT is hereby deemed to be part of Master Cooperative Agreement 4-2078-A1.

IN WITNESS WHEREOF, this Amendment No. 2 has been executed by the parties hereto as of the day and year first written above.

STATE OF CALIFORNIA
Department of Transportation

BAY AREA TOLL AUTHORITY

By: _____
Tony Tavares, District Director
Department of Transportation

By: _____
Therese W. McMillan, Executive Director
Bay Area Toll Authority

Approved as to form and procedure:

Approved as to form:

_____, Deputy Attorney
Department of Transportation

Adrienne D. Weil, General Counsel
Bay Area Toll Authority

Certified as to budgeting of funds:

District Budget Manager
Department of Transportation

Certified as to financial terms and
Conditions:

HQ Accounting Administrator
Department of Transportation



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0764 **Version:** 1 **Name:**
Type: Resolution **Status:** Authority Approval
File created: 4/30/2020 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/10/2020 **Final action:**
Title: BATA Resolution No. 134 - FY 2020-21 Operating and Capital Budgets

Staff requests that BATA Resolution No. 134 authorizing the Operating and Capital Budgets for FY 2020-21 be referred to the Authority for approval.

Sponsors:

Indexes:

Code sections:

Attachments: [20-0764 BATA Reso-134 FY2020-21 Budget.pdf](#)
[20-0764 Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BATA Resolution No. 134 - FY 2020-21 Operating and Capital Budgets

Staff requests that BATA Resolution No. 134 authorizing the Operating and Capital Budgets for FY 2020-21 be referred to the Authority for approval.

Presenter:

Brian Mayhew

Recommended Action:

Authority Approval

Bay Area Toll Authority Oversight Committee

June 10, 2020

Agenda Item 5a

BATA Resolution No. 134 – FY 2020-21 Operating and Capital Budgets

Subject: Staff requests that BATA Resolution No. 134 authorizing the Operating and Capital Budgets for FY 2020-21 be referred to the Authority for approval.

Background: Until FY 2019-20, BATA has never suffered an operating deficit. The current health crisis has driven the national economy into a sharp recession. The combination of shelter-in-place orders and the economic recession has had a significant and negative impact on toll traffic. Following the State and regional issuance of shelter-in-place orders on March 17, toll traffic has dropped 41% below prior year's traffic levels.

	<u>Total Traffic</u>			
	2019 <u>(000)</u>	2020 <u>(000)</u>	Loss <u>(000)</u>	%
March	11,700	8,300	(3,400)	(29%)
April	12,300	5,600	(6,700)	(54%)
May	<u>12,200</u>	<u>7,400</u>	<u>(4,800)</u>	(39%)
Total	<u>36,200</u>	<u>21,300</u>	<u>(14,900)</u>	(41%)

April was the worst month so far with toll traffic dropping 54% from the April 2019 level. Since April, we have seen a slow but steady appreciation of toll bridge traffic. Through May, the value of the lost revenue is nearly \$90 million. Extrapolating traffic data through June, the total traffic drop could be up to 20 million vehicles, or a revenue loss of \$120 million.

In addition to estimating the traffic impact for the FY 2020-21 budget, there is also a cash flow issue to be concerned about. On March 31, the State pulled cash toll collectors from the toll booths for health and safety reasons. With the State suspension of cash toll collections, BATA initiated a process of direct invoicing for cash toll payments.

On a normal day, there are approximately 100,000 cash toll payments collected on the toll bridges. This number dropped by approximately 40% to 56,000 per day until cash toll collection stopped. While violation

processing is suspended at present, BATA is still invoicing each individual trip, or 50,000 to 60,000 invoices per day—over 10 times the previous invoice workload.

The pattern is fairly clear: as long as we are invoicing, without violation charges, there will be significant delays in collecting cash toll payments. Over a two week period in May, the FasTrak® Customer Service Center mailed out 756,000 cash payment invoices, an average of 56,000 per day. To date our collection rate is about 45%, creating a current receivable of \$2.2 million for just the two week period. If the current trend holds, this collection rate would create a year-end receivable of nearly \$14 million. We anticipate improved collection rates once cash toll collection is restored on the bridges and violation processing is reinstated.

Budget Strategy

We anticipate traffic levels will slowly grow through FY 2020-21. Traffic growth will not be sufficient to resolve the FY 2019-20 revenue shortfall, but should be adequate to cover all budgeted operating expenses for FY 2020-21. The only reserve transfer necessary will be \$51 million to cover the planned Rehabilitation Program.

The proposed operating budget is balanced because of the prepayment of principal due in FY 2020-21. Taking advantage of low interest rates and various refunding opportunities, BATA was able to pre-pay approximately \$170 million in principal and interest due and lower debt service budget for the upcoming fiscal year to \$440 million from over \$600 million in the FY 2019-20 budget. We will look for similar opportunities to control and reduce debt service costs through FY 2020-21.

BATA Operating Revenue

Operating revenue will be down almost 20% overall. Following the expected 13% drop in toll revenue for FY 2019-20, we anticipate another 20% drop for FY 2020-21. All major categories of revenue will be down in FY 2020-21.

Revenue Changes:

	<u>Change</u> <u>(millions)</u>		
Toll Revenue	-\$123	19%	Decline in toll traffic
Violation	-\$5	25%	Temporary Suspension
Interest	-\$18.5	44%	Drop in rates
Reimbursement	-\$6.8	46%	Drop in reimbursable traffic

The revenue levels began to recover as the State and region started their steps toward reopening. However, it may take years before revenue returns to the pre-pandemic levels.

BATA Operating Expense

Total operating expenses proposed for the FY 2020-21 budget will decline by \$180 million, 22%. The reductions are in transfers to MTC and debt service costs. With the reductions, the proposed operating budget is balanced requiring a reserve transfer of \$51 million committed to the Rehabilitation Program funding.

Operating costs are still somewhat in flux given the unknowns related to traffic levels, which lead to other unknowns including:

- Status of cash toll collection
- Level & Cost of electronic tolling
- Status of violation assessment/processing
- RM2 Transit Operating Transfers

The universal component of all these issues is related to traffic. Operating costs will be impacted if there are no cash collections and we pay for both suspended toll collection and increased electronic processing costs. Transfers for RM2 transit operations support will be down significantly in

both FY 2019-20 and FY 2020-21, impacting already stressed transit operators.

While we go into the FY 2020-21 budget with several questions, expenses are nevertheless carefully evaluated. Principal components include:

	<u>Change</u> <u>(millions)</u>		
Caltrans O&M	+1.1	3.8%	Continued same level of operations and slight increase in maintenance A&B
Fastrak Operations	+3.2	5.9%	Assumes increase in electronic transactions and cash toll invoicing for part of year
Transfers to MTC	-\$8.4m	25%	Decline in traffic based transfers
Debt Source	-\$167m	28%	Pre-paid \$170 million due in FY 2020-21

Staff was able to take advantage of some market conditions to advance the FY 2020-21 principal and interest payment of approximately \$170 million and make the payment as part of our FY 2019-20 operating expense. The result is a balanced operating budget and a toll revenue to debt service coverage in excess of 1.15 times.

Rehabilitation Program

The commitment to the Toll Bridge Rehabilitation Program has been an important part of the toll bridge construction and maintenance program. During the seismic retrofit program, our planned annual commitment to the Rehabilitation Program was \$60 million per year. In recent years, the commitment has grown to \$100 million annually, while annual budget allocations have been much higher. The lifetime budget for the Rehabilitation Program exceeds \$1.5 billion.

The Rehabilitation Program budget for FY 2020-21 is severely constrained. In prior years, the rehabilitation program was funded through the annual operating surplus. There is essentially no budgetary surplus to fund the FY 2021 proposed Rehabilitation Program. Whatever projects are approved must be funded from the available reserve.

The constrained budget proposed for FY 2020-21 is \$51.3 million. Some significant projects include:

- Structural Paint \$11 million
- Tag Procurement \$ 9 million
- Lane Upgrades \$2.6 million
- 680/80 Interchange \$7.1 million

It is important to keep in mind that these are not one-off projects. These amounts represent a single year of funding for projects that have been funded in the past and will get additional funding in the future. Under the current financial model funding is constrained at these levels up to 2025 and then opens up a bit. Despite fiscal constraint, the long range still shows BATA adding over \$655 million in project funding to the existing rehabilitation program funding of \$1.5 billion over the next ten years.

Recommendation: Staff recommends that this Committee refer BATA Resolution No. 134, the BATA Toll Bridge and Operating Budgets for FY 2020-21, to the Authority for approval.

Attachments: BATA Resolution No. 134, the BATA Toll Bridge and Operating Budgets for FY 2020-21.



Therese W. McMillan

Date: June 24, 2020
W.I.: 1251, 1252, 1253, 1254, 1255, 1256, 1258
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 134

This resolution approves the FY 2020-21 Toll Bridge Program Operating and Capital Budgets.

Further discussion of this action is contained in the BATA Oversight Committee's Summary Sheet dated June 10, 2020. A budget is attached as Attachments A through G.

Date: June 24, 2020
W.I.: 1251, 1252, 1253, 1254, 1255, 1256, 1258
Referred by: BATA Oversight

BAY AREA TOLL AUTHORITY
RESOLUTION No. 134

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 2020-21 that includes anticipated revenues and expenses, as set forth in Attachment A, and reserve designations as set forth in Attachment G to this resolution, attached hereto and incorporated herein by this reference; and

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

WHEREAS, the final draft BATA budget for FY 2020-21 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2020-21 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 2020-21, provided that there shall be no increase in the overall BATA operating budget without prior approval of BATA; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures for operating and capital costs in BATA's budget for FY 2020-21, 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 2020-21; and, be it further

RESOLVED, that the Authority adopt budgets for the FY 2020-21 RM 2, Rehab, AB 1171, and RM 3 Programs for the state-owned toll bridges, as listed in Attachments B through F; and be it further

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

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

RESOLVED, that 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 2020-21, and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2020, as listed in Attachment G; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to use available operating reserves to prepay or retire the BATA share of all 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 quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Committee.

BAY AREA TOLL AUTHORITY

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 and at other remote locations, on June 24, 2020.

Date: June 24, 2020
W.I.: 1251, 1252, 1253, 1254, 1255, 1256, 1258
Referred by: BATA Oversight

Attachments
BATA Resolution No. 134

FY2020-21 Toll Bridge Program
Operating and Capital Budgets

Attachment A: FY 2020-21 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 2020-30 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 2020-21 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: AB 1171 Capital Program.

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

Attachment G: Fund Reserve Designations, effective June 30, 2020.

**ATTACHMENT A
BAY AREA TOLL AUTHORITY
OPERATING BUDGET FY 2020-21**

BATA Resolution No. 134
Date: June 24, 2020
W.L.: 1251 - 1258
Referred by: BATA Oversight Committee

	Actual as of 12/31/2019	Amendment 2 FY 2019-20	Draft Budget FY 2020-21	Change % Inc./Dec	Change \$ Inc./Dec	
General Toll Revenue	\$366,523,101	\$637,500,000	\$514,289,545	-19.3%	(\$123,210,455)	L1
Violation Revenue	16,929,682	20,000,000	15,000,000	-25.0%	(\$5,000,000)	L2
Interest Revenue	23,018,392	42,500,000	24,000,000	-43.5%	(\$18,500,000)	L3
Reimbursement Revenue	5,250,933	14,764,459	7,973,335	-46.0%	(\$6,791,124)	L4
Rebate for Build America Bonds	17,953,681	71,713,641	71,638,789	-0.1%	(\$74,852)	L5
Total Operating Revenue	\$429,675,789	\$786,478,100	\$632,901,669	-19.5%	(\$153,576,431)	
Total Operating Expense	\$323,235,597	\$812,208,972	\$632,378,606	-22.1%	(\$179,830,366)	
Operating Surplus/(Deficit)	\$106,440,192	(\$25,730,872)	\$523,063	-102.0%	\$26,253,935	
Transfer to Toll Bridge Rehabilitation Program		\$0	\$51,343,384			
Transfer to BAIFA Express Lane		\$95,000,000	\$0			
Transfer to (from) Reserves		(\$120,730,872)	(\$50,820,321)			
Total Operating Surplus (Shortfall)		\$0	\$0			

REVENUE DETAIL

BUDGET FY 2020-21

	Actual as of 12/31/2019	Amendment 2 FY 2019-20	Draft Budget FY 2020-21	Change % Inc./Dec	Change \$ Inc./Dec
General Toll Revenue (subtotal)	\$366,523,101	\$637,500,000	\$514,289,545	-19.3%	(\$123,210,455)
RM 1 & Seismic Toll Revenues	\$301,211,692	\$523,695,444	\$422,596,683	-19.3%	(\$101,098,761)
RM 2 Toll Revenues	65,311,409	113,804,556	91,692,862	-19.4%	(\$22,111,694)
Violation and Other Revenue (subtotal)	\$16,929,682	\$20,000,000	\$15,000,000	-25.0%	(\$5,000,000)
Violations & Other	\$16,929,682	\$20,000,000	\$15,000,000	-25.0%	(\$5,000,000)
Interest Revenue (subtotal)	\$23,018,392	\$42,500,000	\$24,000,000	-43.5%	(\$18,500,000)
RM1 Interest Earnings	\$18,414,714	\$34,000,000	\$19,200,000	-43.5%	(\$14,800,000)
RM2 Interest Earnings	4,603,678	8,500,000	4,800,000	-43.5%	(\$3,700,000)
Reimbursement Revenue (subtotal)	\$5,250,933	\$14,764,459	\$7,973,335	-46.0%	(\$6,791,124)
BAIFA Reimbursement	\$273,555	\$780,000	\$1,687,500	116.3%	\$907,500
GGBHTD Fastrak Reimbursement	2,215,547	7,200,000	3,768,120	-47.7%	(\$3,431,880)
ACTC Reimbursement	612,347	1,700,000	889,695	-47.7%	(\$810,305)
VTA 237 Express Lane Reimbursement	43,451	660,000	366,345	-44.5%	(\$293,655)
SFO Airport Reimbursement	106,033	463,000	261,675	-43.5%	(\$201,325)
EBRPD Reimbursement	0	1,361,459	0	-100.0%	(\$1,361,459)
TJPA Reimbursement	0	600,000	0	-100.0%	(\$600,000)
BAHA Reimbursement	2,000,000	2,000,000	1,000,000	-50.0%	(\$1,000,000)
Rebate for Build America Bonds (subtotal)	\$17,953,681	\$71,713,641	\$71,638,789	-0.1%	(\$74,852)
Rebate for Build America Bonds	\$17,953,681	\$71,713,641	\$71,638,789	-0.1%	(\$74,852)
Total Current Year Revenue	\$429,675,789	\$786,478,100	\$632,901,669	-19.5%	(\$153,576,431)

EXPENSE DETAIL

BUDGET FY 2020-21

	Actual as of 12/31/2019	Amendment 2 FY 2019-20	Draft Budget FY 2020-21	Change % Inc./Dec	Change \$ Inc./Dec	
Operating Expense						
Caltrans Operations and Maintenance (Subtotal)	\$15,191,000	\$29,700,000	\$30,825,000	3.8%	\$1,125,000	
Toll Collection & Operations Services	\$11,847,957	\$24,000,000	\$24,225,000	0.9%	\$225,000	
Toll Bridge & Facility Maintenance (Category A&B)	3,343,043	5,700,000	6,600,000	15.8%	\$900,000	
Fastrak Operations and Maintenance (Subtotal)	\$52,148,672	\$53,750,000	\$56,940,000	5.9%	\$3,190,000	
RCSC Operations	\$27,000,000	\$27,000,000	\$29,500,000	9.3%	\$2,500,000	L8
Banking/Credit Card Fees	16,000,000	16,000,000	16,000,000	0.0%	\$0	L9
Cash Processing	900,000	900,000	900,000	0.0%	\$0	L10
ATCAS Facility and In-lane Maintenance	3,894,558	3,900,000	4,000,000	2.6%	\$100,000	L11
ATCAS Hardware/Software Maintenance	1,586,994	1,750,000	2,240,000	28.0%	\$490,000	L12
Collections Contract	257,224	1,600,000	1,600,000	0.0%	\$0	L13
DMV Expenses	2,509,896	2,600,000	2,700,000	3.8%	\$100,000	L14
Toll Bridge Operations and Maintenance Total	\$67,339,672	\$83,450,000	\$87,765,000	5.2%	\$4,315,000	
Toll Bridge Administration (Subtotal)	\$18,814,034	\$34,904,922	\$35,302,898	1.1%	\$397,976	
Salaries and Benefits	\$5,999,444	\$11,870,431	\$12,910,970	8.8%	\$1,040,539	L15
Temporary Assistance	137,724	493,900	303,280	-38.6%	(\$190,620)	L16
Travel&Training/Printing/Memberships	144,322	442,765	294,430	-33.5%	(\$148,335)	L17
Other	26,519	195,200	146,500	-24.9%	(\$48,700)	L18
Financing Costs	5,875,283	14,073,400	16,025,300	13.9%	\$1,951,900	L19
Audit/Accounting/Other	2,502,479	2,859,117	1,762,500	-38.4%	(\$1,096,617)	L20
Beale St Assessment	1,718,668	1,800,000	1,874,918	4.2%	\$74,918	L21
Business Insurance	581,705	600,000	625,000	4.2%	\$25,000	L22
Misc. Toll Administration Operating Expenses	1,827,890	2,520,109	1,360,000	-46.0%	(\$1,160,109)	L23
CTC TBPOC Oversight Committee Reimbursement	0	50,000	0	-100.0%	(\$50,000)	L24
Consultant Contract/Other (Subtotal)	\$1,724,430	\$4,450,000	\$5,670,000	27.4%	\$1,220,000	
ETC Marketing	\$1,395,073	\$2,435,000	\$3,305,000	35.7%	\$870,000	L25
Toll Plaza Traffic Operations Analysis	0	150,000	150,000	0.0%	\$0	L26
RM2 Project Monitoring - Capital & Ops. Program	0	265,000	565,000	113.2%	\$300,000	L27
Wetland Restoration and Flood Management Project	0	100,000	100,000	0.0%	\$0	L28
Bridge Owners Conference	135,000	500,000	550,000	10.0%	\$50,000	L29
BATA Contract Contingency	194,357	500,000	500,000	0.0%	\$0	L30
RM2 Contract Contingency	0	500,000	500,000	0.0%	\$0	L31
Transfers to MTC (Subtotal)	\$27,756,057	\$33,567,857	\$25,178,690	-25.0%	(\$8,389,167)	
1% Administration	\$8,096,994	\$7,000,000	\$5,532,895	-21.0%	(\$1,467,105)	L32
Additional Transfer	6,991,519	6,000,000	5,532,895	-7.8%	(\$467,105)	L33
Transfer to MTC	992,200	1,400,314	527,668	-62.3%	(\$872,646)	L34
RM2 Marketing	1,945,239	6,940,000	4,491,000	-35.3%	(\$2,449,000)	L35
Transfer to Legal Reserve	3,422,672	4,880,110	2,000,000	-59.0%	(\$2,880,110)	L36
Disaster Preparedness	0	40,000	40,000	0.0%	\$0	L37
Transbay Transit Terminal Maintenance	5,201,958	5,201,958	5,384,027	3.5%	\$182,069	L38
Transfer to ABAG SFEP	1,105,475	1,105,475	670,205	-39.4%	(\$435,270)	L39
Transfer to BART for IG Contract	0	1,000,000	1,000,000	0.0%	\$0	L40
Debt Service	\$156,994,956	\$607,490,461	\$439,968,730	-27.6%	(\$167,521,731)	L41
RM2 Transit Operating	\$48,745,337	\$43,245,732	\$34,843,288	-19.4%	(\$8,402,444)	L42
Furniture/Equipment	\$0	\$50,000	\$50,000	0.0%	\$0	L43
Provision for Depreciation/Amortization	\$1,861,111	\$5,050,000	\$3,600,000	-28.7%	(\$1,450,000)	L44
Total Operating Expense	\$323,235,597	\$812,208,972	\$632,378,606	-22.1%	(\$179,830,366)	

* Contractual Services - Prior Year

Travel&Training/Printing/Memberships	10,000
Audit/Accounting	509,117
Misc. Toll Administration Operating Expenses	1,345,109
Transfer to MTC	79,814
Transfer to Legal Reserve	2,280,110
	4,224,150



Attachment B Bay Area Toll Authority

Other Capital Projects

Program #		Total Express Lane (EL) Budget Thru FY 2019-20	FY 2020-21 Budget	Life to Date Project Budget	BATA EL Budget	BAIFA EL Budget
6840	Express Lanes Projects - Total ^(i,ii,iii)	\$ 440,186,120	550,000	\$ 440,736,120	\$ 231,912,552	\$ 208,823,568

Program #		Prior Approved BATA Budget Thru FY 2019-20	FY 2020-21 Amendments	Life to Date Project Budget
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 was transferred to Bay Area Infrastructure Financing Authority.



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

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	Adjustments	Thru 2021
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2020	2021	Adjustments	Thru 2021
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	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,562,775			\$7,562,775
		REHAB			Capital	\$0			\$0
		6825			Total	\$7,562,775	\$0	\$0	\$7,562,775
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,733,571			\$5,733,571
		REHAB			Capital	\$4,480,035			\$4,480,035
		6814			Total	\$10,213,606	\$0	\$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	\$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	\$0	\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement, BASE***	Support	\$4,335,000	-\$1,376,083		\$2,958,917
		REHAB			Capital	\$12,985,000	-\$1,101,985		\$11,883,015
		6825			Total	\$17,320,000	-\$2,478,068	\$0	\$14,841,932
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644			\$957,644
		REHAB			Capital	\$869,782			\$869,782
		6825			Total	\$1,827,425	\$0	\$0	\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,838,078			\$7,838,078
		REHAB		Deck Rehabilitation & 12KV Cable for Entire Bridge**	Capital	\$27,880,814			\$27,880,814
		6826			Total	\$35,718,892	\$0	\$0	\$35,718,892
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662			\$72,662
		REHAB			Capital	\$0			\$0
		6828			Total	\$72,662	\$0	\$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	\$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	\$0	\$4,792,203
12	CTR 0145	0120S	SFO	SFOBB East Span YBITS 1	Support	\$1,640,000	-\$299,986		\$1,340,014
		REHAB		YBI Resurfacing/BASE	Capital	\$22,150,000	-\$459,140		\$21,690,860
		6825		Replace Lighting w/ HPS Lighting System ***	Total	\$23,790,000	-\$759,126	\$0	\$23,030,874
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400			\$4,811,400
		REHAB		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449			\$17,652,449
		6813			Total	\$22,463,849	\$0	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010			\$714,010
		REHAB			Capital	\$0			\$0
		6825			Total	\$714,010	\$0	\$0	\$714,010
15	CTR 0028	1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$554,232			\$554,232
		REHAB			Capital	\$0			\$0
		6825			Total	\$554,232	\$0	\$0	\$554,232
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,301,000	\$45,596		\$1,346,596
		REHAB			Capital	\$0			\$0
		6825			Total	\$1,301,000	\$45,596	\$0	\$1,346,596
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	\$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	\$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	\$202,495
20	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$2,756,322			\$2,756,322
		REHAB			Capital	\$4,033,186			\$4,033,186
		6826			Total	\$6,789,509	\$0	\$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	\$67,738
22	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	\$7,441,000	\$1,300,000		\$8,741,000
		REHAB			Capital	\$23,000,000			\$23,000,000
		6825			Total	\$30,441,000	\$1,300,000	\$0	\$31,741,000
23	CTR 0048	3G487	SFO	Structural Steel Painting, Towers	Support	\$1,664,669			\$1,664,669
		REHAB			Capital	\$0			\$0
		6825			Total	\$1,664,669	\$0	\$0	\$1,664,669



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

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	Adjustments	Thru 2021
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2020	2021	Adjustments	Thru 2021
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	\$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	\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint	Support	\$7,778,247			\$7,778,247
		REHAB		(Lower Deck Only)	Capital	\$29,299,836			\$29,299,836
		6814		Part 1***	Total	\$37,078,084	\$0	\$0	\$37,078,084
27	CTR 0053	3G486	SMH	Bridge Paint	Support	8623000			8623000
		REHAB		Part 1	Capital	54000000			54000000
		6826			Total	\$62,623,000	\$0	\$0	\$62,623,000
28	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2	Support	\$5,372,000			\$5,372,000
		REHAB			Capital	\$26,615,000			\$26,615,000
		6814			Total	\$31,987,000	\$0	\$0	\$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	\$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	\$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	\$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	\$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	\$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	\$0	\$3,386
35	CTR 0078	3G462	BM	Floor Beam Mitigation Phase 1	Support	\$2,132,800			\$2,132,800
		REHAB		(Modification of stringer floor beams due to fatigue	Capital	\$971,200			\$971,200
		6812		and Bearing Shear Bolts	Total	\$3,104,000	\$0	\$0	\$3,104,000
36	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements,	Support	\$3,695,965			\$3,695,965
		REHAB		Polyester Concrete Overlay (1958) and Ped	Capital	\$8,165,909			\$8,165,909
		6813		Replace Joint Seals (1958)***	Total	\$11,861,874	\$0	\$0	\$11,861,874
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,724,000	\$253,097		\$2,977,097
		REHAB		Related Electrical Systems on Southern Bridges	Capital	\$4,500,000	-\$208,377		\$4,291,623
		6828			Total	\$7,224,000	\$44,720	\$0	\$7,268,720
38	CTR 0107	3G364	RSR	Substations Upgrade (4 locations)	Support	\$3,187,726			\$3,187,726
		REHAB		upgrade from 4,160V to 15kv	Capital	\$12,500,000			\$12,500,000
		6814		replace power cable 12kv	Total	\$15,687,726	\$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	\$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	9523000	\$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	\$380,000
42	CTR 0126	3G448	SFO	W1 to W7 Concrete Column Repair and Seal	Support	\$300,000			\$300,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$300,000	\$0	\$0	\$300,000
43	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,405,504			\$3,405,504
		REHAB		RSR - Replace Joint Seals (Upper Deck)	Capital	\$5,368,882			\$5,368,882
		6825		and Resurfacing***	Total	\$8,774,386	\$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	\$1,910,000
45	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Support	\$2,915,337			\$2,915,337
		REHAB		Maintenance Complex***	Capital	\$41,587,338			\$41,587,338
		6825			Total	\$44,502,675	\$0	\$0	\$44,502,675
46	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Support	\$0			\$0
		REHAB		Maintenance Warehouse	Capital	\$18,421,937	-\$7,000		\$18,414,937
		6825		Phase 2	Total	\$18,421,937	-\$7,000	\$0	\$18,414,937



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

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	Adjustments	Thru 2021
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2020	2021	Adjustments	Thru 2021
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	\$3,188,512
48	CTR 0152	0120M	SFO	Toll Plaza Repaving	Support	\$825,782	\$0		\$825,782
		REHAB			Capital	\$7,462,218	-\$12,218		\$7,450,000
		6825			Total	\$8,288,000	-\$12,218	\$0	\$8,275,782
49	CTR 0153	1G310	SFO	Toll Plaza Repaving***	Support	\$0			\$0
		REHAB			Capital	\$1,602,286			\$1,602,286
		6825			Total	\$1,602,286	\$0	\$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	\$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	\$57,611
52	CTR 0156	3G390	VAR	Bridge Lighting***	Support	\$99,415			\$99,415
		REHAB			Capital	\$0			\$0
		6828			Total	\$99,415	\$0	\$0	\$99,415
53	CTR 0157	3G400	VAR	Bridge Overlays***	Support	\$134,556			\$134,556
		REHAB			Capital	\$0			\$0
		6828			Total	\$134,556	\$0	\$0	\$134,556
54	CTR 0158	0120F	SFO	East Span Base ***	Support	\$0			\$0
		REHAB			Capital	\$1,965,000	-\$34,309		\$1,930,691
		6825			Total	\$1,965,000	-\$34,309	\$0	\$1,930,691
55	CTR 0159	2J870	SFO	West Span BASE***	Support	\$588,000	\$350,249		\$938,249
		REHAB			Capital	\$9,500,000	-\$709,607		\$8,790,393
		6825			Total	\$10,088,000	-\$359,359	\$0	\$9,728,641
56	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052			\$22,052
		REHAB			Capital	\$252,546			\$252,546
		6825			Total	\$274,597	\$0	\$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	\$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	\$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	\$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	\$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	\$127,649
62	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,256,394			\$2,256,394
		REHAB		Related Electrical Systems on Northern Bridges	Capital	\$6,000,000			\$6,000,000
		6828			Total	\$8,256,394	\$0	\$0	\$8,256,394
63	CTR 0206	2J680	RSR	RSR Access – PPUL Oversight	Support	\$3,418,000	\$82,000		\$3,500,000
		REHAB			Capital	\$0			\$0
		6814			Total	\$3,418,000	\$82,000	\$0	\$3,500,000
64	CTR 0212	3G368	Var	Substation and Power Cable	Support	\$250,000	-\$30,888		\$219,112
		REHAB			Capital	\$0			\$0
		6828			Total	\$250,000	-\$30,888	\$0	\$219,112
65	CTR 0213	01412	SFO	CT Oversight of Bridge Yard	Support	\$276,198			\$276,198
		REHAB		(IERBYS Building Slab) ***	Capital	\$0			\$0
		6825			Total	\$276,198	\$0	\$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	\$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	\$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	\$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	\$0	\$46,649



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

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	Adjustments	Thru 2021
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2020	2021	Adjustments	Thru 2021
70	CTR 0219	OK220	SFO	Metering Lights Upgrade Oversight	Support	\$800,000	\$850,000		\$1,650,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$800,000	\$850,000	\$0	\$1,650,000
71	CTR 0222	TBD	SFO	SFOBB Maintenance Administration	Support	\$0			\$0
		REHAB			Capital	\$478,064			\$478,064
		6825			Total	\$478,064	\$0	\$0	\$478,064
72	CTR 0225	4J710	RSR	RSR Access - Bike Ped Oversight	Support	\$937,000	-\$82,000		\$855,000
		REHAB			Capital	\$0			\$0
		6814			Total	\$937,000	-\$82,000	\$0	\$855,000
73	CTR 0226	1K450	SFO	Roof Repairs at Sterling Substation	Support	\$72,000			\$72,000
		REHAB		Minor Rehab***	Capital	\$119,999			\$119,999
		8033			Total	\$191,999	\$0	\$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	\$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	\$0	\$399,950
76	CTR 0229	OK691	SFO	Install Grease Caps and Repair Pre-stress Tendons	Support	\$1,200,000	-\$11,184		\$1,188,816
		REHAB		East Span- Director's Order***	Capital	\$3,460,000	-\$141,957		\$3,318,043
		6825			Total	\$4,660,000	-\$153,141	\$0	\$4,506,859
77	CTR 0230	3G482	BM	Repair Seismic Joint - Pier 3	Support	\$148,912			\$148,912
		REHAB		Director's Order***	Capital	\$250,846			\$250,846
		6812			Total	\$399,758	\$0	\$0	\$399,758
78	CTR 0232	2K960	SFO	YBI Tunnel Concrete Repair	Support	\$695,000	\$116,591		\$811,591
		REHAB			Capital	\$1,580,000	-\$116,591		\$1,463,409
		6825			Total	\$2,275,000	\$0	\$0	\$2,275,000
79	CTR 0233	3G445	SFO	Fender Repair	Support	\$1,280,000	-\$544,889		\$735,111
		REHAB		Director's Order***	Capital	\$4,700,000	-\$397,961		\$4,302,040
		6825			Total	\$5,980,000	-\$942,849	\$0	\$5,037,151
80	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712			\$185,712
		REHAB		Director's Order***	Capital	\$279,263			\$279,263
		6825			Total	\$464,976	\$0	\$0	\$464,976
81	CTR 0243	TBD	SFO	Replace Fender System and Skirt Modifications	Support	\$2,000,000			\$2,000,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$2,000,000	\$0	\$0	\$2,000,000
82	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travel	Support	\$0			\$0
		REHAB			Capital	\$11,200,000			\$11,200,000
		6814			Total	\$11,200,000	\$0	\$0	\$11,200,000
83	CTR 0245	0P560	Var.	Install BASE radio links	Support	\$300,000	\$583		\$300,583
		REHAB		Director's Order ***	Capital	\$750,000	-\$266,799		\$483,201
		6828			Total	\$1,050,000	-\$266,216	\$0	\$783,784
84	CTR 0246	0Q470	SFO	East Span Skyway Polyester Concrete Overlay Repair	Support	\$90,000	-\$67,241		\$22,760
		REHAB		Director's Order ***	Capital	\$200,000	-\$16,837		\$183,163
		6825			Total	\$290,000	-\$84,078	\$0	\$205,922
85	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$86,000			\$86,000
		REHAB		Director's Order	Capital	\$314,000			\$314,000
		6825			Total	\$400,000	\$0	\$0	\$400,000
86	CTR 0248	1Q500	BM	Repair Water Line	Support	\$120,000			\$120,000
		REHAB		Director's Order	Capital	\$314,000			\$314,000
		6812			Total	\$434,000	\$0	\$0	\$434,000
87	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$200,000			\$200,000
		REHAB		(West Approach & Anchorage)	Capital	\$560,000			\$560,000
		6825		Director's Order	Total	\$760,000	\$0	\$0	\$760,000
88	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$251,000			\$251,000
		REHAB		Director's Order	Capital	\$314,000			\$314,000
		6825			Total	\$565,000	\$0	\$0	\$565,000
89	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion to	Support	\$100,000			\$100,000
		REHAB			Capital	\$1,925,000			\$1,925,000
		8033			Total	\$2,025,000	\$0	\$0	\$2,025,000
90	CTR 0252	0P680	CAR	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$0			\$0
		REHAB			Capital	\$908,118			\$908,118
		8033			Total	\$908,118	\$0	\$0	\$908,118
91	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage	Support	\$12,500			\$12,500
		REHAB			Capital	\$250,000			\$250,000
		8033			Total	\$262,500	\$0	\$0	\$262,500
92	CTR 0254	2Q920	Var	Toll Paint Facility and Plaza – Replace Metals Doors A	Support	\$0			\$0
		REHAB			Capital	\$450,000			\$450,000
		8033			Total	\$450,000	\$0	\$0	\$450,000



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		Thru 2020	2021	Adjustments	Thru 2021
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2020	2021	Adjustments	Thru 2021
93	CTR 0258	TBD	ANT	Replace Fender System	Support	\$70,000			\$70,000
		REHAB			Capital	\$0			\$0
		6811			Total	\$70,000	\$0	\$0	\$70,000
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$0	\$64,764		\$64,764
		REHAB			Capital	\$8,950,000	-\$64,764		\$8,885,236
		6826			Total	\$8,950,000	\$0	\$0	\$8,950,000
95	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	\$500,000			\$500,000
		REHAB			Capital	\$1,950,000			\$1,950,000
		6812			Total	\$2,450,000	\$0	\$0	\$2,450,000
96	CTR 0263	3G454	SMH	Concrete Repairs on SMHB Spandrel beam and bent	Support	\$2,464,000	\$700,000		\$3,164,000
		REHAB			Capital	\$11,325,000	\$7,000,000		\$18,325,000
		6826			Total	\$13,789,000	\$7,700,000	\$0	\$21,489,000
97	CTR 0264	01358	SFO	SFOBB East Span Pier Retention-CMGC ***	Support	\$0			\$0
		REHAB			Capital	\$3,050,000	-\$2,262,656		\$787,344
		6825			Total	\$3,050,000	-\$2,262,656	\$0	\$787,344
98	CTR 0265	2Q360	SFO	SFOBB WS Remove Truss Web Scaffolds	Support	\$220,000			\$220,000
		REHAB			Capital	\$550,000			\$550,000
		6825			Total	\$770,000	\$0	\$0	\$770,000
99	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot (MC3-Training Center)	Support	\$0			\$0
		REHAB			Capital	\$10,000,000			\$10,000,000
		6825			Total	\$10,000,000	\$0	\$0	\$10,000,000
100	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints upper deck - 31 joints	Support	\$2,600,000			\$2,600,000
		REHAB			Capital	\$8,370,000			\$8,370,000
		6814			Total	\$10,970,000	\$0	\$0	\$10,970,000
101	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	\$460,000			\$460,000
		REHAB		Repair vehicle collision damage Director's Order	Capital	\$1,400,000			\$1,400,000
		6814			Total	\$1,860,000	\$0	\$0	\$1,860,000
102	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and S	Support	\$0			\$0
		REHAB		spans 1-6	Capital	\$0			\$0
		6825			Total	\$0	\$0	\$0	\$0
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers and utility panels (Old Bridge)	Support	\$400,000			\$400,000
		REHAB			Capital	\$0			\$0
		6812			Total	\$400,000	\$0	\$0	\$400,000
104	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SC	Support	\$200,000			\$200,000
		REHAB		for remote control and monitoring	Capital	\$0			\$0
		6812			Total	\$200,000	\$0	\$0	\$200,000
105	CTR 0277	TBD	DUM	Air Compressor, Pier 44- Replace	Support	\$100,000	-\$100,000		\$0
		REHAB			Capital	\$240,000	-\$240,000		\$0
		6827			Total	\$340,000	-\$340,000	\$0	\$0
106	CTR 0278	TBD	SMH	Replace Generators	Support	\$300,000	-\$300,000		\$0
		REHAB			Capital	\$0	\$0		\$0
		6826			Total	\$300,000	-\$300,000	\$0	\$0
107	CTR 0279	TBD	VAR	Replace Generators for Dum and RSR	Support	\$300,000	-\$300,000		\$0
		REHAB			Capital	\$700,000	-\$700,000		\$0
		8629			Total	\$1,000,000	-\$1,000,000	\$0	\$0
108	CTR 0282	TBD	VAR	Existing Water Line System, Air compressor and Air l	Support	\$0			\$0
		REHAB		North Bridges	Capital	\$0			\$0
		6828			Total	\$0	\$0	\$0	\$0
109	CTR 0288	1AA40	SFO	Air Compressors at YBI Substation	Support	\$220,000			\$220,000
		REHAB		Director's Order	Capital	\$900,000			\$900,000
		6825			Total	\$1,120,000	\$0	\$0	\$1,120,000
110	CTR 0289	TBD	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	\$200,000	-\$200,000		\$0
		REHAB			Capital	\$500,000	-\$500,000		\$0
		6826			Total	\$700,000	-\$700,000	\$0	\$0
111	CTR 0290	1AA60	SFO	Repair armored joint Assemblies on SFOBB	Support	\$270,000			\$270,000
		REHAB		Director's Order	Capital	\$760,000			\$760,000
		6825			Total	\$1,030,000	\$0	\$0	\$1,030,000
112	CTR 0291	1AC70	Var	SMHB Toll Admin Building Repairs and	Support	\$50,000			\$50,000
		REHAB		Replace HVAC System at RSR Paint facility	Capital	\$160,000			\$160,000
		8629			Total	\$210,000	\$0	\$0	\$210,000
113	CTR 0292	1AA20	RSR	Replace roof at RSR Paint facility	Support	\$80,000			\$80,000
		REHAB			Capital	\$250,000			\$250,000
		8629			Total	\$330,000	\$0	\$0	\$330,000
114	CTR 0293	1AC00	SFO	Repair burned rest area facility	Support	\$50,000			\$50,000
		REHAB		at SFOBB in Oakland	Capital	\$230,000			\$230,000
		6825		Director's Order	Total	\$280,000	\$0	\$0	\$280,000
115	CTR 0294	2AC50	CAR	Repair burned electrical facilities	Support	\$300,000			\$300,000
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	\$1,000,000			\$1,000,000
		6813		Director's Order	Total	\$1,300,000	\$0	\$0	\$1,300,000



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

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	Adjustments
Toll Bridge Rehabilitation Program	Support	\$293,242,062	\$21,140,610	\$0
Summary	Capital	\$1,213,528,365	\$30,202,774	\$0
	Total	\$1,506,770,427	\$51,343,384	\$0

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2020	2021	Adjustments	Thru 2021
116	CTR 0295	01359 REHAB 6825	SFO	SFOBB environmental close out	Support	\$3,300,000	\$3,000,000		\$6,300,000
					Capital	\$4,200,000			\$4,200,000
					Total	\$7,500,000	\$3,000,000	\$0	\$10,500,000
117	CTR 0296	2AC10 REHAB 6813	CAR	Repair burned toll facilities and vista point at Carquinez Bridge Toll Plaza in Solano County	Support	\$1,600,000			\$1,600,000
				Director's Order	Capital	\$5,320,000			\$5,320,000
					Total	\$6,920,000	\$0	\$0	\$6,920,000
118	CTR 0297	TBD REHAB 6827	DUM	Pier 31 Dumbarton Seismic Joint	Support	\$0	\$90,000		\$90,000
				Director's Order	Capital	\$0	\$315,000		\$315,000
					Total	\$0	\$405,000	\$0	\$405,000
119	CTR 0298	TBD REHAB 6826	SMH	Replace Booster Pump & Fire Pump Controllers	Support	\$0			\$0
					Capital	\$0			\$0
					Total	\$0	\$0	\$0	\$0
120	CTR 0060	91207 REHAB 6828	Var.	Caltrans Capital Coordination	Support	\$9,068,000	\$800,000		\$9,868,000
					Capital	\$0			\$0
					Total	\$9,068,000	\$800,000	\$0	\$9,868,000
121	CTR 0061	93030 REHAB 6828	ALL	Toll Bridge Inspections	Support	\$30,560,000	\$3,300,000		\$33,860,000
					Capital	\$0			\$0
					Total	\$30,560,000	\$3,300,000	\$0	\$33,860,000
122	CTR 0062	93870 REHAB 6828	ALL	Base Security	Support	\$15,240,000	\$1,600,000		\$16,840,000
					Capital	\$0			\$0
					Total	\$15,240,000	\$1,600,000	\$0	\$16,840,000
123	CTR 0235	92685 REHAB 6828	Var.	Structural Steel Paint by State Forces	Support	\$22,200,000	\$11,000,000		\$33,200,000
					Capital	\$0			\$0
					Total	\$22,200,000	\$11,000,000	\$0	\$33,200,000
124	CTR 0069	97708 REHAB 6828	Var.	Caltrans ETC Traffic Operations Support	Support	\$7,350,000	\$400,000		\$7,750,000
					Capital	\$0			\$0
					Total	\$7,350,000	\$400,000	\$0	\$7,750,000
125	CTR 0269	TBD REHAB 6828	Var.	Bridge Facilities Capital Rehab by State forces	Support	\$270,000			\$270,000
					Capital	\$890,000			\$890,000
					Total	\$1,160,000	\$0	\$0	\$1,160,000
126	CTR 0270	TBD REHAB 6828	Var.	Load Rating	Support	\$400,000			\$400,000
					Capital	\$1,200,000			\$1,200,000
					Total	\$1,600,000	\$0	\$0	\$1,600,000
127	CTR Res	CTR Res REHAB 6829	Var.	Caltrans Program Contingency	Support	\$28,000			\$28,000
					Capital	\$2,730,000			\$2,730,000
					Total	\$2,758,000	\$0	\$0	\$2,758,000
128	880/92	2G361 RM1 8615	880/92	Landscaping** ***	Support	\$1,160,000			\$1,160,000
					Capital	\$1,800,000			\$1,800,000
					Total	\$2,960,000	\$0	\$0	\$2,960,000
129	880/92	2G362 RM1 8615	880/92	Landscaping**	Support	\$836,000			\$836,000
					Capital	\$0			\$0
					Total	\$836,000	\$0	\$0	\$836,000
130	BM	0060A RM1 8210	BM	Modification to 1962 Bridge** ***	Support	\$6,211			\$6,211
					Capital	\$0			\$0
					Total	\$6,211	\$0	\$0	\$6,211
131	BM	0060C RM1 8210	BM	Replacement Planting** ***	Support	\$584,000			\$584,000
					Capital	\$1,125,000			\$1,125,000
					Total	\$1,709,000	\$0	\$0	\$1,709,000
132	CAR	0130J RM1 8315	CAR	Site Mitigation 3** ***	Support	\$150,000			\$150,000
					Capital	\$0			\$0
					Total	\$150,000	\$0	\$0	\$150,000
133	CAR	0130K RM1 8315	CAR	Misc Landscaping** ***	Support	\$4,177			\$4,177
					Capital	\$0			\$0
					Total	\$4,177	\$0	\$0	\$4,177
134	880/92	01601 RM1 8615	880/92	880/92 Interchange** ***	Support	\$344,000			\$344,000
					Capital	\$2,500,000			\$2,500,000
					Total	\$2,844,000	\$0	\$0	\$2,844,000
135	SMH	27790 RM1 8637	SMH	Bay Trail Improvement** ***	Support	\$0			\$0
					Capital	\$0			\$0
					Total	\$0	\$0	\$0	\$0
136	BR 0001	8531 REHAB	BATA	Benicia ORT***	Support	\$0			\$0
					Capital	\$4,153,000			\$4,153,000
					Total	\$4,153,000	\$0	\$0	\$4,153,000
137	BR 0002	8539 REHAB	BATA	SFOBB Eyebar Review***	Support	\$2,914,000			\$2,914,000
					Capital	\$0			\$0
					Total	\$2,914,000	\$0	\$0	\$2,914,000
138	BR 0003	8594 REHAB	BATA	SFOBB West Span Pathway Planning	Support	\$1,750,000			\$1,750,000
					Capital	\$10,550,000			\$10,550,000
					Total	\$12,300,000	\$0	\$0	\$12,300,000



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

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	Adjustments	Thru 2021
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2020	2021	Adjustments	Thru 2021
139	BR 0004	8909	BATA	Gateway Park	Support	\$1,273,000			\$1,273,000
		REHAB			Capital	\$17,301,863			\$17,301,863
					Total	\$18,574,863	\$0	\$0	\$18,574,863
140	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000			\$5,000,000
		REHAB			Capital	\$20,319,200			\$20,319,200
					Total	\$25,319,200	\$0	\$0	\$25,319,200
141	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	\$0			\$0
		REHAB			Capital	\$531,000			\$531,000
					Total	\$531,000	\$0	\$0	\$531,000
142	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0			\$0
		REHAB			Capital	\$1,775,000			\$1,775,000
					Total	\$1,775,000	\$0	\$0	\$1,775,000
143	BR 0009	8922	BATA	Metering Lights Upgrade	Support	\$500,000	\$500,000		\$1,000,000
		REHAB			Capital	\$15,680,000	\$1,320,000		\$17,000,000
					Total	\$16,180,000	\$1,820,000	\$0	\$18,000,000
144	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	\$9,263,000
145	BR 0011	8923	BATA	Bridge Documentation	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000
					Total	\$500,000	\$0	\$0	\$500,000
146	BR 0013	8602	BATA	Hybrid/ETC Lane Modifications***	Support	\$0			\$0
		REHAB			Capital	\$874,000			\$874,000
					Total	\$874,000	\$0	\$0	\$874,000
147	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000			\$425,000
		REHAB			Capital	\$28,408,000	\$1,000,000		\$29,408,000
					Total	\$28,833,000	\$1,000,000	\$0	\$29,833,000
148	BR 0016	8631	BATA	Callboxes***	Support	\$0			\$0
		REHAB			Capital	\$2,344,000			\$2,344,000
					Total	\$2,344,000	\$0	\$0	\$2,344,000
149	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	\$12,358,000
150	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	0			0
		REHAB			Capital	\$99,499,532	\$8,800,000		\$108,299,532
					Total	\$99,499,532	\$8,800,000	\$0	\$108,299,532
151	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0			\$0
		REHAB			Capital	\$23,450,000	\$600,000		\$24,050,000
					Total	\$23,450,000	\$600,000	\$0	\$24,050,000
152	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	\$0			\$0
		REHAB			Capital	\$33,545,000	\$2,600,000		\$36,145,000
					Total	\$33,545,000	\$2,600,000	\$0	\$36,145,000
153	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	\$29,510,130
154	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000			\$400,000
		REHAB			Capital	\$24,953,741			\$24,953,741
					Total	\$25,353,741	\$0	\$0	\$25,353,741
155	BR 0023	8908	BATA	BATA Technology Infrastructure (HW, SW, NETWORK)	Support	\$0			\$0
		REHAB			Capital	\$4,835,000			\$4,835,000
					Total	\$4,835,000	\$0	\$0	\$4,835,000
156	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	\$1,936,500
157	BR 0026	8914	BATA	Violation Enforcement System***	Support	\$0			\$0
		REHAB			Capital	\$7,842,000			\$7,842,000
					Total	\$7,842,000	\$0	\$0	\$7,842,000
158	BR 0027	8916	BATA	Bay Crossing Study***	Support	\$540,000			\$540,000
		REHAB			Capital	\$0			\$0
					Total	\$540,000	\$0	\$0	\$540,000
159	BR 0028	8917	BATA	BATA Technology Security	Support	\$0			\$0
		REHAB			Capital	\$1,300,000	\$1,000,000		\$2,300,000
					Total	\$1,300,000	\$1,000,000	\$0	\$2,300,000
160	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	\$5,801,198
161	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0			\$0
		REHAB			Capital	\$46,444,709	\$200,000		\$46,644,709
					Total	\$46,444,709	\$200,000	\$0	\$46,644,709



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

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	Adjustments	Thru 2021
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811

Line No.	Project No.	EA	Bridge	Description					
		Program	CCA	Status		Thru 2020	2021	Adjustments	Thru 2021
162	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0			\$0
		REHAB			Capital	\$8,300,000			\$8,300,000
					Total	\$8,300,000	\$0	\$0	\$8,300,000
163	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	\$50,000,000
164	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000			\$1,494,000
		REHAB		I-580 Access Improvements	Capital	\$84,234,000			\$84,234,000
					Total	\$85,728,000	\$0	\$0	\$85,728,000
165	BR 0038	8937	BATA	2020 CSC Procurement	Support	\$0			\$0
		REHAB			Capital	\$34,000,000			\$34,000,000
					Total	\$34,000,000	\$0	\$0	\$34,000,000
166	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	\$9,000,000
167	BR 0040	8012	BATA	All Electronic Tolling	Support	\$0			\$0
		REHAB			Capital	\$5,963,000			\$5,963,000
					Total	\$5,963,000	\$0	\$0	\$5,963,000
168	BR 0043	8936	BATA	Backhaul Connection Infrastructure	Support	\$0			\$0
		REHAB			Capital	\$1,000,000			\$1,000,000
					Total	\$1,000,000	\$0	\$0	\$1,000,000
169	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	\$2,000,000
170	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000
					Total	\$500,000	\$0	\$0	\$500,000
171	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0			\$0
		REHAB			Capital	\$800,000	\$260,000		\$1,060,000
					Total	\$800,000	\$260,000	\$0	\$1,060,000
172	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	\$0			\$0
		REHAB			Capital	\$12,083,854	\$4,000,000		\$16,083,854
					Total	\$12,083,854	\$4,000,000	\$0	\$16,083,854
173	BR 0048	8939	BATA	Asset Management	Support	\$0			\$0
		REHAB			Capital	\$4,700,000	\$2,047,976		\$6,747,976
					Total	\$4,700,000	\$2,047,976	\$0	\$6,747,976
174	BR 0049	8941	BATA	CHP - COZEEP/MAZEEP	Support	\$200,000			\$200,000
		REHAB			Capital	\$100,000	\$200,000		\$300,000
					Total	\$300,000	\$200,000	\$0	\$500,000
175	BR 0050	8940	BATA	HOV Lane Enforcement	Support	\$2,600,000			\$2,600,000
		REHAB		Vehicle Occupancy	Capital	\$4,000,000			\$4,000,000
					Total	\$6,600,000	\$0	\$0	\$6,600,000
176	BR 0051	8942	BATA	Bridge Yard Capital Improvements	Support	\$0			\$0
		REHAB			Capital	\$500,000			\$500,000
					Total	\$500,000	\$0	\$0	\$500,000
177	BR 0052	8943	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0			\$0
		REHAB			Capital	\$1,200,000			\$1,200,000
					Total	\$1,200,000	\$0	\$0	\$1,200,000
178	BR 0053	8944	BATA	Dumbarton Bridge Operational Improvement	Support	\$0			\$0
		REHAB			Capital	\$17,000,000			\$17,000,000
					Total	\$17,000,000	\$0	\$0	\$17,000,000
179	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	\$9,600,000
180	BR 0055	8946	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0			\$0
		REHAB			Capital	\$7,200,000	\$7,100,000		\$14,300,000
					Total	\$7,200,000	\$7,100,000	\$0	\$14,300,000
181	BR 0056	8947	BATA	New BATA Bridge Evaluation and Due Diligence	Support	\$0			\$0
		REHAB		SR-37	Capital	\$8,000,000			\$8,000,000
					Total	\$8,000,000	\$0	\$0	\$8,000,000
182	BR 0057	8948	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	\$0			\$0
		REHAB		Open Road Tolling and HOV Lane	Capital	\$2,000,000			\$2,000,000
					Total	\$2,000,000	\$0	\$0	\$2,000,000
183	BR 0058	8949	BATA	Regional Transportation Commute Challenge	Support	\$0			\$0
		REHAB		Carryover from FY19-20	Capital	\$0	\$1,000,000		\$1,000,000
					Total	\$0	\$1,000,000	\$0	\$1,000,000
184	BR Res	8928	Var.	BATA Program Contingency	Support	\$0			\$0
		REHAB			Capital	\$9,340,259			\$9,340,259
					Total	\$9,340,259	\$0	\$0	\$9,340,259



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Bay Area Toll Authority
Rehabilitation Program Budget Summary

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Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	Adjustments	Thru 2021
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811

Line No.	Project No.	EA Program	Bridge CCA	Description					
				Status		Thru 2020	2021	Adjustments	Thru 2021

*Caltrans Capital includes capital outlay construction and right-of-way.
**Previous expenses covered in RM1 Program.
*** Project closed to expenditure reimbursement June 30, 2020 or earlier.

		Thru 2020	2021	2022	2023
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$0	\$314,382,672
	Capital	\$1,213,528,365	\$30,202,774	\$0	\$1,243,731,139
	Total	\$1,506,770,427	\$51,343,384	\$0	\$1,558,113,811
Caltrans Rehabilitation Program Summary	Support	\$267,276,062	\$20,640,610	\$0	\$287,916,672
	Capital	\$547,702,379	\$74,798	\$0	\$547,777,177
	Total	\$814,978,440	\$20,715,408	\$0	\$835,693,848
BATA Rehabilitation Program Summary	Support	\$25,966,000	\$500,000	\$0	\$26,466,000
	Capital	\$665,825,986	\$30,127,976	\$0	\$695,953,962
	Total	\$691,791,986	\$30,627,976	\$0	\$722,419,962



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,562,775											\$7,562,775
		REHAB			Capital	\$0											\$0
		6825			Total	\$7,562,775	\$0	\$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			Capital	\$4,480,035											\$4,480,035
		6814			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			Capital	\$5,597,591											\$5,597,591
		6828			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			Capital	\$202,181											\$202,181
		6825			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	-\$1,376,083										\$2,958,917
		REHAB		BASE***	Capital	\$12,985,000	-\$1,101,985										\$11,883,015
		6825			Total	\$17,320,000	-\$2,478,068	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,841,932
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644											\$957,644
		REHAB			Capital	\$869,782											\$869,782
		6825			Total	\$1,827,425	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,838,078											\$7,838,078
		REHAB		Deck Rehabilitation & 12KV Cable for Entire Bridge**	Capital	\$27,880,814											\$27,880,814
		6826			Total	\$35,718,892	\$0	\$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			Capital	\$0											\$0
		6828			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			Capital	\$2,777,316											\$2,777,316
		6826			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			Capital	\$2,700,672											\$2,700,672
		6827			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	-\$299,986										\$1,340,014
		REHAB		YBI Resurfacing/BASE	Capital	\$22,150,000	-\$459,140										\$21,690,860
		6825		Replace Lighting w/ HPS Lighting System ***	Total	\$23,790,000	-\$759,126	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,030,874



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400											\$4,811,400
		REHAB		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449											\$17,652,449
		6813			Total	\$22,463,849	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010											\$714,010
		REHAB			Capital	\$0											\$0
		6825			Total	\$714,010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$714,010
15	CTR 0028	1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$554,232											\$554,232
		REHAB			Capital	\$0											\$0
		6825			Total	\$554,232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$554,232
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,301,000	\$45,596										\$1,346,596
		REHAB			Capital	\$0											\$0
		6825			Total	\$1,301,000	\$45,596	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,346,596
17	CTR 0032	1G720	SFO	Eyebar Monitoring System (ES)***	Support	\$207,931											\$207,931
		REHAB			Capital	\$3,431,263											\$3,431,263
		6825			Total	\$3,639,194	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,639,194
18	CTR 0147	2F000	SMH	Replace Damaged Transformer and Substation***	Support	\$53,276											\$53,276
		REHAB			Capital	\$204,900											\$204,900
		6826			Total	\$258,176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$258,176
19	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$202,495											\$202,495
		REHAB			Capital	\$0											\$0
		6828			Total	\$202,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,495
20	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$2,756,322											\$2,756,322
		REHAB			Capital	\$4,033,186											\$4,033,186
		6826			Total	\$6,789,509	\$0	\$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	\$7,441,000	\$1,300,000										\$8,741,000
		REHAB			Capital	\$23,000,000											\$23,000,000
		6825			Total	\$30,441,000	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,741,000
23	CTR 0048	3G487	SFO	Structural Steel Painting, Towers	Support	\$1,664,669								\$3,000,000	\$3,000,000	\$2,500,000	\$10,164,669
		REHAB			Capital	\$0									\$22,000,000	\$22,000,000	\$44,000,000
		6825			Total	\$1,664,669	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$25,000,000	\$24,500,000	\$54,164,669
24	CTR 0049	3G470	Var.	Replace travelers and Rails PIDS***	Support	\$159,815											\$159,815
		REHAB			Capital	\$0											\$0
		6828			Total	\$159,815	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,815



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
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	\$7,778,247											\$7,778,247
		REHAB		(Lower Deck Only)	Capital	\$29,299,836											\$29,299,836
		6814		Part 1***	Total	\$37,078,084	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,078,084
27	CTR 0053	3G486	SMH	Bridge Paint	Support	8623000											\$8,623,000
		REHAB		Part 1	Capital	54000000											\$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) 2r	Support	\$5,372,000											\$5,372,000
		REHAB			Capital	\$26,615,000					\$17,000,000	\$17,000,000					\$60,615,000
		6814			Total	\$31,987,000	\$0	\$0	\$0	\$0	\$17,000,000	\$17,000,000	\$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
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	\$2,132,800											\$2,132,800
		REHAB		(Modification of stringer floor beams due to fatigue c	Capital	\$971,200											\$971,200
		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	\$3,695,965											\$3,695,965
		REHAB		Polyester Concrete Overlay (1958) and Ped	Capital	\$8,165,909											\$8,165,909
		6813		Replace Joint Seals (1958)***	Total	\$11,861,874	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,861,874



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,724,000	\$253,097										\$2,977,097
		REHAB		Related Electrical Systems on Southern Bridges	Capital	\$4,500,000	-\$208,377										\$4,291,623
		6828			Total	\$7,224,000	\$44,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,268,720
38	CTR 0107	3G364	RSR	Substations Upgrade (4 locations)	Support	\$3,187,726											\$3,187,726
		REHAB		upgrade from 4,160V to 15kV	Capital	\$12,500,000											\$12,500,000
		6814		replace power cable 12kV	Total	\$15,687,726	\$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	9523000	\$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	\$300,000											\$300,000
		REHAB			Capital	\$0											\$0
		6825			Total	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
43	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,405,504											\$3,405,504
		REHAB		RSR - Replace Joint Seals (Upper Deck)	Capital	\$5,368,882											\$5,368,882
		6825		and Resurfacing***	Total	\$8,774,386	\$0	\$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	\$2,915,337											\$2,915,337
		REHAB		Maintenance Complex***	Capital	\$41,587,338											\$41,587,338
		6825			Total	\$44,502,675	\$0	\$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	\$18,421,937	-\$7,000										\$18,414,937
		6825		Phase 2	Total	\$18,421,937	-\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,414,937
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	\$0										\$825,782
		REHAB			Capital	\$7,462,218	-\$12,218										\$7,450,000
		6825			Total	\$8,288,000	-\$12,218	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,275,782



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
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
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	-\$34,309										\$1,930,691
		6825			Total	\$1,965,000	-\$34,309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,930,691
55	CTR 0159	2J870	SFO	West Span BASE***	Support	\$588,000	\$350,249										\$938,249
		REHAB			Capital	\$9,500,000	-\$709,607										\$8,790,393
		6825			Total	\$10,088,000	-\$359,359	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,728,641
56	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052											\$22,052
		REHAB			Capital	\$252,546											\$252,546
		6825			Total	\$274,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$274,597
57	CTR 0163	3G447	SFO	Rebuild Damaged Fender System *** W6	Support	\$238,798											\$238,798
		REHAB			Capital	\$772,842											\$772,842
		6825			Total	\$1,011,640	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,011,640
58	CTR 0182	3G478	Var	PID - Water Line System Air Compressor, Airlines	Support	\$193,307											\$193,307
		REHAB			Capital	\$0											\$0
		6828			Total	\$193,307	\$0	\$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



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
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	\$2,256,394					\$700,000	\$700,000	\$300,000				\$3,956,394
		REHAB		Related Electrical Systems on Northern Bridges	Capital	\$6,000,000					\$1,100,000						\$7,100,000
		6828			Total	\$8,256,394	\$0	\$0	\$0	\$0	\$1,800,000	\$700,000	\$300,000	\$0	\$0	\$0	\$11,056,394
63	CTR 0206	2J680	RSR	RSR Access – PPUL Oversight	Support	\$3,418,000	\$82,000										\$3,500,000
		REHAB			Capital	\$0											\$0
		6814			Total	\$3,418,000	\$82,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000
64	CTR 0212	3G368	Var	Substation and Power Cable	Support	\$250,000	-\$30,888										\$219,112
		REHAB			Capital	\$0											\$0
		6828			Total	\$250,000	-\$30,888	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$219,112
65	CTR 0213	01412	SFO	CT Oversight of Bridge Yard	Support	\$276,198											\$276,198
		REHAB		(IERBYS Building Slab) ***	Capital	\$0											\$0
		6825			Total	\$276,198	\$0	\$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	I-880 Overhead Signage and Delineation Upgrade	Support	\$46,649											\$46,649
		REHAB		Oversight***	Capital	\$0											\$0
		6825			Total	\$46,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,649
70	CTR 0219	0K220	SFO	Metering Lights Upgrade Oversight	Support	\$800,000	\$850,000										\$1,650,000
		REHAB			Capital	\$0											\$0
		6825			Total	\$800,000	\$850,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,650,000
71	CTR 0222	TBD	SFO	SFOBB Maintenance Administration	Support	\$0											\$0
		REHAB			Capital	\$478,064											\$478,064
		6825			Total	\$478,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$478,064
72	CTR 0225	4J710	RSR	RSR Access - Bike Ped Oversight	Support	\$937,000	-\$82,000										\$855,000
		REHAB			Capital	\$0											\$0
		6814			Total	\$937,000	-\$82,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,000



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
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	\$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		Minor Rehab***	Capital	\$99,550											\$99,550
		8033			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		Minor Rehab***	Capital	\$249,950											\$249,950
		8033			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	-\$11,184										\$1,188,816
		REHAB		East Span- Director's Order***	Capital	\$3,460,000	-\$141,957										\$3,318,043
		6825			Total	\$4,660,000	-\$153,141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,506,859
77	CTR 0230	3G482	BM	Repair Seismic Joint - Pier 3	Support	\$148,912											\$148,912
		REHAB		Director's Order***	Capital	\$250,846											\$250,846
		6812			Total	\$399,758	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$399,758
78	CTR 0232	2K960	SFO	YBI Tunnel Concrete Repair	Support	\$695,000	\$116,591										\$811,591
		REHAB			Capital	\$1,580,000	-\$116,591										\$1,463,409
		6825			Total	\$2,275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,275,000
79	CTR 0233	3G445	SFO	Fender Repair	Support	\$1,280,000	-\$544,889										\$735,111
		REHAB		Director's Order***	Capital	\$4,700,000	-\$397,961										\$4,302,040
		6825			Total	\$5,980,000	-\$942,849	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,037,151
80	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712											\$185,712
		REHAB		Director's Order***	Capital	\$279,263											\$279,263
		6825			Total	\$464,976	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$464,976
81	CTR 0243	TBD	SFO	Replace Fender System and Skirt Modifications	Support	\$2,000,000						\$2,000,000	\$2,000,000	\$2,000,000			\$8,000,000
		REHAB			Capital	\$0						\$10,000,000	\$25,000,000	\$20,000,000	\$5,000,000		\$60,000,000
		6825			Total	\$2,000,000	\$0	\$0	\$0	\$0		\$12,000,000	\$27,000,000	\$22,000,000	\$5,000,000	\$0	\$68,000,000
82	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travel	Support	\$0											\$0
		REHAB			Capital	\$11,200,000					\$10,000,000	\$10,000,000	\$11,663,000				\$42,863,000
		6814			Total	\$11,200,000	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000	\$11,663,000	\$0	\$0	\$0	\$42,863,000
83	CTR 0245	0P560	Var.	Install BASE radio links	Support	\$300,000	\$583										\$300,583
		REHAB		Director's Order ***	Capital	\$750,000	-\$266,799										\$483,201
		6828			Total	\$1,050,000	-\$266,216	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$783,784
84	CTR 0246	0Q470	SFO	East Span Skyway Polyester Concrete Overlay Repair	Support	\$90,000	-\$67,241										\$22,760
		REHAB		Director's Order ***	Capital	\$200,000	-\$16,837										\$183,163
		6825			Total	\$290,000	-\$84,078	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205,922



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
85	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$86,000											\$86,000
		REHAB		Director's Order	Capital	\$314,000											\$314,000
		6825			Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
86	CTR 0248	1Q500	BM	Repair Water Line	Support	\$120,000											\$120,000
		REHAB		Director's Order	Capital	\$314,000											\$314,000
		6812			Total	\$434,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,000
87	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$200,000											\$200,000
		REHAB		(West Approach & Anchorage)	Capital	\$560,000											\$560,000
		6825		Director's Order	Total	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$760,000
88	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$251,000											\$251,000
		REHAB		Director's Order	Capital	\$314,000											\$314,000
		6825			Total	\$565,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,000
89	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
90	CTR 0252	0P680	CAR	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$0											\$0
		REHAB			Capital	\$908,118											\$908,118
		8033			Total	\$908,118	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$908,118
91	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage tank	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
92	CTR 0254	2Q920	Var	Toll Paint Facility and Plaza – Replace Metals Doors And Windows	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
93	CTR 0258	TBD	ANT	Replace Fender System	Support	\$70,000											\$70,000
		REHAB			Capital	\$0											\$0
		6811			Total	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$0	\$64,764										\$64,764
		REHAB			Capital	\$8,950,000	-\$64,764										\$8,885,236
		6826			Total	\$8,950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,950,000
95	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies	Support	\$500,000											\$500,000
		REHAB			Capital	\$1,950,000											\$1,950,000
		6812			Total	\$2,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,450,000
96	CTR 0263	3G454	SMH	Concrete Repairs on SMHB Spandrel beam and bent	Support	\$2,464,000	\$700,000	\$400,000									\$3,564,000
		REHAB			Capital	\$11,325,000	\$7,000,000										\$18,325,000
		6826			Total	\$13,789,000	\$7,700,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,889,000



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
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													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
97	CTR 0264	01358	SFO	SFOBB East Span Pier Retention-CMGC ***	Support	\$0											\$0
		REHAB			Capital	\$3,050,000	-\$2,262,656										\$787,344
		6825			Total	\$3,050,000	-\$2,262,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$787,344
98	CTR 0265	2Q360	SFO	SFOBB WS Remove Truss Web Scaffolds	Support	\$220,000											\$220,000
		REHAB			Capital	\$550,000											\$550,000
		6825			Total	\$770,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$770,000
99	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot (MC3-Training Center)	Support	\$0											\$0
		REHAB			Capital	\$10,000,000											\$10,000,000
		6825			Total	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
100	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints	Support	\$2,600,000											\$2,600,000
		REHAB		upper deck - 31 joints	Capital	\$8,370,000											\$8,370,000
		6814			Total	\$10,970,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,970,000
101	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	\$460,000											\$460,000
		REHAB		Repair vehicle collision damage Director's Order	Capital	\$1,400,000											\$1,400,000
		6814			Total	\$1,860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,860,000
102	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and S	Support	\$0							\$4,000,000	\$4,000,000	\$5,000,000	\$5,000,000	\$18,000,000
		REHAB		spans 1-6	Capital	\$0								\$15,000,000	\$10,000,000	\$20,000,000	\$45,000,000
		6825			Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$19,000,000	\$15,000,000	\$25,000,000	\$63,000,000
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers	Support	\$400,000								\$700,000			\$1,100,000
		REHAB		and utility panels (Old Bridge)	Capital	\$0								\$5,000,000			\$5,000,000
		6812			Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700,000	\$0	\$0	\$6,100,000
104	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SC	Support	\$200,000										\$0	\$200,000
		REHAB		for remote control and monitoring	Capital	\$0						\$800,000				\$800,000	\$1,600,000
		6812			Total	\$200,000	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$800,000	\$1,800,000
105	CTR 0277	TBD	DUM	Air Compressor, Pier 44- Replace	Support	\$100,000	-\$100,000										\$0
		REHAB			Capital	\$240,000	-\$240,000										\$0
		6827			Total	\$340,000	-\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
106	CTR 0278	TBD	SMH	Replace Generators	Support	\$300,000	-\$300,000									\$200,000	\$200,000
		REHAB			Capital	\$0	\$0									\$2,000,000	\$2,000,000
		6826			Total	\$300,000	-\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
107	CTR 0279	TBD	VAR	Replace Generators for Dum and RSR	Support	\$300,000	-\$300,000										\$0
		REHAB			Capital	\$700,000	-\$700,000										\$0
		8629			Total	\$1,000,000	-\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
108	CTR 0282	TBD	VAR	Existing Water Line System, Air compressor and Air li	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	\$0	\$0	\$0	\$0	\$0	\$400,000	\$700,000	\$6,400,000	\$400,000	\$7,900,000



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
109	CTR 0288	1AA40	SFO	Air Compressors at YBI Substation	Support	\$220,000											\$220,000
		REHAB		Director's Order	Capital	\$900,000											\$900,000
		6825			Total	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000
110	CTR 0289	TBD	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	\$200,000	-\$200,000										\$0
		REHAB			Capital	\$500,000	-\$500,000										\$0
		6826			Total	\$700,000	-\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
111	CTR 0290	1AA60	SFO	Repair armored joint Assemblies on SFOBB	Support	\$270,000											\$270,000
		REHAB		Director's Order	Capital	\$760,000											\$760,000
		6825			Total	\$1,030,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,030,000
112	CTR 0291	1AC70	Var	SMHB Toll Admin Building Repairs and	Support	\$50,000											\$50,000
		REHAB		Replace HVAC System at RSR Paint facility	Capital	\$160,000											\$160,000
		8629			Total	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,000
113	CTR 0292	1AA20	RSR	Replace roof at RSR Paint facility	Support	\$80,000											\$80,000
		REHAB			Capital	\$250,000											\$250,000
		8629			Total	\$330,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,000
114	CTR 0293	1AC00	SFO	Repair burned rest area facility	Support	\$50,000											\$50,000
		REHAB		at SFOBB in Oakland	Capital	\$230,000											\$230,000
		6825		Director's Order	Total	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000
115	CTR 0294	2AC50	CAR	Repair burned electrical facilities	Support	\$300,000											\$300,000
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	\$1,000,000											\$1,000,000
		6813		Director's Order	Total	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000
116	CTR 0295	01359	SFO	SFOBB environmental close out	Support	\$3,300,000	\$3,000,000										\$6,300,000
		REHAB			Capital	\$4,200,000											\$4,200,000
		6825			Total	\$7,500,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,500,000
117	CTR 0296	2AC10	CAR	Repair burned toll facilities and vista point	Support	\$1,600,000											\$1,600,000
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	\$5,320,000											\$5,320,000
		6813		Director's Order	Total	\$6,920,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,920,000
118	CTR 0297	TBD	DUM	Pier 31 Dumbarton Seismic Joint	Support	\$0	\$90,000										\$90,000
		REHAB		Director's Order	Capital	\$0	\$315,000										\$315,000
		6827			Total	\$0	\$405,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$405,000
119	CTR 0298	TBD	SMH	Replace Booster Pump & Fire Pump Controllers	Support	\$0		\$100,000	\$500,000								\$600,000
		REHAB			Capital	\$0		\$0	\$1,500,000								\$1,500,000
		6826			Total	\$0	\$0	\$100,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000
120	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$9,068,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$17,068,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$9,068,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$17,068,000



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
121	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$30,560,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$63,560,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$30,560,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$63,560,000
122	CTR 0062	93870	ALL	Base Security	Support	\$15,240,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$31,240,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$15,240,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$31,240,000
123	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$22,200,000	\$11,000,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$138,500,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$22,200,000	\$11,000,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$11,700,000	\$138,500,000
124	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$7,350,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$11,350,000
		REHAB			Capital	\$0											\$0
		6828			Total	\$7,350,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$11,350,000
125	CTR 0269	TBD	Var.	Bridge Facilities Capital Rehab by State forces	Support	\$270,000											\$270,000
		REHAB			Capital	\$890,000											\$890,000
		6828			Total	\$1,160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,160,000
126	CTR 0270	TBD	Var.	Load Rating	Support	\$400,000											\$400,000
		REHAB			Capital	\$1,200,000											\$1,200,000
		6828			Total	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600,000
127	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$28,000											\$28,000
		REHAB			Capital	\$2,730,000											\$2,730,000
		6829			Total	\$2,758,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,758,000
128	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
129	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
130	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
131	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
132	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



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
133	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
134	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
135	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0											\$0
		RM1		***	Capital	\$0											\$0
		8637			Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
136	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
137	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	\$2,914,000											\$2,914,000
		REHAB			Capital	\$0											\$0
					Total	\$2,914,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,914,000
138	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
139	BR 0004	8909	BATA	Gateway Park	Support	\$1,273,000											\$1,273,000
		REHAB			Capital	\$17,301,863											\$17,301,863
					Total	\$18,574,863	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,574,863
140	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000											\$5,000,000
		REHAB			Capital	\$20,319,200											\$20,319,200
					Total	\$25,319,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,319,200
141	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
142	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0											\$0
		REHAB			Capital	\$1,775,000											\$1,775,000
					Total	\$1,775,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,775,000
143	BR 0009	8922	BATA	Metering Lights Upgrade	Support	\$500,000	\$500,000										\$1,000,000
		REHAB			Capital	\$15,680,000	\$1,320,000										\$17,000,000
					Total	\$16,180,000	\$1,820,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000,000
144	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



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
145	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
146	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
147	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000											\$425,000
		REHAB			Capital	\$28,408,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,400,000	\$43,808,000
					Total	\$28,833,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,400,000	\$44,233,000
148	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
149	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
150	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	0											\$0
		REHAB			Capital	\$99,499,532	\$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	\$19,000,000	\$235,099,532
					Total	\$99,499,532	\$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	\$19,000,000	\$235,099,532
151	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0											\$0
		REHAB			Capital	\$23,450,000	\$600,000	\$600,000	\$600,000	\$600,000							\$25,850,000
					Total	\$23,450,000	\$600,000	\$600,000	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,850,000
152	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	\$0											\$0
		REHAB			Capital	\$33,545,000	\$2,600,000	\$1,500,000	\$6,000,000								\$43,645,000
					Total	\$33,545,000	\$2,600,000	\$1,500,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,645,000
153	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
154	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000											\$400,000
		REHAB			Capital	\$24,953,741											\$24,953,741
					Total	\$25,353,741	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,353,741
155	BR 0023	8908	BATA	BATA Technology Infrastructure (HW, SW, NETWORK)	Support	\$0											\$0
		REHAB			Capital	\$4,835,000											\$4,835,000
					Total	\$4,835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,835,000
156	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



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

													Total
		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													Total
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
157	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
158	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
159	BR 0028	8917	BATA	BATA Technology Security	Support	\$0											\$0
		REHAB			Capital	\$1,300,000	\$1,000,000	\$200,000	\$1,300,000	\$300,000	\$300,000						\$4,400,000
					Total	\$1,300,000	\$1,000,000	\$200,000	\$1,300,000	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$4,400,000
160	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
161	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0											\$0
		REHAB			Capital	\$46,444,709	\$200,000	\$200,000	\$200,000	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$49,044,709
					Total	\$46,444,709	\$200,000	\$200,000	\$200,000	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$49,044,709
162	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
163	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
164	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000											\$1,494,000
		REHAB		I-580 Access Improvements	Capital	\$84,234,000											\$84,234,000
					Total	\$85,728,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,728,000
165	BR 0038	8937	BATA	2020 CSC Procurement	Support	\$0											\$0
		REHAB			Capital	\$34,000,000					\$650,000	\$650,000	\$700,000	\$700,000	\$700,000	\$700,000	\$38,100,000
					Total	\$34,000,000	\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$700,000	\$700,000	\$700,000	\$700,000	\$38,100,000
166	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
167	BR 0040	8012	BATA	All Electronic Tolling	Support	\$0											\$0
		REHAB			Capital	\$5,963,000											\$5,963,000
					Total	\$5,963,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,963,000
168	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



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description												
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
169	BR 0044	8540	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0										
		REHAB			Capital	\$2,000,000										
					Total	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
170	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	\$0										
		REHAB			Capital	\$500,000										
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
171	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0										
		REHAB			Capital	\$800,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000
					Total	\$800,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000
172	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	\$0										
		REHAB			Capital	\$12,083,854	\$4,000,000									
					Total	\$12,083,854	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
173	BR 0048	8939	BATA	Asset Management	Support	\$0										
		REHAB			Capital	\$4,700,000	\$2,047,976	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
					Total	\$4,700,000	\$2,047,976	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
174	BR 0049	8941	BATA	CHP - COZEEP/MAZEEP	Support	\$200,000										
		REHAB			Capital	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
					Total	\$300,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
175	BR 0050	8940	BATA	HOV Lane Enforcement	Support	\$2,600,000										
		REHAB		Vehicle Occupancy	Capital	\$4,000,000										
					Total	\$6,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
176	BR 0051	8942	BATA	Bridge Yard Capital Improvements	Support	\$0										
		REHAB			Capital	\$500,000										
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
177	BR 0052	8943	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0										
		REHAB			Capital	\$1,200,000										
					Total	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
178	BR 0053	8944	BATA	Dumbarton Bridge Operational Improvement	Support	\$0										
		REHAB			Capital	\$17,000,000										
					Total	\$17,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
179	BR 0054	8945	BATA	Next Gen Clipper (C2) System	Support	\$0										
		REHAB			Capital	\$9,600,000										
					Total	\$9,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
180	BR 0055	8946	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0										
		REHAB			Capital	\$7,200,000	\$7,100,000									
					Total	\$7,200,000	\$7,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Attachment C-2
Bay Area Toll Authority
FY 2021-30 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 134
Date: June 24, 2020
W.I.: 1251
Referred by: BATA Oversight Committee

		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811

Line No.	Project No.	EA	Bridge	Description													
		Program	CCA	Status		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
181	BR 0056	8947	BATA	New BATA Bridge Evaluation and Due Diligence	Support	\$0											\$0
		REHAB		SR-37	Capital	\$8,000,000											\$8,000,000
					Total	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000
182	BR 0057	8948	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	\$0											\$0
		REHAB		Open Road Tolling and HOV Lane	Capital	\$2,000,000											\$2,000,000
					Total	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
183	BR 0058	8949	BATA	Regional Transportation Commute Challenge	Support	\$0											\$0
		REHAB		Carryover from FY19-20	Capital	\$0	\$1,000,000	\$1,000,000									\$2,000,000
					Total	\$0	\$1,000,000	\$1,000,000									\$2,000,000
184	BR Res	8928	Var.	BATA Program Contingency	Support	\$0											\$0
		REHAB			Capital	\$9,340,259											\$9,340,259
					Total	\$9,340,259	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,340,259

*Caltrans Capital includes capital outlay construction and right-of-way.
**Previous expenses covered in RM1 Program.
*** Project closed to expenditure reimbursement June 30, 2020 or earlier.

		Thru 2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Toll Bridge Rehabilitation Program Summary	Support	\$293,242,062	\$21,140,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$512,782,672
	Capital	\$1,213,528,365	\$30,202,774	\$15,560,000	\$22,560,000	\$15,060,000	\$44,410,000	\$56,110,000	\$56,323,000	\$60,960,000	\$65,260,000	\$68,660,000	\$1,648,634,139
	Total	\$1,506,770,427	\$51,343,384	\$33,860,000	\$40,860,000	\$32,860,000	\$62,910,000	\$76,610,000	\$80,823,000	\$89,160,000	\$91,660,000	\$94,560,000	\$2,161,416,811
Caltrans Rehabilitation Program Summary	Support	\$267,276,062	\$20,640,610	\$18,300,000	\$18,300,000	\$17,800,000	\$18,500,000	\$20,500,000	\$24,500,000	\$28,200,000	\$26,400,000	\$25,900,000	\$486,316,672
	Capital	\$547,702,379	\$74,798	\$0	\$1,500,000	\$0	\$28,100,000	\$37,800,000	\$36,663,000	\$40,000,000	\$42,800,000	\$44,800,000	\$779,440,177
	Total	\$814,978,440	\$20,715,408	\$18,300,000	\$19,800,000	\$17,800,000	\$46,600,000	\$58,300,000	\$61,163,000	\$68,200,000	\$69,200,000	\$70,700,000	\$1,265,756,848
BATA Rehabilitation Program Summary	Support	\$25,966,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,466,000
	Capital	\$665,825,986	\$30,127,976	\$15,560,000	\$21,060,000	\$15,060,000	\$16,310,000	\$18,310,000	\$19,660,000	\$20,960,000	\$22,460,000	\$23,860,000	\$869,193,962
	Total	\$691,791,986	\$30,627,976	\$15,560,000	\$21,060,000	\$15,060,000	\$16,310,000	\$18,310,000	\$19,660,000	\$20,960,000	\$22,460,000	\$23,860,000	\$895,659,962



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	SF MTA	\$30,000,000
3	Metro East Maintenance Facility	SF MTA	\$10,000,000
4	SF MUNI Historic Streetcars Rehabilitation	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	\$9,157,000
5	Dumbarton Commuter Rail	City of Vallejo	\$26,000,000
6	Vallejo Station	Solano Transportation Authority	\$12,251,422
7	Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	\$100,000,000
8	I-80 / I-680 / SR 12 Interchange	Caltrans	\$37,174,545
9	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Solano Transportation Authority	\$3,850,000
10	Richmond Parkway Park & Ride	Sonoma Marin Area Rail Transit District (SMART)	\$56,500,000
11	SMART Extension to Larkspur or San Quentin	Transportation Authority of Marin	\$43,500,000
12	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Contra Costa Transportation Authority	\$20,425,000
13	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	Contra Costa Transportation Authority and BART	\$96,000,000
14	E-BART	Capital Corridor JPA / STA	\$35,950,126
15	Capital Corridor Station and Track Improvements in Solano County	BART	\$25,000,000
16	Central Contra Costa BART Crossover	Bay Area Toll Authority	\$50,000,000
17	Benicia-Martinez Bridge: New Span	Competitive	\$18,798,452
18	Express Bus North	Metropolitan Transportation Commission	\$35,000,000
19	Clipper	Metropolitan Transportation Commission	\$20,000,000
20	Real Time Transit	East Bay Bicycle Coalition / Transform	\$22,500,000
21	Safe Routes to Transit	BART	\$33,801,000
22	BART Tube Seismic Retrofit	Transbay Joint Powers Authority	\$150,000,000
23	Transbay Terminal/Downtown Caltrain Extension	Port of Oakland and BART	\$115,199,000
24	Oakland Airport Connector	AC Transit	\$77,760,172
25	AC Transit Enhanced Bus	Water Transit Authority	\$12,000,000
26	Commute Ferry Service for Alameda/Oakland/Harbor Bay	Water Transit Authority	\$12,000,000
27	Commute Ferry Service for Berkeley/Albany	Water Transit Authority	\$12,000,000
28	Commute Ferry Service for South San Francisco	Water Transit Authority	\$48,000,000
29	Water Transit Facility Improvements	AC Transit and Alameda County Transportation Commission (ACTC)	\$54,932,828
30	Express Bus South	Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans	\$12,300,000
31	I-880 North Safety Improvements	BART	\$186,000,000
32	BART Warm Springs Extension	Alameda County Transportation Commission (ACTC)	\$65,000,000
33	I-580 (Tri Valley) Rapid Transit Corridor Improvements	BART	\$6,500,000
34	San Francisco Bay Area Rail Study	TransLink® Consortium	\$1,500,000
35	Integrated Fare Structure Program	Metropolitan Transportation Commission	\$5,000,000
36	Transit Commute Benefits Promotion	Contra Costa Transportation Authority	\$45,075,000
37	Caldecott Tunnel Improvements - Fourth Bore	BART	\$64,000,000
38	BART Transit Capital Rehabilitation	MTC	\$4,825,455
39	Regional Express Lane Network	Contra Costa Transportation Authority	\$8,000,000
40	Modifications in I-80 and San Pablo	Caltrain	\$20,000,000
40	Caltrain Electrification		
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. 134
Date: June 24, 2020
W.I.: 1256
Referred by: BATA Oversight Committee

Attachment E
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. 134
 Date: June 24, 2020
 W.I.: 1255
 Referred by: BATA Oversight Committee

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

Project Number	Project Title	Toll Funding (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. 134
 Date: June 24, 2020
 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. 134

Date: June 24, 2020

W.I.: 1254

Referred by: BATA Oversight Committee


Attachment G
Fund Reserve Designations
(effective June 30, 2020)

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* \$ 180 million
- Rehabilitation Reserve \$210 million
 (2 years @ \$51.5 million)
- Emergency reserve (Co-op) \$ 50 million
- Variable Rate Risk Reserve \$ 280 million
- Project/Self Insurance Reserve (SIR) \$ 280 million

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

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



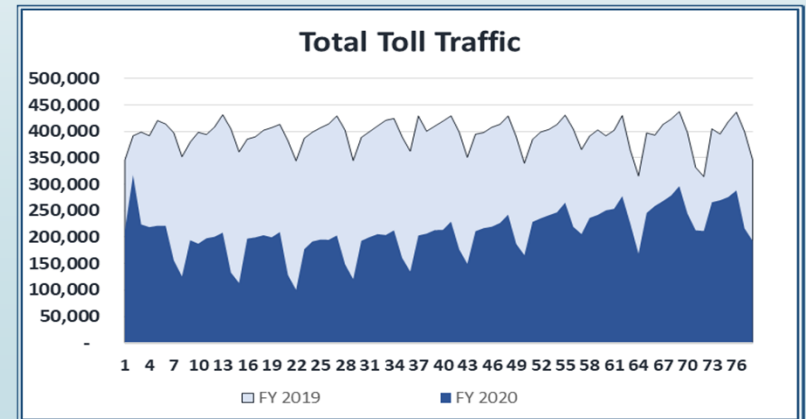
Bay Area Toll Authority FY 2020-21, Resolution No. 134 Operating and Capital Budgets

June 10, 2020

Change In Traffic

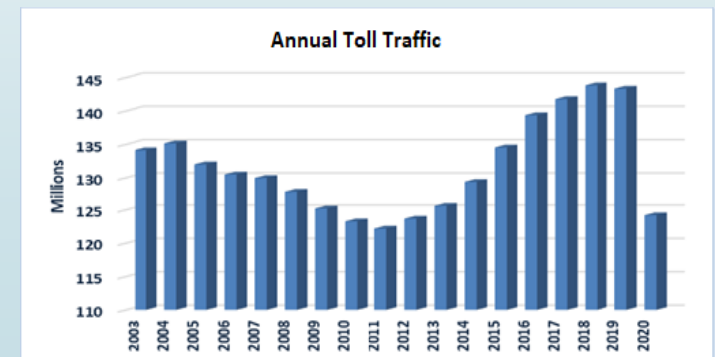
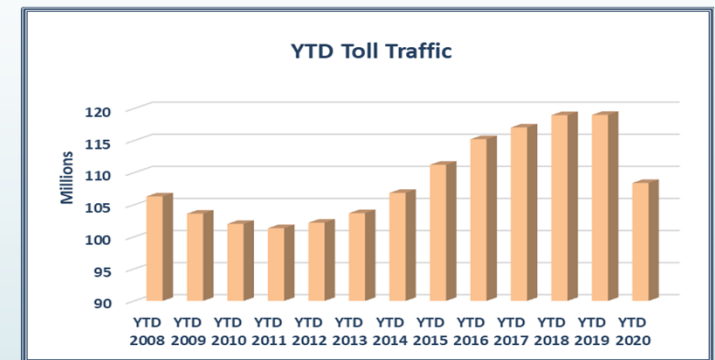
- Total traffic is down over 16 million vehicles YTD through May
 - 15 million (41%) in three months alone
- Traffic pattern has improved in May
 - March -29%
 - April -54%
 - May -41%

	FY 2019	FY 2020	Change
March	11.7 m	8.3 m	-3.4 m
April	12.3 m	5.6 m	-6.7 m
May	12.2 m	7.4 m	-4.8 m
Total	36.2 m	21.3 m	-14.9 m



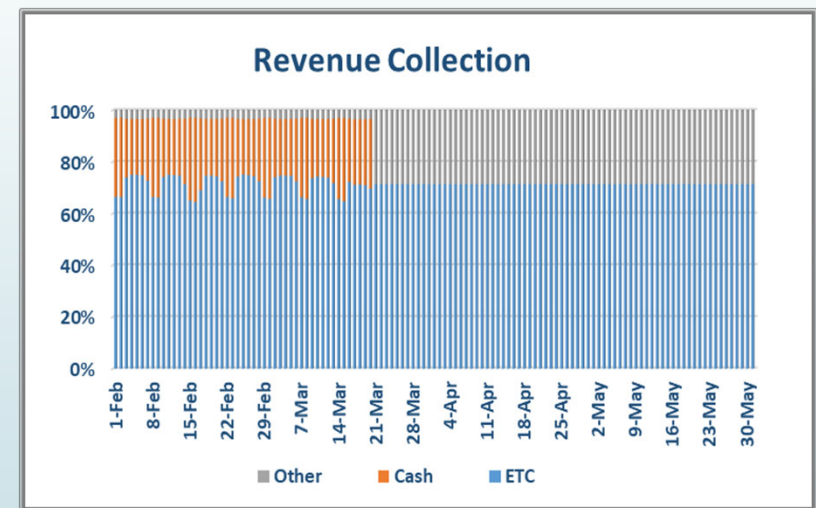
Traffic Change – Revenue loss

- Drop in toll traffic has already cost \$96 million in toll revenue
- Year end estimate will exceed \$120 million
- The original FY 2019-20 budget estimated a revenue surplus of \$75 million
- Year end totals will be closer to FY 2014 totals



Revenue Collection

- The suspension of cash collections has impacted cash flow
 - Over 90% settled the toll payment at the bridge in cash or electronically
 - After suspension immediate collection dropped to 75%
 - Nearly 30% is now invoiced for the toll
 - Average billing is 40,000
 - Collection is averaging less than 50%
 - At year end the unpaid balance could be nearly \$15 million
- The funds are not lost but will be a receivable at year end
- Serious collection efforts cannot begin until cash collection and violation processing is restored



BATA FY 2020-21 Operating Budget

- The drop in traffic will require a larger draw on the BATA reserves for FY 2020
 - Original budget estimate was a surplus of \$75 million
 - Revised budget estimate has a deficit of \$26 million
 - Accounting for the Rehab Program the reserve draw will be an additional \$101 million for FY 2020.

	FY 2020	FY 2020 A	FY 2021
YE Balance	\$75 m	-\$ 26 m	\$ 0.5 m
Rehab Transfer	\$185 m	\$ 185 m	\$ 51.3 m
Net Draw	\$110 m	\$ 211 m	\$ 51 m

BATA FY 2020-21 Operating Budget

- The operating budget is balanced as proposed
- \$51 million will have to be transferred to cover the Rehabilitation Program funding of \$51 million
- The budget was balanced through \$170 million of prepayment of principal and interest due during FY 2021

	Amendment 2 FY 2019-20	Draft Budget FY 2020-21	Change % Inc./(Dec)
General Toll Revenue	\$637,500,000	\$514,289,545	-19.3%
Violation Revenue	20,000,000	15,000,000	-25.0%
Interest Revenue	42,500,000	24,000,000	-43.5%
Reimbursement Revenue	14,764,459	7,973,335	-46.0%
Rebate for Build America Bonds	71,713,641	71,638,789	-0.1%
Total Operating Revenue	\$786,478,100	\$632,901,669	-19.5%
Total Operating Expense	\$812,208,972	\$632,378,606	-22.1%
Operating Surplus/(Deficit)	(\$25,730,872)	\$523,063	-102.0%
Transfer to Toll Bridge Rehabilitation Program	\$0	\$51,343,384	
Transfer to BAIFA Express Lane	\$95,000,000	\$0	
Transfer to (from) Reserves	(\$120,730,872)	(\$50,820,321)	

Operating Revenue

- Total FY 2020-21 revenue \$633 million
- Revenue is expected to down \$154 million
 - Toll revenue down \$123 million, 19% - traffic down 25% through midyear
 - Violation revenue down \$5.0 million - continued suspension of violation billing
 - Interest earnings down \$18.5 million – continuation of very low interest rates
 - Reimbursement down \$6.8 - less traffic for operators to reimburse BATA

	Amendment 2 FY 2019-20	Draft Budget FY 2020-21	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Toll Revenue (subtotal)	\$637,500,000	\$514,289,545	-19.3%	(\$123,210,455)
RM 1 & Seismic Toll Revenues	\$523,695,444	\$422,596,683	-19.3%	(\$101,098,761)
RM 2 Toll Revenues	113,804,556	91,692,862	-19.4%	(\$22,111,694)
Violation and Other Revenue (subtotal)	\$20,000,000	\$15,000,000	-25.0%	(\$5,000,000)
Violations & Other	\$20,000,000	\$15,000,000	-25.0%	(\$5,000,000)
Interest Revenue (subtotal)	\$42,500,000	\$24,000,000	-43.5%	(\$18,500,000)
RM1 Interest Earnings	\$34,000,000	\$19,200,000	-43.5%	(\$14,800,000)
RM2 Interest Earnings	8,500,000	4,800,000	-43.5%	(\$3,700,000)
Reimbursement Revenue (subtotal)	\$14,764,459	\$7,973,335	-46.0%	(\$6,791,124)
BAIFA Reimbursement	\$780,000	\$1,687,500	116.3%	\$907,500
GGBHTD Fastrak Reimbursement	7,200,000	3,768,120	-47.7%	(\$3,431,880)
ACTC Reimbursement	1,700,000	889,695	-47.7%	(\$810,305)
VTA 237 Express Lane Reimbursement	660,000	366,345	-44.5%	(\$293,655)
SFO Airport Reimbursement	463,000	261,675	-43.5%	(\$201,325)
EBRPD Reimbursement	1,361,459	0	-100.0%	(\$1,361,459)
TJPA Reimbursement	600,000	0	-100.0%	(\$600,000)
BAHA Reimbursement	2,000,000	1,000,000	-50.0%	(\$1,000,000)
Rebate for Build America Bonds (subtotal)	\$71,713,641	\$71,638,789	-0.1%	(\$74,852)
Rebate for Build America Bonds	\$71,713,641	\$71,638,789	-0.1%	(\$74,852)
Total Current Year Revenue	\$786,478,100	\$632,901,669	-19.5%	(\$153,576,431)

Operating Expense

- Total operating expense \$632 million
- Total expense down \$180 million, 22%
 - Caltrans up \$1.1 million, 4%
 - Fastrak Op up \$3.2 million – adjustment for increased invoicing
 - Toll bridge O&M up \$4.3 million, 5.2% - increases to ETC marketing and RM2 monitoring
 - Transfers \$25.1 million, down \$8.3 million – transfers reflecting lower traffic volume
 - Debt service \$440 million down \$168 million – result of prepayment of principal and interest due in FY 2021
 - Rm2 transit transfers \$34.8 million, down \$8.4 million – result of reduced traffic

	Amendment 2 FY 2019-20	Draft Budget FY 2020-21	Change % Inc./Dec)	Change \$ Inc./Dec)
Operating Expense				
Caltrans Operations and Maintenance (Subtotal)	\$29,700,000	\$30,825,000	3.8%	\$1,125,000
Fastrak Operations and Maintenance (Subtotal)	\$53,750,000	\$56,940,000	5.9%	\$3,190,000
Toll Bridge Operations and Maintenance Total	\$83,450,000	\$87,765,000	5.2%	\$4,315,000
Toll Bridge Administration (Subtotal)	\$34,904,922	\$35,302,898	1.1%	\$397,976
Consultant Contract/Other (Subtotal)	\$4,450,000	\$5,670,000	27.4%	\$1,220,000
Transfers to MTC (Subtotal)	\$33,567,857	\$25,178,690	-25.0%	(\$8,389,167)
Debt Service	\$607,490,461	\$439,968,730	-27.6%	(\$167,521,731)
RM2 Transit Operating	\$43,245,732	\$34,843,288	-19.4%	(\$8,402,444)
Furniture/Equipment	\$50,000	\$50,000	0.0%	\$0
Provision for Depreciation/Amortization	\$5,050,000	\$3,600,000	-28.7%	(\$1,450,000)
Total Operating Expense	\$812,208,972	\$632,378,606	-22.1%	(\$179,830,366)

Rehabilitation Projects

- With Seismic and RM1 projects completed and closed toll bridge rehabilitation program is the last major BATA capital program
- The rehabilitation program is a financially constrained group of projects funded exclusively from annual excess toll revenue
- Funding goals were established through an analysis prepared by KPMG.
 - Annual funding target \$100 million
 - Funding for FY 2019-20 \$185 million
 - Funding for FY 2020-21 \$ 51 million
- Funding for FY 2020-21 program will have to come from BATA reserves

BATA Operating Reserve

- BATA established a series of operating reserves to protect the enterprise against regional emergencies that would threaten toll collection. The designated reserve is an important part of the credit strength and investor response to BATA debt offerings
- The goal of the reserve is to protect toll operations for up to two years in the event of a regional emergency without the need to raise tolls
- The reserve was established at \$1 billion and has not been utilized since its creation,
 - Depending on final expenses the reserve will be necessary to cover for the FY 2020 shortfall and the FY 2021 Rehabilitation Program transfer

BATA Operating Reserves	
Contingency	
Insurance (SIR)	\$280
Two years Rehabilitation	\$210
Two years Operating	\$180
Emergency (Co-op)	\$ 50
Variable Rate Change	\$280
Total Contingency Reserve	\$1,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0434 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 2/27/2020 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 6/10/2020 **Final action:**
Title: Richmond-San Rafael Bridge Asset Management Plan Update

A progress update summarizing initial conclusions of the asset management study performed for the Richmond-San Rafael Bridge (RSR).

Sponsors:

Indexes:

Code sections:

Attachments: [20-0434 RSRBridge AMP Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Richmond-San Rafael Bridge Asset Management Plan Update

A progress update summarizing initial conclusions of the asset management study performed for the Richmond-San Rafael Bridge (RSR).

Presenter:

Stephen Wolf

Recommended Action:

Information

Bay Area Toll Authority Oversight Committee

June 10, 2020

Agenda Item 6a - 20-0434

Richmond-San Rafael Bridge Asset Management Plan Update

Subject: A progress update summarizing initial conclusions of the asset management study performed for the Richmond-San Rafael Bridge (RSR). The study finds there is no imminent need to replace the bridge; rather, the lowest cost alternative is to maintain the bridge in a defined Desired State of Good Repair for the long term. However, these results must be weighed against other financial, operational, and risk considerations in the selection of a final management plan for RSR.

Background: In November 2019, staff provided an overview of the work being performed by its consultant, WSP USA (WSP), in consultation with BATA and Caltrans to develop an asset management plan for RSR. The results of that work are outlined below.

Current State of Repair

The asset management effort began by assessing the current state of the bridge based on existing inspection reports, as-builts, and interviews, all provided by Caltrans. This assessment found the bridge to be structurally sound.

Asset Management Study

The team then used gap, risk, and lifecycle-cost analysis to develop multiple bridge management scenarios based on different bridge replacement timeframes:

- Scenario 1: near-term replacement in 2035;
- Scenario 2: mid-term replacement in 2045; and
- Scenario 3: far-term replacement in 2060.

The team defined a Desired State of Good Repair and conducted a gap analysis between the current condition and this Desired State of Good Repair. The existing paint coating system and barrier rail were two elements that did not meet the desired standard. WSP added projects to address these to the maintenance plans used in the lifecycle-cost analysis.

WSP led a risk analysis workshop with BATA and Caltrans and included in the maintenance plans projects mitigating the identified risks. These projects included installing weigh in motion systems to measure truck loads, replacing seismic dampers, and performing periodic surveys of the existing deck.

The lifecycle analyses accounted for the three 45-year scenarios that varied in the bridge-replacement timeframe. Maintenance plans and associated costs were developed for each scenario. Paint maintenance was the largest recurring maintenance cost in all scenarios. Deck maintenance varied the most by scenario.

Deck maintenance strategies varied in each scenario according to the year in which the bridge would be replaced. Based on deck studies performed by WSP, the deck is in a generally good condition. Replacement of 30 upper-deck joints in 2019 mitigated the highest risk of spalls onto traffic. However, as the deck's age and usage increases,

there is a risk that deterioration will accelerate. The deck projects to be performed prior to bridge replacement were as follows:

1. Scenario 1: replace 30 lower-deck joints in 2021 (common to all scenarios);
2. Scenario 2: mill and overlay in 2030.
3. Scenario 3: replace upper and lower decks in 2035.

Overall, the cost to replace the bridge overshadowed the total maintenance costs and associated road user costs. The analysis used a planning-level cost estimate of \$8 billion for a replacement bridge with six lanes of traffic, full shoulders, and a bicycle/pedestrian path – a configuration consistent with the analysis in MTC’s Horizon initiative. While useful for comparing scenarios, this is not a full replacement cost as it excludes right-of-way, work on the approaches, and environmental mitigation. An option to include fixed rail was priced but not used in the analysis and ultimately would not have affected the relative cost-ranking of the scenarios.

As illustrated in Table 1 of Attachment A, the net present value analysis calculates the lowest-cost scenario to be the one that keeps the bridge in a Desired State of Good Repair as long as possible before replacement. Specifically, the far-term (2060) replacement scenario has a net present value cost of \$3 billion compared to a net present value cost of \$5 billion for a near-term (2035) replacement.

A key observation is that a higher cost for the replacement bridge results in a bigger difference among scenarios in net present value cost. For example, including the cost of fixed rail would have made the near-term replacement even costlier compared to the far-term replacement. Conversely, a reduction in cost, such as might be achieved by eliminating a navigation channel, would narrow (but not make up for) the differences between the net present value costs of the scenarios.

Other Considerations: Risks & Opportunities

While the far-term scenario has the lowest cost on a net present value basis, it is important to consider other risks and opportunities that may not be easily quantified. The factors described below may suggest pursuing a nearer-term replacement:

Deck Replacement: Scenario 3 requires the deck replacement be completed, as the deck will otherwise likely exceed its useful life. The analysis assumed all traffic would be carried on one level while the other level was replaced, each deck closing for one year. Additional work is required to assess the feasibility and risks of the project and to validate the estimated costs. Furthermore, road user impacts may be politically untenable, even if the dollar-costs are calculated accurately.

Seismic: The lifecycle-cost scenarios did not include any cost to repair seismic damage within the 45-year lifecycle. The 2005 seismic retrofit was designed to a life safety / no collapse standard, while the replacement bridge was assumed to meet a lifeline standard. A high-intensity earthquake, were it to occur, would likely cause more damage to the existing bridge than a new one, and the design-level earthquake might cause the existing bridge to be put out of service permanently.

Financial: Funding from federal or other non-toll revenue sources for a bridge replacement might spur replacing the bridge sooner.

Conclusion

The asset management studies provide an analysis of multiple lifecycle scenarios to help BATA and Caltrans determine an optimized path to the maintenance and replacement of the Richmond-San Rafael Bridge. There is no deficiency driving an immediate replacement of the bridge. The analysis shows the existing bridge can be maintained in a Desired State of Good Repair, and the lowest cost is to keep the existing bridge in operation for the next 40 years under the current assumptions. However, given certain risks and opportunities, and since a project to replace a bridge under non-emergency conditions could take 10 to 20 years to complete, development of a work plan to replace the bridge would be a logical next step.

At the May meeting of the BATA Oversight Committee, Chair Worth requested formation of a BATA Recovery Working Group to review near-term priorities in light of the financial constraints in the Draft FY 2020-21 BATA Capital Budget. This effort would identify the most urgent needs that can be addressed with limited funding and identify priorities if and when additional funding becomes available, including potential stimulus funding. Staff acknowledges some of the near-term projects identified in the asset management studies will need to be reconsidered as part of that process, in conjunction with rehabilitation needs on all the BATA bridges. Staff recommends the Working Group also include consideration of funding the work plan for the RSR replacement.

Issues: None

Recommendation: This item is presented for information. No action is required at this time.

Attachments: Attachment A: Lifecycle-cost Analysis Data
Attachment B: Richmond-San Rafael Asset Management Plan Update Presentation Slides



Therese W. McMillan

Lifecycle-Cost Analysis Data

Scenario / Replacement Timeframe • Deck rehab project	\$2020					Net Present Value Cost
	Rehab Cost	New Bridge	Road User Cost	Salvage Value	Total Cost	
1/Near (in 2035) • Lower deck joints (in 2021, common to all scenarios)	\$2	\$8	\$0.5	(\$6)	\$5	\$5
2/Middle (in 2045) • Mill and overlay (in 2030)	\$2	\$8	\$0.5	(\$7)	\$4	\$4
3/Far (in 2060) • Deck replacement (in 2035)	\$3	\$8	\$1.3	(\$8)	\$4	\$3

Table 1. Lifecycle-Cost results (in billions)

Rehab Cost:

Cost (in 2020 dollars) of maintenance and rehabilitation projects in the customized for each scenario.

New Bridge:

Cost to replace the bridge, as qualified in the memorandum.

Road User Cost:

The cost to the driving public due to road closures, capacity reductions, and detour routing. These costs can include lost time, loss of productivity of commercial vehicles, delayed freight shipments, increased vehicle emissions, and increased vehicle operating costs. The analysis used United States Department of Transportation national averages for personal vehicle and commercial trucks.

Salvage Value:

The useful life of the new bridge was assumed to be 100 years, and at the end of each 45-year lifecycle, a salvage value was returned equal to the pro-rated cost of the remaining useful life.

Total Cost:

The sum of Rehab, New Bridge, Road User Cost, plus a credit for Salvage Value

Net Present Value Cost:

All costs were estimated in 2020 dollars and converted to net present value (NPV) using a discount rate of 3%, which is consistent with MTC's Horizons work.



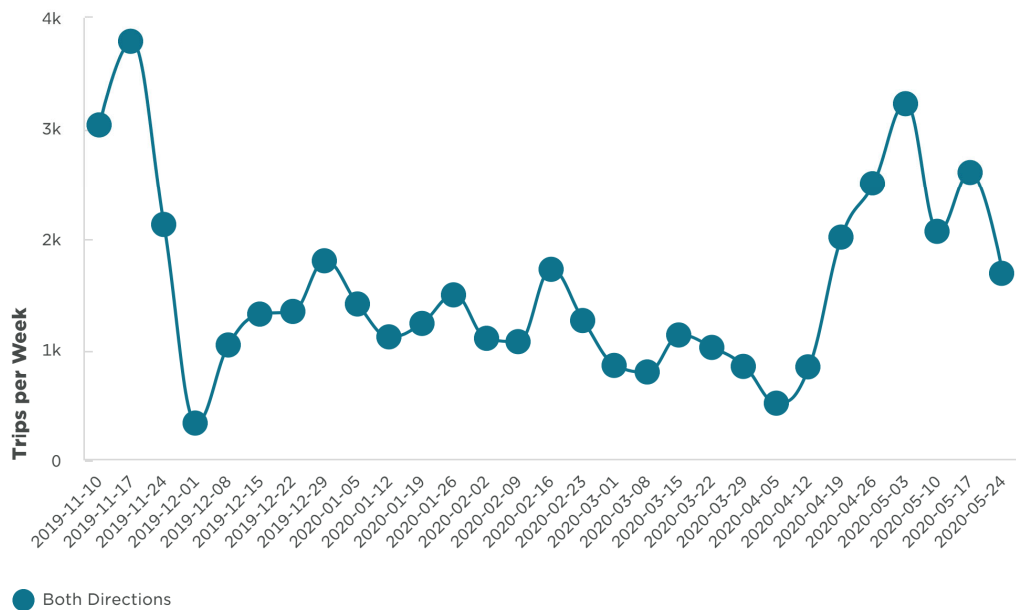
6a. Richmond-San Rafael Bridge (RSR): Asset Management Plan Update

June 10, 2020

Photo Credit: Tom Paiva

RSR Bridge Bicycle Path Usage

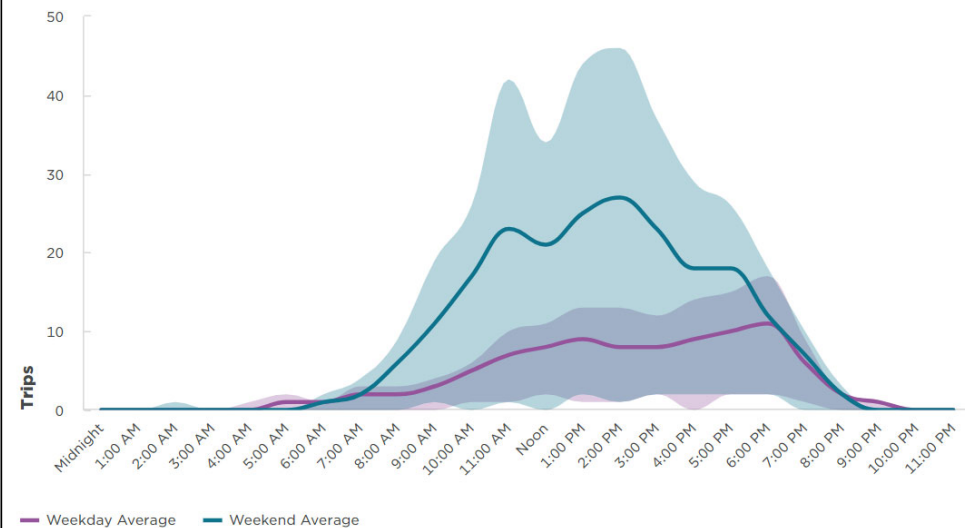
Weekly Bicycle Traffic on RSR Bridge



Source: MTC

Two separate lines show the average weekday (purple) and weekend (blue) traffic, and the shaded areas show the 25th - 75th percentile of trips for a given hour.

Typical Hourly Bicycle Trips



Source: MTC

RSR ASSET MANAGEMENT

State of Good Repair

➤ Goal:

A process to sustain the toll bridges in a desired state of good repair over their lifecycle at a minimum practicable cost.



Safety



Sustainability



Stewardship



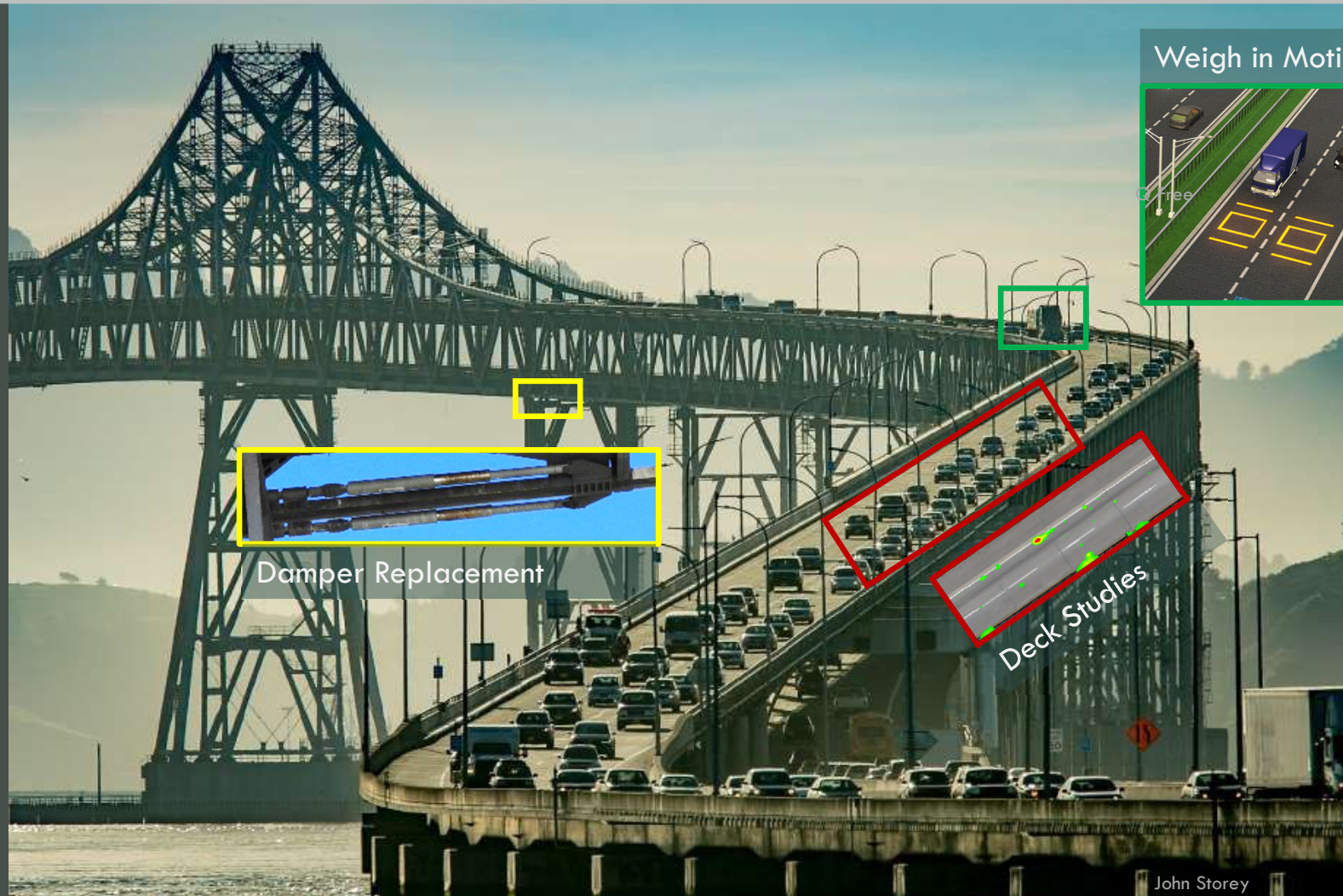
System Performance

Baseline Condition

- » State of RSR: Structurally sound
- » Gaps versus Desired State of Good Repair
 - Paint
 - Barrier Rail

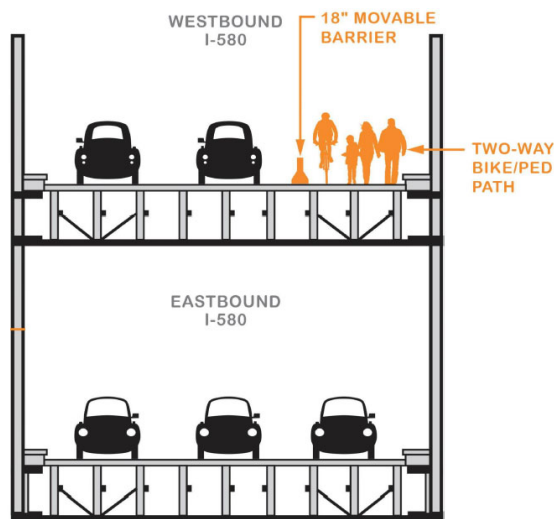
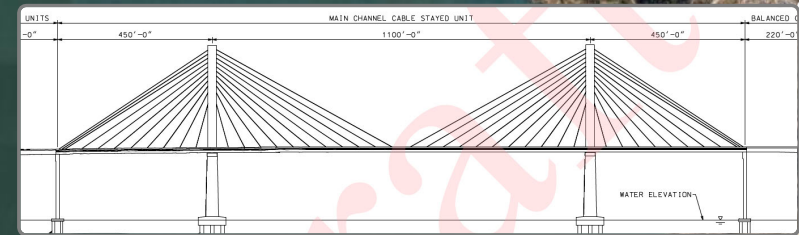


Risk Management

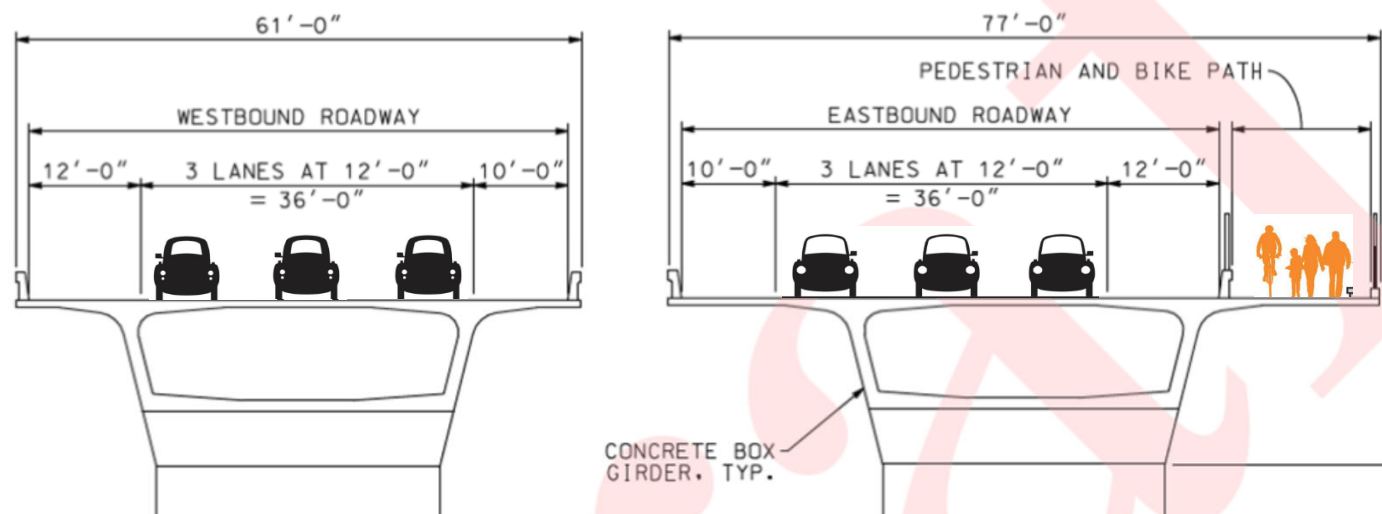


Replacement Bridge

Design assumptions used for the
2020 Asset Management Plan



Existing bridge cross-section



Replacement bridge cross-section (assumed)

Sensitivity Analysis: Replacement Concept

No Significant Impact on Outcome



5 lanes (existing configuration)
plus Regional Express Bus (ReX)



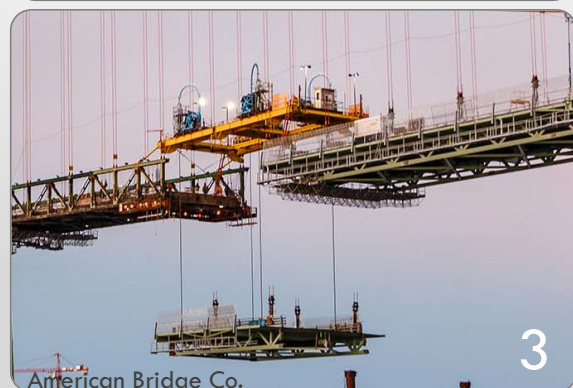
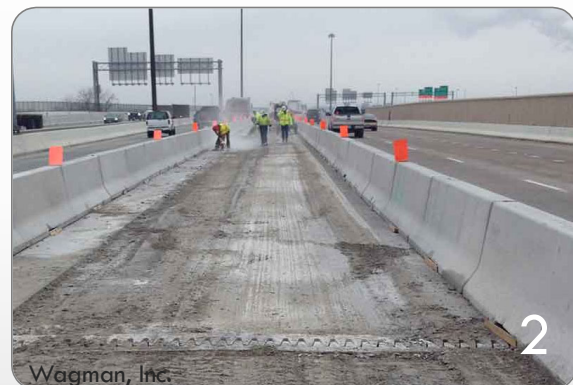
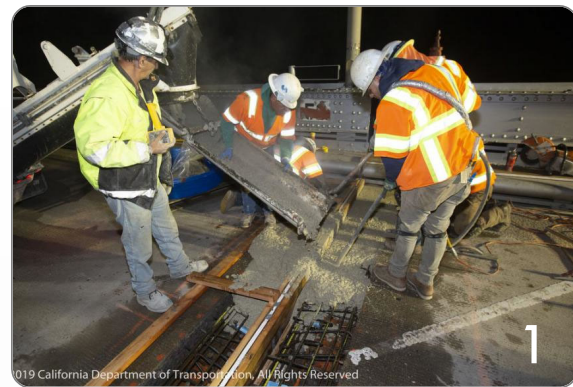
6 lanes including 2 HOV
lanes



5 lanes (existing configuration)
plus widening of SR-37
from 2 to 4 lanes



6 lanes including 2 HOV
lanes plus SMART rail



Lifecycle Scenarios

Replacement Timeframe • Deck Rehab	\$2020					Net Present Value Cost
	Rehab	New Bridge	Road User Cost	Salvage Value	Total Cost	
1. Near (2035) • Lower deck joints (now)	\$2	\$8	\$0.5	(\$6)	\$5	\$5
2. Middle (2045) • Mill and overlay (2030)	\$2	\$8	\$0.5	(\$7)	\$4	\$4
3. Far (2060) • Deck replacement (2035)	\$3	\$8	\$1.3	(\$8)	\$4	\$3

- Costs in billions
- Replacement cost for lifecycle cost analysis; not for budgeting purposes. Includes capital outlay and capital outlay support; excludes approach work, ROW, environmental mitigation
- Salvage value is the pro-rated remaining value in 2065 based on 100-year useful life
- Net present value converts \$2020 costs using a discount rate of 3%

Other Considerations

Deck Replacement

- Scenario 3 requires deck replacement
- Analysis assumes:
 - All traffic on one deck while the other is replaced
 - Each deck closed for one year
- Feasibility of project needs to be confirmed
- Perceived impact may exceed calculated road user cost

Other Considerations

Seismic

- New bridge assumed to be lifeline
- Existing bridge designed for life safety / no collapse
 - Ground motions used in 2005 are likely conservative, based on 2019 review
 - Design-level earthquake could permanently close the existing bridge
- Lifecycle scenarios do not account for possible seismic damage

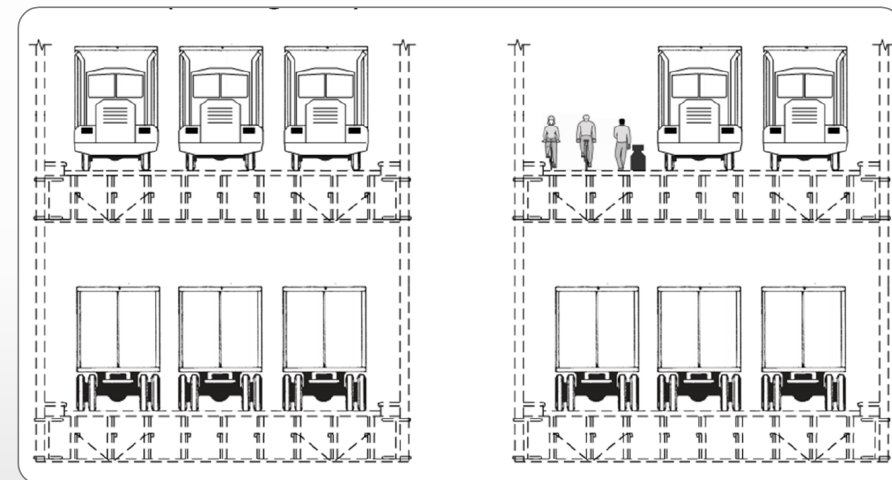
Current Observations

- No need for immediate replacement
- Replacement cost dominates other costs
- Lowest-cost scenario using net present value is to maintain existing bridge in Desired State of Good Repair through extended service life
- Other considerations may make nearer-term replacement more desirable

Upper Deck 3rd Lane

➤ Current status: Load Rating

- Work on-going. Likely that some localized strengthening of the superstructure would be required to accommodate third lane, but towers and foundations okay.
- Final Results: Summer 2020



Richmond-San Rafael Asset Management

Next Steps

- Evaluate near-term projects against current funding constraints
- Complete load rating analysis (Summer 2020)
- Forecast development of a work plan for the bridge replacement (subject to budget)



Photo Credit: Tom Paiva