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Memorandum

TO: BATA Oversight Committee

DATE: September 2, 2015

FR: Executive Director

W. I. 1254

RE: BATA Financial Statements Unaudited – June 2015

Attached are the BATA Financial Statements for the fiscal year ending on June 30, 2015. The June 2015 financials are preliminary, unaudited and subject to change upon completion of the annual audit process.

Overall, BATA had an excellent operating year with increases in revenue and reductions in both operating and debt service costs. Highlights include:

Revenue:

Toll Revenue – Total revenue for FY 2014-15 was \$806 million, with toll revenue of \$695 million which is \$30 million or nearly 5% over the adopted budget. During the year, total traffic increased by 5.1 million vehicles of which 4.1 million were 2-axle vehicles.

Rebate for BABs – BATA has also received \$71 million in subsidy payments from the U.S. government to offset the interest expense for the Build America Bonds (BABs).

Expense:

Caltrans Operations and Maintenance – Caltrans expense for Toll and Bridge facility maintenance was at the budget level of \$7.9 million. Toll collection was only \$45,000 over budget (0.2%). Overall the total Caltrans Operations and Maintenance expenses was 0.1% over budget.

FasTrak® Operations and Maintenance – FasTrak® operations ended FY 2014-15 at \$38.6 million, \$1 million under budget. However, electronic tolling as well as increased license plate processing drove the banking and collection costs over budget by \$757,000.

Bridge Toll Administration – BATA's expenses for bridge toll administration ended FY 2014-15 at \$11.2 million, \$4 million under the adopted budget.

Transfers – A total of \$93 million in transfers were made to various programs. RM 2 transit service operating transfers ended at 82% of the budget because transfers are limited to actual operating expenditures incurred during FY 2014-15.

Debt Service – Debt service costs, including fees, were \$502 million for FY 2014-15 and \$68 million under budget. The savings are the result of continuing low variable rate debt and some restructuring that had an immediate impact in cash flow.

If you have any questions about this report, please contact Eva Sun at (510) 817-5795.



Steve Heminger

SH:BM

J:\COMMITTEE\BATA Oversight\2015\h_September_2015\4b_financialstatementcovermemo.docx

BATA Operating Budget

AS of June 2015 (Unaudited)

| | FY 2014-15 Budget | Actual YTD | Over (Under) Balance | % of Budget (col 2/1) | % of Budget year Expired |
|---|------------------------------|-----------------------|---------------------------------|----------------------------------|---|
| REVENUE: | | | | | |
| 1. RM 1 Toll Revenues | 545,770,967 | 570,537,320 | 24,766,353 | 104.5% | 100.0% |
| 2. RM 2 Toll Revenues | 119,188,149 | 124,417,528 | 5,229,379 | 104.4% | 100.0% |
| 3. Other revenue | 10,000,000 | 24,155,850 | 14,155,850 | 241.6% | 100.0% |
| 4. Interest Income | 6,037,138 | 8,229,824 | 2,192,686 | 136.3% | 100.0% |
| 5. GGB&HTD ETC Reimbursement | 5,535,000 | 6,403,079 | 868,079 | 115.7% | 100.0% |
| 6. SFO ETC Reimbursement | 435,000 | 524,108 | 89,108 | 120.5% | 100.0% |
| 7. Alameda CMA Reimbursement | 160,000 | 274,959 | 114,959 | 171.8% | 100.0% |
| 8. VTA 237 Express Lane Reimb. | 135,000 | 151,937 | 16,937 | 112.5% | 100.0% |
| 9. Rebate for Build America Bonds | 71,049,107 | 70,991,686 | (57,421) | 99.9% | 100.0% |
| Total Revenue | 758,310,361 | 805,686,291 | 47,375,930 | 106.2% | 100.0% |
| EXPENSE: | | | | | |
| Caltrans Operations and Maintenance: | | | | | |
| 1. Toll Collection & Operations Services | 21,873,000 | 21,918,755 | 45,755 | 100.2% | 100.0% |
| 2. Toll & Bridge Facility Maint | 7,900,000 | 7,900,000 | 0 | 100.0% | 100.0% |
| 3. Caltrans Coordination | 321,000 | 313,973 | (7,027) | 97.8% | 100.0% |
| Caltrans O & M Subtotal | 30,094,000 | 30,132,728 | 38,728 | 100.1% | 100.0% |
| FasTrak Operations and Maintenance: | | | | | |
| 4. ETC - CSC Operations | 22,000,000 | 20,764,043 | (1,235,957) | 94.4% | 100.0% |
| 5. ETC - ATCAS Maintenance, IT equip | 4,556,820 | 3,704,460 | (852,360) | 81.3% | 100.0% |
| 6. Banking Costs | 11,900,000 | 12,256,040 | 356,040 | 103.0% | 100.0% |
| 7. ETC - Collection Exp./DMV Exp. | 1,500,000 | 1,901,190 | 401,190 | 126.7% | 100.0% |
| BATA O & M Subtotal | 39,956,820 | 38,625,733 | (1,331,087) | 96.7% | 100.0% |
| BATA Toll Bridge Administration: | | | | | |
| 8. Staff Costs - including salaries | 8,610,942 | 8,582,716 | (28,226) | 99.7% | 100.0% |
| 9. RM 1/RM2 Audit/Accounting/Other | 2,542,960 | 1,032,699 | (1,510,261) | 40.6% | 100.0% |
| 10. Misc. Toll Admin Operating Expenses | 1,108,100 | 535,239 | (572,861) | 48.3% | 100.0% |
| 11. Professional Fees | 1,960,000 | 1,061,767 | (898,233) | 54.2% | 100.0% |
| 12. Other | 1,000,000 | 28,997 | (971,003) | 2.9% | 100.0% |
| Toll Bridge Admin Subtotal | 15,222,002 | 11,241,417 | (3,980,585) | 73.8% | 100.0% |
| Other/Transfers: | | | | | |
| 13. Transfers to MTC 1% Admin | 6,809,963 | 7,247,839 | 437,876 | 106.4% | 100.0% |
| 14. Transfers to MTC - Other | 267,900 | 166,367 | (101,533) | 62.1% | 100.0% |
| 15. Transfers to BAHA | 38,622,586 | 38,622,586 | - | 100.0% | 100.0% |
| 16. Transfer from Legal Reserve | 854,156 | 81,765 | (772,391) | 9.6% | 100.0% |
| 17. Transbay Transit Terminal Maint by TJP | 4,379,908 | 3,644,073 | (735,835) | 83.2% | 100.0% |
| 18. Depreciation and Amortization | 3,000,000 | 4,769,136 | 1,769,136 | 159.0% | 100.0% |
| 19. RM2/Clipper Marketing | 1,615,000 | 1,434,376 | (180,624) | 88.8% | 100.0% |
| 20. RM2 Operating | 45,291,497 | 37,125,704 | (8,165,793) | 82.0% | 100.0% |
| Transfers | 100,841,010 | 93,091,845 | (7,749,165) | 92.3% | 100.0% |
| Debt Service: | | | | | |
| 21. Interest and principal payments | 554,252,825 | 497,294,939 | (56,957,886) | 89.7% | 100.0% |
| 22. Financing Costs | 15,634,800 | 4,520,083 | (11,114,717) | 28.9% | 100.0% |
| Total Debt Service | 569,887,625 | 501,815,022 | (68,072,603) | 88.1% | 100.0% |
| Total Expense & Transfers | 756,001,457 | 674,906,746 | (81,094,711) | 89.3% | |
| Net before Other and Capital transfers | 2,308,904 | 130,779,546 | 128,470,642 | | |
| Other | | | | | |
| 23. Unrealized loss on Hedge Termination | - | 17,085,795 | 17,085,795 | -100.0% | 100.0% |
| 24. Amortization of financing/bond costs | - | (1,198,250) | (1,198,250) | -100.0% | 100.0% |
| 25. Amortization of funds transfer to MTC | - | 19,823,143 | 19,823,143 | -100.0% | 100.0% |
| Total Other | - | 35,710,688 | 35,710,688 | -100.0% | |
| Transfer to Capital Fund In (Out): | | | | | |
| 26. Transfer to Capital Fund | 2,258,904 | 95,045,007 | 92,786,103 | 4207.6% | 100.0% |
| 27. Furniture/Equip./Vehicle | 50,000 | 23,851 | (26,149) | 47.7% | 100.0% |
| Total Capital Reserve In (Out) | 2,308,904 | 95,068,858 | 92,759,954 | 4117.5% | |
| Total Expense & Transfers | 758,310,361 | 805,686,291 | 47,375,930 | | |
| Net AFTER Other and Capital transfers | - | - | - | | |

PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR
\$2,500-\$100,000

(Unaudited)
June'15

Transcore Inc

Toll tag reader replacement

\$5,111

**Regional Measure 2 Operating Budget
As of June 2015 (Unaudited) (\$000)**

| Project | Project Title | Total Budget | Allocation | Actual |
|---------|--|--------------|------------|----------|
| 1 | Richmond Bridge Express Bus | 2,196 | 2,196 | 2,086 |
| 2 | Napa Vine Service | 390 | 390 | 390 |
| 3 | Express Bus North - serving SFOBB, Dumbarton, San Mateo bridges | 3,013 | 3,013 | 3,013 |
| 4 | Express Bus South - serving Carquinez and Benicia Bridges | 6,472 | 6,472 | 6,472 |
| 5 | Dumbarton Bus | 2,667 | 2,467 | 2,455 |
| 6 | WETA Ferry Operations | 15,300 | 15,238 | 12,619 |
| 7 | Owl Service - BART Corridor | 1,827 | 1,827 | 1,827 |
| 8 | MUNI Metro 3rd St | 2,500 | 2,500 | 2,500 |
| 9 | AC Enhanced Bus Service | 3,000 | 3,000 | 3,000 |
| 10 | Water Emergency Transportation Authority Regional Planning | 3,000 | 3,000 | 2,764 |
| | Subtotal for Operating Assistance Program | 40,365 | 40,103 | 37,126 |
| N/A | Clipper Marketing | 1,350 | - | 1,250 |
| N/A | RM2 Marketing | 175 | - | 184 |
| N/A | Route 29 Marketing | 90 | - | - |
| | Total for Clipper and RM2 Marketing | 1,615 | - | 1,434 |
| | Total | \$41,980 | \$40,103 | \$38,560 |

Regional Measure 2 Project Budget

As of June 2015 (Unaudited) (\$000) - Life to Date

| Program | Project Title | Total Budget | Allocation | Actual | Encumbrance | Balance Remaining |
|--------------|---|--------------------|--------------------|--------------------|------------------|-------------------|
| 1 | BART/MUNI Direct Connection at Embarcadero & Civic Center Stations | \$3,000 | - | - | - | \$3,000 |
| 2 | SF MUNI Metro 3rd Street LRT Extension | 30,000 | 30,000 | 30,000 | - | - |
| 3 | MUNI Historic Streetcar Expansion (E-Line) | 10,000 | 10,000 | 9,086 | 914 | - |
| 4 | Dumbarton Commuter Rail Service ^{i,iv,xii} | 9,157 | 8,965 | 8,369 | 596 | 192 |
| 5 | Vallejo Ferry Intermodal Station ^v | 26,000 | 24,827 | 15,493 | 9,334 | 1,173 |
| 6 | Solano County Express Bus Intermodal Facilities ^{vi} | 12,251 | 12,251 | 11,695 | 556 | - |
| 7 | Solano County Corridor Improvements near I-80 / I-680 Interchange | 100,000 | 100,000 | 91,398 | 8,602 | - |
| 8 | I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge | 37,175 | 37,175 | 37,175 | - | - |
| 9 | Richmond Parkway Park & Ride ^{vii} | 3,850 | 1,573 | 820 | 753 | 2,277 |
| 10 | SMART Extension to Larkspur ^{ii,vii} | 56,500 | 36,500 | 36,500 | - | 20,000 |
| 11 | Greenbrae Interchange Improvement ^{ii,viii} | 43,500 | 26,310 | 19,974 | 6,336 | 17,190 |
| 12 | Direct HOV lane connector from I-680 to the Pleasant Hill BART ^{ix} | 20,425 | 16,060 | 6,043 | 10,017 | 4,365 |
| 13 | Rail Extension to East Contra Costa/E-BART | 96,000 | 96,000 | 90,529 | 5,471 | - |
| 14 | Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor ^{vi,x} | 35,950 | 35,950 | 11,448 | 24,502 | - |
| 15 | Central Contra Costa Bay Area Rapid Transit (BART) Crossover | 25,000 | 25,000 | 25,000 | - | - |
| 16 | Benicia-Martinez Bridge: New Span | 50,000 | 50,000 | 50,000 | - | - |
| 17 | Remaining Regional Express Bus North - Competitive Program Projects ^{v,x} | 18,799 | 18,799 | 10,450 | 8,349 | - |
| 18 | Clipper | 22,000 | 21,980 | 20,537 | 1,443 | 20 |
| 19 | Real-time transit information | 20,000 | 19,343 | 17,206 | 2,137 | 657 |
| 20 | Safe Routes to Transit | 22,500 | 19,466 | 12,865 | 6,601 | 3,034 |
| 21 | BART Tube Seismic Retrofit | 33,801 | 33,801 | 33,801 | - | - |
| 22 | Transbay Terminal/Downtown Extension | 150,000 | 150,000 | 146,801 | 3,199 | - |
| 23 | Oakland Airport Connector | 115,199 | 115,199 | 115,199 | - | - |
| 24 | AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor) ^{vii} | 77,760 | 77,760 | 21,948 | 55,812 | - |
| 25 | Commute Ferry Service for Alameda/Oakland/Harbor Bay | 12,000 | 12,000 | 86 | 11,914 | - |
| 26 | Commute Ferry Service for Berkeley/Albany | 12,000 | - | - | - | 12,000 |
| 27 | Commute Ferry Service for South San Francisco | 12,000 | 12,000 | 11,998 | 2 | - |
| 28 | Water Transit Facility Imps., Spare Vessels and Environmental Review | 48,000 | 27,905 | 26,073 | 1,832 | 20,095 |
| 29 | Regional Express Bus South - Remaining Projects ^{iv,vii,xi} | 33,933 | 29,132 | 19,090 | 10,042 | 4,801 |
| 30 | I-880 North Safety Improvements ^{xi} | 12,300 | 12,300 | 8,787 | 3,513 | - |
| 31 | BART Warm Springs Extension ⁱ | 186,000 | 183,909 | 151,068 | 32,841 | 2,091 |
| 32 | I-580 (Tri Valley) Rapid Transit Corridor Improvements | 65,000 | 53,005 | 46,894 | 6,111 | 11,995 |
| 33 | Regional Rail Master Plan | 6,500 | 6,456 | 5,959 | 497 | 44 |
| 34 | Integrated Fare Structure Program | 1,500 | 1,500 | 900 | 600 | - |
| 35 | Transit Commute Benefits Promotion | 5,000 | 5,000 | 3,359 | 1,641 | - |
| 36 | Caldecott Tunnel Improvements ^{ix} | 45,075 | 45,075 | 42,371 | 2,705 | - |
| 37 | BART's Fixed Guideway Rehab | 24,000 | 24,000 | 21,185 | 2,815 | - |
| 38 | Regional Express Lane Network ⁱⁱⁱ | 4,825 | 4,825 | - | 4,825 | - |
| 39 | Modifications in I-80 and San Pablo ⁱⁱⁱ | 8,000 | 8,000 | 3,398 | 4,602 | - |
| 40 | Caltrain Electrification ^{viii,xii} | 20,000 | - | - | - | 20,000 |
| Total | | \$1,515,000 | \$1,392,066 | \$1,163,505 | \$228,562 | \$122,934 |

ⁱ Allocated \$91 million from the Dumbarton Commuter Rail Service to the BART to Warm Springs Extension

ⁱⁱ Allocated \$15 million from the SMART Project to Greenbrae Interchange Improvement Project, per Resolution #3801 dated 9/28/11.

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

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

Shaded projects are completed

Seismic Capital Project Budget

As of June 2015(Unaudited) (\$000) - Life to Date

| Program | Base Budget | Current Budget | Total Expenses* | Encumbrance | Remaining Balance |
|---|---------------------|-----------------------|------------------------|--------------------|--------------------------|
| San Francisco-Oakland Bay Bridge East Span Repl | \$ 5,486,600 | \$ 6,396,969 | \$ 6,058,078 | \$ 338,891 | \$ - |
| San Francisco-Oakland Bay Bridge West Span Retrofit | 307,900 | 305,316 | 305,316 | - | - |
| San Francisco-Oakland Bay Bridge West Approach Repl | 429,000 | 469,700 | 450,173 | 19,527 | - |
| Antioch Bridge Retrofit | - | 82,000 | 71,092 | 10,908 | - |
| Dumbarton Bridge Retrofit | - | 148,700 | 111,389 | 37,311 | - |
| Richmond-San Rafael Bridge Retrofit *** | 808,100 | 799,600 | 794,870 *** | 4,730 | - |
| Benicia-Martinez Bridge Retrofit | 177,800 | 177,830 | 177,817 | 13 | - |
| Carquinez Bridge Retrofit | 114,200 | 114,206 | 114,206 | - | - |
| San Mateo-Hayward Bridge Retrofit | 163,500 | 163,412 | 163,412 | - | - |
| Subtotal for Bay Area Bridges | 7,487,100 | 8,657,733 | 8,246,353 | 411,380 | - |
| Misc Program Costs | 30,000 | 30,000 | 26,024 | 3,976 | - |
| Program Contingency** | 989,000 | 85,337 | - | 85,337 | - |
| Vincent Thomas Bridge Retrofit (<i>non-BATA, for</i> | 58,500 | 58,510 | 58,411 | 99 | - |
| San Diego-Coronado Bridge Retrofit (<i>non BATA, for</i> | 103,500 | 103,520 | 103,235 | 285 | - |
| Subtotal for Other Bridges | 162,000 | 162,030 | 161,646 | 384 | - |
| Total for Toll Bridge Seismic Retrofit Program | \$ 8,668,100 | \$ 8,935,100 | \$ 8,434,023 | \$ 501,077 | \$ - |

| | |
|---|------------------|
| *Includes preAB144 LTD expenses from Caltrans to April 2006 | 3,709,068 |
| Bata expenses from May 2006 to current | 4,724,955 |
| | <u>8,434,023</u> |

**** Contingency Allocation**

| | |
|--|---------------|
| Contingency per Budget | 989,000 |
| Allocation to SFO BB East Span Repl 7/07 | (179,220) |
| Allocation to Benicia-Martinez 7/07 | (30) |
| Allocation to San Mateo-Hayward 7/07 | (10) |
| Allocation to Vincent Thomas 7/07 | (10) |
| Allocation to San Diego-Coronado 7/07 | (20) |
| Unallocate from Carquinez 7/07 | 70 |
| Allocation to SFO BB West Approach 3/26/08 | (24,700) |
| Allocation to SFO BB East Span Repl 7/08 | (36,290) |
| Unallocate from Richmond SR 7/08 | 8,500 |
| Allocations to SFOBB West Approach 12/17/08 | (17,000) |
| Allocation to SFOBB East Span Replacement 12/09 | (50,600) |
| Allocation for Antioch Contingency 1/10 | 72,000 |
| Allocation for Dumbarton Contingency 1/10 | 118,000 |
| Allocation to SFOBB East Span Replacement 7/10 | (138,390) |
| Unallocate from SFOBB West Approach 7/10 | 3,000 |
| Unallocate from Antioch Contingency 7/10 | (43,000) |
| Allocate to SFOBB East Span 9/10 | (293,080) |
| Allocate to SFOBB East Span 3/23/11 | (106,200) |
| Allocate to SFOBB East Span 6/27/12 | (14,450) |
| Allocate to SFOBB West Approach 6/27/12 | (1,000) |
| Allocate to Carquinez 6/27/12 | (70) |
| Unallocate from SFOBB East Span 11/28/12 | 17,230 |
| Unallocate from SFOBB West Span 11/28/12 | 2,584 |
| Allocate to SFOBB West Approach 11/28/12 | (1,000) |
| Allocate to Carquinez 11/28/12 | (6) |
| Unallocate from San Mateo-Hayward 11/28/12 | 98 |
| Unallocate Antioch Bridge 11/28/12 | 19,000 |
| Unallocate Dumbarton Bridge 11/28/12 | 300 |
| Allocate to SFOBB East Span 2/27/13 | (5,569) |
| Allocate to Transit Core Capacity Challenge Grant 12/18/13 | (130,000) |
| Allocate to SFOBB East Span 7/1/14 | (103,800) |
| Remaining Balance | <u>85,337</u> |

Shaded projects are completed

***Moved \$16.9 million from Richmond-San Rafael Bridge Retrofit Budget to RM 1.

Rehab Project Budget

As of June 2015 (Unaudited) (\$000) - Life to Date

| Program # | Program | Total Budget | Total Expenses | Encumbrance | Balance Remaining |
|------------------------------------|--|----------------|----------------|---------------|----------------------|
| 6812 | Benicia-Martinez Bridge Rehab | 600 | - | - | 600 |
| 6813 | Carquinez Bridge Rehab | 33,511 | 23,790 | - | 9,721 |
| 6814 | Richmond-San Rafael Bridge Rehab | 49,668 | 23,614 | - | 26,054 |
| 6825 | San Francisco-Oakland Bay Bridge Rehab | 155,753 | 106,092 | - | 49,661 |
| 6826 | San Mateo-Hayward Bridge Rehab | 104,392 | 44,682 | 1 | 59,710 |
| 6827 | Dumbarton Bridge Rehab | 4,792 | 4,792 | - | - |
| 6828 | All Bridges Rehab | 51,847 | 48,511 | - | 3,336 |
| 6829 | Caltrans Reserve | 23 | 4 | - | 19 |
| 8030 | Completed/Defunded/Transferred Projects | 117,302 | 116,623 | - | 679 |
| 8033 | Minor Toll Plaza Rehab Projects | 183 | 183 | - | - |
| 8210 | New Benicia Bridge * | 1,909 | 490 | - | 1,419 |
| 8315 | Site Mitigation & Landscaping | 211 | 83 | - | 128 |
| 8615 | I-880/SR-92 Landscaping** | 6,640 | 5,351 | - | 1,289 |
| 8629 | Minor Bridge Rehab Projects | 903 | 45 | - | 858 |
| 8637 | Bay Trail Improvements | 115 | - | - | 115 |
| TOTAL CALTRANS REHAB BUDGET | | 527,849 | 374,260 | 1 | 153,589 |
| 8012 | All Electronic Tolling Study | 360 | - | 360 | - |
| 8531 | Benicia New Toll Plaza ORT | 4,153 | 4,153 | - | - |
| 8539 | SFOBB Eyebarr Repair Review | 2,914 | 2,660 | 254 | - |
| 8594 | SFOBB West Span Pathway PSR | 12,300 | 1,342 | 10,208 | 750 |
| 8602 | Hybrid/ETC Lane Modifications | 874 | 874 | - | - |
| 8631 | Procure New Callboxes | 2,344 | 2,344 | - | - |
| 8900 | ETC Regional CSC Development | 14,558 | 10,891 | 3,282 | 385 |
| 8901 | ETC Transponder Procurement | 52,273 | 48,970 | 2,971 | 332 |
| 8902 | Future CSC Upgrades/Replacement | 14,250 | 10,135 | 3,328 | 788 |
| 8903 | ATCAS Lane Host Upgrades | 35,800 | 31,213 | 193 | 4,394 |
| 8904 | Fastrak Sign & Sign Structure Improvements | 29,555 | 29,241 | 269 | 45 |
| 8905 | Misc. Bridge Improvements | 6,849 | 3,465 | 452 | 2,932 |
| 8907 | Toll Plaza Capital Improvements | 15,200 | 9,122 | 601 | 5,477 |
| 8908 | Enterprise Computing HW/SW | 3,735 | 1,840 | 93 | 1,802 |
| 8909 | Gateway Park Planning | 29,500 | 6,796 | 2,857 | 19,847 |
| 8912 | ETC Transponder Tag Swap | 2,137 | 1,929 | 208 | - |
| 8913 | SFOBB Administration Building | 25,639 | 25,220 | - | 419 |
| 8914 | Violation Enforcement System Upgrade | 8,300 | 7,842 | - | 458 |
| 8916 | Bay Crossing Study | 540 | 540 | - | - |
| 8917 | IT Security Procedures & Policies | 750 | 27 | 8 | 715 |
| 8918 | Maintenance Complex | 431 | 383 | 12 | 36 |
| 8920 | Plaza and Canopy Improvements | 9,272 | 8,546 | 717 | 9 |
| 8921 | SFOBB Lane 17 & 18 Lane Reconfiguration | 3,575 | 1,614 | 71 | 1,890 |
| 8922 | Metering Lights Replacement | 950 | - | - | 950 |
| 8923 | Bridge Records Recordation and Storage | 500 | 48 | 10 | 442 |
| 8924 | Antioch Bridge Approach | 50,000 | 29,884 | 4,046 | 16,070 |
| 8926 | Bridge Modeling & Investigations | 5,000 | - | - | 5,000 |
| 8927 | CCTV Installation | 6,000 | - | - | 6,000 |
| 8928 | BATA Program Contingency | 3,008 | - | - | 3,008 |
| 8930 | Richmond-San Rafael Bridge Rehab | 8,000 | 3,209 | 4,441 | 350 |
| 8932 | ETC Loop Rehabilitation | 4,000 | - | - | 4,000 |
| 8933 | Plan Bay Area TMS | 7,000 | 74 | 176 | 6,750 |
| 8934 | Temp License Plate System Implementation | 500 | - | - | 500 |
| 8935 | Communications in Bridge Corridors | 2,500 | - | - | 2,500 |
| 8936 | Backhaul Connection Infrastructure | 1,000 | - | 140 | 860 |
| 8000-05 | Capital Program Audit | 7,500 | 5,885 | 134 | 1,481 |
| 8000-16 | SRA/RM1 Program Monitoring | 45,545 | 42,852 | 214 | 2,478 |
| Total BATA REHAB BUDGET | | 416,812 | 291,100 | 35,045 | 90,667 |
| TOTAL REHAB BUDGET | | 944,661 | 665,360 | 35,046 | 244,256 |

Shaded projects are completed

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

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

AB 1171 Project Budget

As of June 2015 (Unaudited) (\$000) - Life to Date

| Project Title | Total Budget | Allocation | Actual | Encumbrance | Balance Remaining |
|--|--------------|------------|-----------|-------------|-------------------|
| Doyle Drive Replacement | 80,000 | 80,000 | 78,558 | 1,442 | - |
| East Contra Costa BART Extension | 111,500 | 111,500 | 67,217 | 44,283 | - |
| Transbay Terminal/Downtown Extension:Phase 1 | 150,000 | 148,800 | 136,743 | 12,057 | 1,200 |
| Tri-Valley Transit Access Improve. To BART | 95,000 | 10,100 | 3,842 | 6,258 | 84,900 |
| Regional Express Lane Network | 2,800 | 2,800 | 2,800 | - | - |
| Fairfield/Vacaville Train Station | 9,000 | 9,000 | - | 9,000 | - |
| I80/680 Interchange | 100,000 | 100,000 | 68,973 | 31,027 | - |
| Other Corridor Improvement | 10,200 | 10,150 | 10,150 | 0 | 50 |
| VTA Mission/Warren/Truck Rail Facility | 6,500 | 6,500 | - | 6,500 | - |
| BART to Warm Spring Extension | 5,000 | 5,000 | 314 | 4,686 | - |
| Total | \$570,000 | \$483,850 | \$368,597 | \$115,253 | \$86,150 |

| | |
|--------------------------|-----------------|
| AB 1171 Program Budget: | \$570,000 |
| Approved Projects: | \$483,850 |
| AB 1171 Program Balance: | <u>\$86,150</u> |

Shaded projects are completed

Other Capital Projects
As of June 2015 (Unaudited) (\$000) - Life to Date

| Project Title | Total Budget | Actual | Encumbrance | Balance |
|---|--------------|----------|-------------|-----------|
| | | | | Remaining |
| Program Costs: Planning, Coordination & Management | 28,437 | 15,392 | 4,161 | 8,884 |
| Centralized Toll System | 36,207 | 2,511 | 12,561 | 21,135 |
| CC-680 Southern Segment Conversion | 48,939 | 9,197 | 32,561 | 7,181 |
| Capitalized Start-up O&M | 16,000 | - | 10,904 | 5,096 |
| ALA-880 Conversion | 77,779 | 4,394 | 21,248 | 52,137 |
| CC-680 Northern Segment - Southbound Conversion | 32,288 | 243 | 317 | 31,728 |
| SOL-80 West Conversion | 2,852 | 108 | 141 | 2,603 |
| Program Contingency | 48,570 | - | - | 48,570 |
| CC-680 Northern Segment - Southbound HOV Completion | 19,000 | - | - | 19,000 |
| SOL-80 East Express Lane Conversion | 16,114 | - | - | 16,114 |
| Express Lanes Total | \$326,186 | \$31,845 | \$81,893 | \$212,448 |
| | | | | |
| Core Capacity Challenge | 250,000 | - | - | 250,000 |
| | | | | |
| Grand Total | \$576,186 | \$31,845 | \$81,893 | \$462,448 |

