



BAY AREA TOLL AUTHORITY
Bay Area Metro Center
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Memorandum

TO: BATA Oversight Committee

DATE: September 5, 2018

FR: Executive Director

W. I. 1254

RE: BATA Financial Statements for June 2018 (Unaudited)

Attached are the BATA Financial Statements for the fiscal year ending on June 30, 2018. The June 2018 financials are preliminary, unaudited and subject to change upon completion of the annual audit process.

Overall, BATA had a good operating year with revenue over the adopted budget by about 4% while expense was kept within the budget. Highlights include:

Revenue:

Toll Revenue – Total revenue for FY 2017-18 was \$866 million, 4% above the adopted budget. \$727 million or 84% of the total revenue was generated from toll collection that was in line with the adopted budget. The total paid traffic count for the year at 138 million was an increase of 1% compared to FY 2016-17. Two-axle vehicles made up 126 million counts of the total paid traffic for the year.

Rebate for BABs – BATA also received \$71.5 million in subsidy payments from the U.S. government to offset the interest expense for the \$3.3 billion Build America Bonds (BABs) portfolio.

Violation Revenue – Total violation revenue for FY 2017-18 was \$27 million. Attached to this report is a graph showing violation revenue from 2012-13 through FY 2017-18.

Interest Revenue – \$27 million of interest revenue was \$15 million over the adopted budget, due to higher interest rates.

Expense:

Caltrans Operations and Maintenance – Overall, the total Caltrans Operations and Maintenance expense was \$27 million, about 4% under budget. Toll collection administrative and support staff expense was \$1.1 million below budget mainly due to staff turnover and unfilled vacancies.

FasTrak® Operations and Maintenance – Electronic toll collection costs were \$45 million, \$2 million below the adopted budget. Some of the budgeted IT expenses were postponed to FY 2018-19.

Bridge Toll Administration – BATA's expense for bridge toll administration ended FY 2017-18 at \$13 million, \$4 million under the adopted budget. The savings are mainly the result of budgeted consultant contracts executed at a lower cost or delayed.

Transfers – A total of \$70 million in transfers were made to various programs. The majority of these transfers were for the RM2 transit operating projects. During the year, BATA transferred \$50 million to various transit operators, which represented 70% of all transfers. In addition, the 1% administration fee for MTC at \$8 million was \$388,000 more than the adopted budget. This was the result of higher toll related revenue.

Debt Service – Debt service costs, including fees, were \$522 million for FY 2017-18, \$32.7 million under budget. The savings are mainly the result of restructuring several of the existing bonds at lower interest rates.

Unrealized Gain on Hedge Termination – BATA also recorded an unrealized interest rate swap gain of \$54 million from the change in the market valuation from the prior fiscal year. The interest rate swaps were not terminated and the change is a paper gain only. No funds actually changed hands. This is an accounting entry to record the difference in market value every fiscal year.

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



Steve Heminger

SH:bm

BATA Operating Budget

As of June 2018 (Unaudited)

| | FY 2017-18 | Actual | Balance | % of Budget | year |
|--|--------------------|---------------------|---------------------|--------------------|----------------|
| | Budget | YTD | Over/(Under) | (col 2/1) | Expired |
| REVENUE: | | | | | |
| 1. RM 1 Toll Revenues | 597,732,225 | 597,491,245 | (240,980) | 100.0% | 100.0% |
| 2. RM 2 Toll Revenues | 129,692,875 | 129,688,803 | (4,072) | 100.0% | 100.0% |
| 3. Toll Violation Revenues | 10,000,000 | 27,084,476 | 17,084,476 | 270.8% | 100.0% |
| 4. Other Revenue | - | 4,006,592 | 4,006,592 | N/A | 100.0% |
| 5. Interest Income | 12,000,000 | 26,594,466 | 14,594,466 | 221.6% | 100.0% |
| 6. GGB&HTD Fastrak Reimbursement | 6,733,000 | 6,528,950 | (204,050) | 97.0% | 100.0% |
| 7. SFO Fastrak Reimbursement | 463,000 | 391,658 | (71,342) | 84.6% | 100.0% |
| 8. Alameda CMA Reimbursement | 2,220,000 | 1,796,266 | (423,734) | 80.9% | 100.0% |
| 9. VTA 237 Express Lane Reimb. | 135,000 | 126,352 | (8,648) | 93.6% | 100.0% |
| 10. Rebate for Build America Bonds | 71,278,791 | 71,451,055 | 172,264 | 100.2% | 100.0% |
| 11. BAIFA Reimbursement | - | 454,068 | 454,068 | N/A | 100.0% |
| Total Revenue | 830,254,891 | 865,613,931 | 35,359,040 | 104.3% | 100.0% |
| EXPENSE: | | | | | |
| Caltrans Operations and Maintenance: | | | | | |
| 1. Toll Collection & Operations Services | 23,600,000 | 22,499,500 | (1,100,500) | 95.3% | 100.0% |
| 2. Toll & Bridge Facility Maint | 5,300,000 | 5,251,585 | (48,415) | 99.1% | 100.0% |
| Caltrans O & M Subtotal | 28,900,000 | 27,751,085 | (1,148,915) | 96.0% | 100.0% |
| Fastrak Operations and Maintenance: | | | | | |
| 3. RCSC Operations | 24,700,000 | 23,805,050 | (894,950) | 96.4% | 100.0% |
| 4. ATCAS Maintenance, IT equip | 5,362,576 | 4,201,278 | (1,161,298) | 78.3% | 100.0% |
| 5. Banking Costs | 13,900,000 | 14,090,864 | 190,864 | 101.4% | 100.0% |
| 6. Collection Exp./DMV Exp. | 3,700,000 | 3,307,177 | (392,823) | 89.4% | 100.0% |
| BATA O & M Subtotal | 47,662,576 | 45,404,369 | (2,258,207) | 95.3% | 100.0% |
| BATA Toll Bridge Administration: | | | | | |
| 7. Staff Costs - Salaries, Benefits & Temps | 10,404,969 | 9,817,401 | (587,568) | 94.4% | 100.0% |
| 8. Travel, Printing, Memberships & Other | 511,913 | 316,747 | (195,166) | 61.9% | 100.0% |
| 9. RM 1/RM2 Audit/Accounting/Other | 2,897,895 | 1,332,589 | (1,565,306) | 46.0% | 100.0% |
| 10. Misc. Toll Admin Operating Expenses | 1,150,000 | 663,347 | (486,653) | 57.7% | 100.0% |
| 11. Professional Fees | 1,495,000 | 948,741 | (546,259) | 63.5% | 100.0% |
| 12. Other | 750,000 | 74,630 | (675,370) | 10.0% | 100.0% |
| Toll Bridge Admin Subtotal | 17,209,777 | 13,153,455 | (4,056,322) | 76.4% | 100.0% |
| Other/Transfers: | | | | | |
| 13. Transfers to MTC 1% Admin | 7,494,251 | 7,882,180 | 387,929 | 105.2% | 100.0% |
| 14. Transfers to MTC - Other | 789,459 | 183,441 | (606,018) | 23.2% | 100.0% |
| 15. Transfers to SAFE | 200,000 | 200,000 | - | 100.0% | 100.0% |
| 16. Transfer from Legal Reserve | 3,264,505 | 952,403 | (2,312,102) | 29.2% | 100.0% |
| 17. Transbay Transit Terminal Maint | 4,856,084 | 4,855,330 | (754) | 100.0% | 100.0% |
| 18. Beale St Assessment | 2,000,000 | 2,024,691 | 24,691 | 101.2% | 100.0% |
| 19. Depreciation and Amortization | 6,110,000 | 3,772,338 | (2,337,662) | 61.7% | 100.0% |
| 20. RM2/Clipper Marketing | 3,860,000 | 3,062,677 | (797,323) | 79.3% | 100.0% |
| 21. RM2 Operating | 49,283,000 | 46,476,821 | (2,806,179) | 94.3% | 100.0% |
| 22. ABAG SFEP | 1,106,480 | 1,106,480 | - | 100.0% | 100.0% |
| Transfers | 78,963,779 | 70,516,361 | (8,447,418) | 89.3% | 100.0% |
| Debt Service: | | | | | |
| 23. Interest and principal payments | 540,542,163 | 507,397,822 | (33,144,341) | 93.9% | 100.0% |
| 24. Financing Costs | 14,512,500 | 14,953,847 | 441,347 | 103.0% | 100.0% |
| Total Debt Service | 555,054,663 | 522,351,669 | (32,702,994) | 94.1% | 100.0% |
| Total Expense w/o Other and Capit Trans | 727,790,795 | 679,176,939 | (48,613,856) | 93.3% | 100.0% |
| Net before Other and Capital Transfer | 102,464,096 | 186,436,992 | 83,972,896 | 182.0% | 100.0% |
| Other | | | | | |
| 25. Unrealized (gain)/loss on Hedge Terminati | - | (53,958,866) | (53,958,866) | | |
| 26. Amortization of financing/bond costs | - | 3,706,537 | 3,706,537 | | |
| 27. Amortization of funds transfer to MTC | - | 17,580,344 | 17,580,344 | | |
| Total Other | - | (32,671,985) | (32,671,985) | | |
| Transfer to Capital Fund: | | | | | |
| 28. Transfer to Capital Fund | 102,414,096 | 219,108,977 | 116,694,881 | 213.9% | 100.0% |
| 29. Furniture/Equip./Vehicle | 50,000 | - | (50,000) | 0.0% | 100.0% |
| Total Capital Reserve In (Out) | 102,464,096 | 219,108,977 | 116,644,881 | 213.8% | 100.0% |
| Total Expense & Transfers | 830,254,891 | 865,613,931 | 35,359,040 | 104.3% | 100.0% |
| Net | - | - | - | | |

CONTRACTS REQUIRED UNDER BOND ISSUANCE DOCUMENTS - Unaudited

| | | June'18 |
|------------|----------------------|----------|
| Fitch Inc. | <i>Financing Fee</i> | \$75,000 |

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

June'18

Ceridian Employer Services

\$6,000

Payroll Services

SHI International Corp

\$4,291

Software Maintenance Services

**Regional Measure 2 Operating Budget
As of June 2018 (\$000) - Unaudited**

| | Project Title | Total Budget | Allocation | Actual | Balance Over/(Under) |
|-----|--|---------------------|-------------------|-----------------|---------------------------------|
| 1 | Richmond Bridge Express Bus | 2,474 | 2,474 | 2,474 | - |
| 2 | Napa Vine Service | 426 | 426 | 426 | - |
| 3 | Express Bus North - serving SFOBB, Dumbarton, San Mateo bridges | 3,751 | 3,751 | 3,751 | - |
| 4 | Express Bus South - serving Carquinez and Benicia Bridges | 7,074 | 7,074 | 7,060 | (14) |
| 5 | Dumbarton Bus | 2,966 | 2,817 | 2,817 | (149) |
| 6 | WETA Ferry Operations | 16,500 | 16,500 | 14,620 | (1,880) |
| 7 | Owl Service - BART Corridor | 2,054 | 2,004 | 2,004 | (50) |
| 8 | MUNI Metro 3rd St | 2,500 | 2,500 | 2,500 | - |
| 9 | AC Enhanced Bus Service | 3,000 | 3,000 | 3,000 | - |
| 11 | Water Emergency Transportation Authority Regional Planning | 3,000 | 3,000 | 2,841 | (159) |
| 12 | Clipper Operations | 2,000 | 2,000 | 2,000 | - |
| 13 | Transbay Transit Center | 3,000 | 3,000 | 2,983 | (17) |
| | Subtotal for Operating Assistance Program | 48,745 | 48,545 | 46,477 | (2,268) |
| N/A | Clipper Marketing | 2,475 | - | 2,149 | (326) |
| N/A | 511 Real Time Transit | 35 | - | - | (35) |
| N/A | Seamless Transit Map | 470 | - | 320 | (150) |
| N/A | Wayfinding | 40 | - | - | (40) |
| N/A | Regional Resource Center | 100 | - | 88 | (12) |
| N/A | AC Transit Services | 500 | - | 500 | - |
| N/A | Late Night Map | 25 | - | 6 | (19) |
| N/A | Bike to Work | 35 | - | - | (35) |
| N/A | New or Expanded Transit Service | 180 | - | - | (180) |
| | Total for Clipper and RM2 Marketing | 3,860 | - | 3,063 | (797) |
| | Total | \$52,605 | \$48,545 | \$49,540 | (\$3,065) |

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

| Program | Project Title | Total Budget | 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 | - | - |
| 3 | MUNI Historic Streetcar Expansion (E-Line) | 10,000 | 10,000 | - | - |
| 4 | Dumbarton Commuter Rail Service ^{i,iv,xii} | 9,157 | 8,932 | 34 | 192 |
| 5 | Vallejo Ferry Intermodal Station ^v | 26,000 | 24,101 | 726 | 1,173 |
| 6 | Solano County Express Bus Intermodal Facilities ^{vi} | 12,251 | 12,222 | 30 | - |
| 7 | Solano County Corridor Improvements near I-80 / I-680 Interchange | 100,000 | 96,935 | 3,065 | - |
| 8 | I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge | 37,175 | 37,175 | - | - |
| 9 | Richmond Parkway Park & Ride ^{vii} | 3,850 | 867 | 706 | 2,277 |
| 10 | SMART Extension to Larkspur ^{ii,vii} | 56,500 | 51,879 | 4,621 | - |
| 11 | Greenbrae Interchange Improvement ^{ii,viii} | 43,500 | 26,991 | 5,869 | 10,641 |
| 12 | Direct HOV lane connector from I-680 to the Pleasant Hill BART ^{ix} | 20,425 | 14,623 | 5,484 | 318 |
| 13 | Rail Extension to East Contra Costa/E-BART | 96,000 | 93,572 | 2,428 | - |
| 14 | Capital Corridor Improvements in Interstate-80/Interstate 680 Corridor ^{vi,x} | 35,950 | 35,001 | 949 | - |
| 15 | Central Contra Costa Bay Area Rapid Transit (BART) Crossover | 25,000 | 25,000 | - | - |
| 16 | Benicia-Martinez Bridge: New Span | 50,000 | 50,000 | - | - |
| 17 | Remaining Regional Express Bus North - Competitive Program Projects ^{v,x} | 18,799 | 18,771 | 28 | - |
| 18 | Clipper | 35,000 | 20,749 | 1,231 | 13,020 |
| 19 | Real-time transit information | 20,000 | 19,476 | 524 | - |
| 20 | Safe Routes to Transit | 22,500 | 19,030 | 3,285 | 186 |
| 21 | BART Tube Seismic Retrofit | 33,801 | 33,801 | - | - |
| 22 | Transbay Terminal/Downtown Extension | 150,000 | 149,437 | 563 | - |
| 23 | Oakland Airport Connector | 115,199 | 115,199 | - | - |
| 24 | AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor) ^{vii} | 77,760 | 49,795 | 27,965 | - |
| 25 | Commute Ferry Service for Alameda/Oakland/Harbor Bay | 12,000 | 12,000 | - | - |
| 26 | Commute Ferry Service for Berkeley/Albany | 12,000 | 4,762 | 7,238 | - |
| 27 | Commute Ferry Service for South San Francisco | 12,000 | 11,998 | 2 | - |
| 28 | Water Transit Facility Imps., Spare Vessels and Environmental Review | 48,000 | 42,853 | 5,147 | - |
| 29 | Regional Express Bus South - Remaining Projects ^{iv,vii,xi} | 54,933 | 29,302 | 8,206.82 | 17,424 |
| 30 | I-880 North Safety Improvements ^{xi} | 12,300 | 11,858 | 442 | - |
| 31 | BART Warm Springs Extension ⁱ | 186,000 | 177,600 | 8,400 | - |
| 32 | I-580 (Tri Valley) Rapid Transit Corridor Improvements | 65,000 | 50,810 | 2,195 | 11,995 |
| 33 | Regional Rail Master Plan | 6,500 | 6,062 | 394 | 44 |
| 34 | Integrated Fare Structure Program | 1,500 | 900 | 600 | - |
| 35 | Transit Commute Benefits Promotion | 5,000 | 3,366 | 1,634 | - |
| 36 | Caldecott Tunnel Improvements ^{ix} | 45,075 | 45,074 | 1 | - |
| 37 | BART's Fixed Guideway Rehab | 64,000 | 24,000 | - | 40,000 |
| 38 | Regional Express Lane Network ⁱⁱⁱ | 4,825 | - | 4,825 | - |
| 39 | Modifications in I-80 and San Pablo ⁱⁱⁱ | 8,000 | 7,675 | 325 | - |
| 40 | Caltrain Electrification ^{viii,xii} | 20,000 | 19,991 | 9 | - |
| Total | | \$1,589,000 | \$1,391,807 | \$96,926 | \$100,270 |

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

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

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

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

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

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

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

Shaded projects are completed

Rehab Project Budget

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

| Program # | Program | Total Budget | Total Expenses | Encumbrance | Balance Remaining |
|------------------|--|---------------------|-----------------------|--------------------|------------------------------|
| 6812 | Benicia-Martinez Bridge Rehab | 3,978 | 2,162 | - | 1,816 |
| 6813 | Carquinez Bridge Rehab | 35,816 | 34,467 | - | 1,349 |
| 6814 | Richmond-San Rafael Bridge Rehab | 67,807 | 54,264 | - | 13,543 |
| 6825 | San Francisco-Oakland Bay Bridge Rehab | 212,189 | 174,120 | - | 38,069 |
| 6826 | San Mateo-Hayward Bridge Rehab | 111,296 | 107,310 | 1 | 3,986 |
| 6827 | Dumbarton Bridge Rehab | 4,792 | 4,792 | - | - |
| 6828 | All Bridges Rehab | 79,100 | 75,272 | - | 3,828 |
| 6829 | Caltrans Reserve | 28 | 4 | - | 24 |
| 8030 | Completed/Defunded/Transferred Projects | 117,302 | 116,626 | - | 676 |
| 8033 | Minor Toll Plaza Rehab Projects | 935 | 935 | - | - |
| 8210 | New Benicia Bridge * | 1,715 | 502 | - | 1,213 |
| 8315 | Site Mitigation & Landscaping | 154 | 83 | - | 71 |
| 8615 | I-880/SR-92 Landscaping** | 6,640 | 5,504 | - | 1,136 |
| 8629 | Minor Bridge Rehab Projects | 159 | 45 | - | 114 |
| 8637 | Bay Trail Improvements | 115 | - | - | 115 |
| | TOTAL CALTRANS REHAB BUDGET | 642,026 | 576,086 | 1 | 65,940 |
| 8012 | All Electronic Tolling Study | 763 | 699 | 2 | 62 |
| 8528 | Bay Lights Maintenance | 480 | 252 | 68 | 160 |
| 8530 | Drainage Studies for the Bridge | 500 | 300 | - | 200 |
| 8531 | Benicia New Toll Plaza ORT | 4,153 | 4,153 | - | - |
| 8539 | SFOBB Eyebarr Repair Review | 2,914 | 2,660 | 254 | - |
| 8540 | Regional Transportation Sea Level Rise Asset | 2,000 | 157 | - | 1,843 |
| 8594 | SFOBB West Span Pathway PSR | 12,300 | 10,950 | 800 | 550 |
| 8602 | Hybrid/ETC Lane Modifications | 874 | 874 | - | - |
| 8631 | Procure New Callboxes | 2,344 | 2,344 | - | - |
| 8900 | 2003 CSC Procurement | 12,358 | 11,047 | 3 | 1,308 |
| 8901 | ETC Transponder Procurement | 81,370 | 75,864 | 5,199 | 307 |
| 8902 | 2012 CSC Procurement | 20,050 | 18,679 | 1,250 | 121 |
| 8903 | ATCAS Lane Host Upgrades | 33,545 | 31,785 | 257 | 1,503 |
| 8904 | Fastrak Sign & Sign Structure Improvements | 29,510 | 29,336 | 79 | 95 |
| 8905 | Misc. Bridge Improvements | 8,499 | 6,078 | 838 | 1,583 |
| 8907 | Toll Plaza Capital Improvements | 21,948 | 17,767 | 2,368 | 1,813 |
| 8908 | Enterprise Computing HW/SW | 4,035 | 3,198 | 31 | 806 |
| 8909 | Gateway Park Planning | 27,975 | 16,149 | 2,312 | 9,514 |
| 8912 | ETC Transponder Tag Swap | 1,937 | 1,929 | - | 8 |
| 8913 | SFOBB Administration Building | 25,619 | 25,220 | - | 399 |
| 8914 | Violation Enforcement System Upgrade | 7,842 | 7,841 | - | - |
| 8916 | Bay Crossing Study | 540 | 540 | - | - |
| 8917 | IT Security Procedures & Policies | 750 | 290 | 336 | 124 |
| 8918 | Maintenance Complex | 531 | 482 | 45 | 4 |
| 8920 | Plaza and Canopy Improvements | 9,263 | 8,545 | 25 | 693 |
| 8921 | SFOBB Lane 17 & 18 Lane Reconfiguration | 3,575 | 1,664 | 43 | 1,868 |
| 8922 | Metering Lights Replacement | 8,930 | 1,400 | 2,694 | 4,836 |
| 8923 | Bridge Records Recordation and Storage | 500 | 55 | - | 445 |
| 8924 | Antioch Bridge Approach | 50,000 | 49,070 | 840 | 90 |
| 8926 | Bridge Modeling & Investigations | 5,801 | 623 | 327 | 4,851 |
| 8928 | BATA Program Contingency | 3,259 | 300 | - | 2,959 |
| 8930 | Richmond-San Rafael Bridge Rehab | 78,928 | 45,087 | 27,797 | 6,044 |
| 8933 | Plan Bay Area TMS | 9,000 | 4,419 | 4,021 | 560 |
| 8936 | Backhaul Connection Infrastructure | 1,000 | 757 | 95 | 148 |
| 8937 | Future CSC Procurement | 3,000 | 431 | 407 | 2,162 |
| 8938 | Misc. East Span Project Improvements | 12,084 | - | - | 12,084 |
| 8939 | Asset Management | 2,000 | - | - | 2,000 |
| 8000-05 | Capital Program Audit | 8,300 | 6,714 | 239 | 1,347 |
| 8000-16 | SRA/RM1 Program Monitoring | 46,045 | 44,775 | 234 | 1,036 |
| | Total BATA REHAB BUDGET | 544,522 | 432,434 | 50,564 | 61,523 |
| | TOTAL REHAB BUDGET | 1,186,548 | 1,008,520 | 50,565 | 127,463 |

Shaded projects are completed

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

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

Seismic Capital Project Budget

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

| | Program | Base Budget | Current Budget*** | Total Expenses* | Encumbrance | Remaining Balance |
|------|---|---------------------|---------------------|---------------------|-------------------|-------------------|
| 8103 | San Francisco-Oakland Bay Bridge East Span Repl | \$ 5,486,600 | \$ 6,529,371 | \$ 6,441,177 | \$ 88,194 | \$ - |
| 8109 | San Francisco-Oakland Bay Bridge West Span Retrofit | 307,900 | 305,316 | 305,316 | - | - |
| 8106 | San Francisco-Oakland Bay Bridge West Approach Repl | 429,000 | 459,500 | 450,385 | 9,115 | - |
| 8100 | Antioch Bridge Retrofit | - | 71,100 | 71,093 | 7 | - |
| 8122 | Dumbarton Bridge Retrofit | - | 112,400 | 112,318 | 82 | - |
| 8112 | Richmond-San Rafael Bridge Retrofit | 808,100 | 812,100 | 794,870 | 17,230 | - |
| 8115 | Benicia-Martinez Bridge Retrofit | 177,800 | 177,830 | 177,817 | 13 | - |
| 8118 | Carquinez Bridge Retrofit | 114,200 | 114,206 | 114,206 | - | - |
| 8121 | San Mateo-Hayward Bridge Retrofit | 163,500 | 163,412 | 163,412 | - | - |
| | Subtotal for Bay Area Bridges | 7,487,100 | 8,745,235 | 8,630,594 | 114,641 | - |
| 8128 | Misc Program Costs | 30,000 | 30,000 | 26,024 | 3,976 | - |
| 8729 | Program Contingency** | 989,000 | 14,735 | - | 14,735 | - |
| 8124 | Vincent Thomas Bridge Retrofit (non-BATA, for information | 58,500 | 58,510 | 58,411 | 99 | - |
| 8127 | San Diego-Coronado Bridge Retrofit (non BATA, for | 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 | \$ 8,952,000 | \$ 8,818,264 | \$ 133,736 | \$ - |

| | |
|--|------------------|
| *Includes pre AB144 LTD expenses from Caltrans to April 2006 | 3,709,068 |
| Bata expenses from May 2006 to current | 5,109,196 |
| | <u>8,818,264</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) |
| Unallocate Antioch Bridge 7/1/15 | 10,900 |
| Unallocate Dumbarton Bridge 7/1/15 | 34,500 |
| Allocate to SFOBB East Span 3/23/16 | (58,131) |
| Allocate to SFOBB East Span 7/1/16 | (6,000) |
| Allocate to SFOBB East Span 10/26/16 | (25,700) |
| Allocate to SFOBB East Span 5/24/16 | (1,500) |
| Allocate to SFOBB East Span 7/1/17 | (11,171) |
| Allocate to SFOBB East Span 9/27/17 | (13,500) |
| Remaining Balance | <u>14,735</u> |

Shaded projects are completed

***Financial reflects budget update approved on 9/27/2017

AB 1171 Project Budget

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

| Project Title | Total Budget | Allocation | Actual | Encumbrance | Balance Remaining |
|--|--------------|------------|-----------|-------------|-------------------|
| Doyle Drive Replacement | 80,000 | 80,000 | 80,000 | - | - |
| East Contra Costa BART Extension | 111,500 | 111,500 | 109,819 | 1,681 | - |
| Transbay Terminal/Downtown Extension:Phase 1 | 150,000 | 150,000 | 148,761 | 1,239 | - |
| Tri-Valley Transit Access Improve. To BART | 95,000 | 11,732 | 11,433 | 299 | 83,268 |
| Regional Express Lane Network | 2,800 | 2,800 | 2,800 | - | - |
| Fairfield/Vacaville Train Station | 9,000 | 9,000 | 8,402 | 598 | - |
| I80/680 Interchange | 100,000 | 100,000 | 98,445 | 1,555 | - |
| Other Corridor Improvement | 10,200 | 10,150 | 10,150 | - | 50 |
| VTA Mission/Warren/Truck Rail Facility | 6,500 | 6,500 | 5,811 | 689 | - |
| BART to Warm Spring Extension | 5,000 | 5,000 | 5,000 | - | - |
| Total | \$570,000 | \$486,682 | \$480,621 | \$6,061 | \$83,318 |

| | |
|--------------------------|-----------------|
| AB 1171 Program Budget: | \$570,000 |
| Approved Projects: | \$486,682 |
| AB 1171 Program Balance: | <u>\$83,318</u> |

Shaded projects are completed

BATA Capital Project with SB1 Funding

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

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

Other Capital Projects

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

| | | | | | Balance |
|---------------|--|--------------|-----------|-------------|-----------|
| Project Title | | Total Budget | Actual | Encumbrance | Remaining |
| 6840 | Program Costs: Planning, Coordination & Management | 28,437 | 18,576 | 5,938 | 3,923 |
| 6841 | Centralized Toll System | 33,574 | 16,142 | 13,206 | 4,226 |
| 6842 | CC-680 Southern Segment Conversion | 55,649 | 50,192 | 3,827 | 1,630 |
| 6843 | Capitalized Start-up O&M | 16,000 | 4,618 | 1,630 | 9,752 |
| 6844 | ALA-880 Conversion | 132,466 | 67,164 | 50,533 | 14,769 |
| 6845 | CC-680 Northern Segment - Southbound Conversion | 51,288 | 5,821 | 2,530 | 42,937 |
| 6846 | SOL-80 West Conversion | 2,852 | 308 | 1,033 | 1,511 |
| 6847 | Program Contingency | 5,114 | - | - | 5,114 |
| 6849 | SOL-80 East Express Lane Conversion | 16,114 | 9,969 | 3,686 | 2,459 |
| 6851 | 84/Dumbarton Bridge | 323 | 323 | - | - |
| 6852 | 92/San Mateo Bridge | 369 | 369 | - | - |
| 849 | Express Lanes Total | \$342,186 | \$173,482 | \$82,383 | \$86,321 |
| | | | | | |
| 847 | Core Capacity Challenge | 250,000 | 18,434 | 75,175 | 156,391 |
| | | | | | |
| Grand Total | | \$592,186 | \$191,916 | \$157,558 | \$242,712 |



